



Future Proof Implementation Committee
c/o Ken Tremaine
Future Proof Implementation Advisor
1601/18 Beach Road
Auckland Central
AUCKLAND 1010

28 March 2013

The Chief Executive Officer
Hamilton City Council
Private Bag 3010
HAMILTON 3240

Dear Sir

FUTURE PROOF IMPLEMENTATION COMMITTEE SUBMISSION TO THE PROPOSED HAMILTON DISTRICT PLAN

This submission is lodged by the Future Proof Implementation Committee (FPIC) in **support** of the *Proposed Hamilton District Plan* (Proposed Plan) notified on 10 December 2012.

The FPIC is the implementation arm of the Future Proof Growth Strategy (Future Proof, or Strategy). The FPIC includes representatives from the Hamilton City Council (HCC), the Waipa District Council (Waipa DC), the Waikato District Council (Waikato DC), the Waikato Regional Council (WRC) and tāngata whenua (Waikato-Tainui). As the administering authority for the Proposed Plan, the HCC has abstained from forming a part of this submission. The Future Proof partners may still make individual submissions.

The FPIC strongly supports the implementation of key aspects of the Future Proof Strategy within the Proposed Plan. It has adopted many of the key principles of the Strategy including promoting a compact city, having identified growth areas supported by structure plans and the integration and sequencing of development with infrastructure. The detailed matters of support are set out in our formal submissions attached to this letter.

The FPIC is willing to appear in support of its submission. If others make a similar submission, the FPIC would also be prepared to consider presenting a joint case with them at the submissions hearing.

Yours sincerely

A handwritten signature in black ink on a light yellow background. The signature reads "Ken Tremaine" in a cursive, flowing script. The first letter 'K' is large and loops around the 'e' in 'Ken'. The name ends with a small circle.

Ken Tremaine
Future Proof Implementation Advisor

General Comments

The Future Proof Partners commend Hamilton City Council on the Proposed Hamilton District Plan, which implements key aspects of the Future Proof Growth Strategy, its key principles, and priority actions with regard to the implementation of the sub-regional settlement pattern, the use of target residential densities, the identification of key growth areas, the allocation of strategic industrial land and the integrated approach taken to land use and infrastructure.

Given the importance of the Proposed Plan to implementing the Future Proof Strategy, the Future Proof Implementation Committee (FPIC) respectfully request that Hamilton City Council give consideration to the following matters in their assessment of the submissions on the Proposed Plan. These matters are of importance to Future Proof Strategy implementation.

Consistency with Future Proof and the Proposed Regional Policy Statement

The FPIC supports the high degree of consistency with the Future Proof Strategy, the Proposed Regional Policy Statement (Proposed RPS) and other regionally significant policy documents, as outlined in Chapter 1 of the Proposed Plan. The FPIC considers that the Proposed Plan's objectives and policies are consistent throughout.

Strategic Framework

Future Proof strongly supports this section of the Plan as it provides a strategic direction which guides the development and implementation of the District Plan as a whole. This section successfully incorporates the guiding principles of the Future Proof Strategy.

Future Proof would like to see this section make a link to the urban limits policy and map as contained in the Proposed RPS.

Structure Plans

Future Proof supports the structure planning section of the Proposed Plan. Structure planning is provided for all of the key Hamilton City growth areas identified in the Future Proof Strategy.

The structure planning sections aligns with the Future Proof Strategy and the Proposed RPS, in particular in the areas of identifying land uses, transport connections, major infrastructure and dwelling density targets.

Structure planning is a valuable way to achieve integrated management of the effects of developing large land areas. Structure planning is an important part of achieving an integrated planning approach which aligns land use with infrastructure and funding

Structure plans are recognised as a key implementation tool in the Future Proof Strategy.

Future Proof has requested amendments to the Ruakura Structure Plan maps in order to provide a greater level of certainty around the transport network for this area, in particular the Waikato Expressway connections. This is important given that much of the transport planning as well as land use staging is derived from these connections.

Residential

Future Proof supports the purpose of the residential zones, in particular the reference to creating a compact city and providing opportunities for higher-density living in the Central City. This is consistent with the strategic scenario which underpins the Future Proof Strategy of achieving a compact urban form.

Ruakura

The FPIC supports the provision of industrial land in accordance with the Proposed RPS at Ruakura. Future Proof supports the Ruakura Industrial and Logistics Zones for Ruakura as these are consistent with the Future Proof Strategy and the Proposed RPS.

Ruakura is an identified growth area in the Future Proof Strategy and the Hamilton Urban Growth Strategy. The Future Proof Business Land Review also recommended Ruakura as a strategic industrial node. The decisions version of the Proposed RPS (November 2012) has identified Ruakura as a Strategic Industrial Node and allocated 405 ha for this development out to 2061. The Ruakura development is supported by detailed background investigations.

Ruakura is important from an Upper North Island, regional and sub-regional economic development perspective.

Future Proof has requested amendments to the large lot residential zone so that the Percival/Ryburn Road area in the Ruakura Structure Plan is re-zoned from large lot residential to logistics in accordance with the provisions of the Ruakura Structure Plan. This is needed in order to ensure that there is a comprehensive and integrated approach to the development. Allowing the large lot residential zone to be retained will mean that there is an isolated pocket of residential land in the middle of the Ruakura development. This will result in land-use incompatibility and reverse sensitivity issues. It is important that the Logistics Zone is put in place as soon as possible and that it is not compromised in the future.

Central City

The purpose of the Central City Zone is supported, especially the references to the Central City as the principal centre for employment, retaining, entertainment and business activities and as the region's cultural and recreational hub. This is in line with the Future Proof Strategy which identifies the Central City as the "heart" of the sub-region.

Transport

Future Proof supports the linkages made in the Proposed Plan between land use and transport.

FPIC supports the use of Integrated Transport Assessments (ITAs) required in the Proposed Plan. These allow for the potential transport impacts of a development to be better understood and appropriately assessed. This is important from an integrated planning perspective as well as ensuring that existing and future networks are not compromised.

Specific submission points for consideration are provided overleaf.

The specific provision of the proposal that my submission relates to is	State whether you support, support in part or oppose this provision	State the reasons for your views	I seek the following decision from the Council on this provision
Foreword – Map 'Hamilton's Plan at a Glance'	Support	Future Proof supports the map attached to the foreword which provides a visual overview of the zones and growth areas of the Plan. This aligns with the Future Proof settlement pattern and the Proposed RPS. This map provides a clear spatial overview of the planning direction for the City. Future Proof would like to see this map form part of the Proposed Plan rather than being attached to the foreword. This map should be incorporated into Chapter 2 on the Strategic Framework.	Retain the map in the Foreword but also add this to Chapter 2 – Strategic Framework.
Chapter 1: Plan Overview Section 1.1.2.2 – Integration of the Plan with Other Plans and Documents	Support with amendment	<p>Future Proof strongly supports this section of the Plan and the linkages it provides with other important plans and documents. In particular the references to the Future Proof Strategy and the settlement pattern are supported.</p> <p>Future Proof would like the Proposed Plan to make a link to the urban limits policy and map as contained in the Proposed RPS. The urban limits are a key feature of implementing the Future Proof Strategy and have now formed part of the Proposed RPS. The Hamilton City boundary aligns with the urban limits for Hamilton as set out in the Proposed RPS as these aim to provide enough residential and industrial land out to 2061.</p> <p>The following sentences should be added to section 1.1.2.2 (c) and (d):</p> <p>c) Future Proof</p> <p>...</p> <p><i>...sequences its release and development according to its ability to be serviced by appropriate infrastructure and to be funded equitably. <u>The Future Proof Strategy includes urban limits in order to anchor the</u></i></p>	<p>Retain this section of the Plan but add the following text to section 1.1.2.2(c) and (d):</p> <p>c) Future Proof</p> <p>...</p> <p><i>...sequences its release and development according to its ability to be serviced by appropriate infrastructure and to be funded equitably. <u>The Future Proof Strategy includes urban limits in order to anchor the settlement pattern. The urban limits follow the Hamilton City boundary and provide enough land out to</u></i></p>

The specific provision of the proposal that my submission relates to is	State whether you support, support in part or oppose this provision	State the reasons for your views	I seek the following decision from the Council on this provision
		<p>settlement pattern. The urban limits follow the Hamilton City boundary and provide enough land out to 2061. This is set out in the Future Proof settlement pattern. This <u>The Future Proof settlement pattern forms the basis of the City's Hamilton Urban Growth Strategy, which the land use pattern within the District Plan is derived from.</u></p> <p>d) Waikato Regional Policy Statement</p> <p>...</p> <p>...that was notified in November 2010.</p> <p><u>The Proposed RPS aims to give statutory effect to the sub-regional settlement pattern contained in the Future Proof Strategy. It includes urban limits, strategic industrial nodes, growth allocations and staging and target residential densities.</u></p>	<p>2061. This is set out in the Future Proof settlement pattern. This <u>The Future Proof settlement pattern forms the basis of the City's Hamilton Urban Growth Strategy, which the land use pattern within the District Plan is derived from.</u></p> <p>d) Waikato Regional Policy Statement</p> <p>...</p> <p>...that was notified in November 2010.</p> <p><u>The Proposed RPS aims to give statutory effect to the sub-regional settlement pattern contained in the Future Proof Strategy. It includes urban limits, strategic industrial nodes, growth allocations and staging and target residential densities.</u></p>

The specific provision of the proposal that my submission relates to is	State whether you support, support in part or oppose this provision	State the reasons for your views	I seek the following decision from the Council on this provision
<p>Chapter 2: Strategic Framework Section 2.1 Purpose Section 2.2 Objectives and Policies - Towards a Sustainable City; Central City, Business and Industry; Business and Industry; Residential Development; The Waikato River; Tāngata Whenua: Waikato Tainui; Natural Environment; Integrate Land Use, Transport and Infrastructure.</p>	<p>Support with amendment</p>	<p>The objectives and policies of the Strategic Framework guide the development and implementation of the District Plan as a whole. They successfully incorporate the guiding principles of the Future Proof Growth Strategy.</p> <p>Future Proof would like to see a link made in this section between the urban limits as outlined in Future Proof and the Proposed RPS, and the Proposed Plan. The following text should be inserted into section 2.1 c):</p> <p><i>c) The proposed shape and growth of the City is based on the Future Proof growth and implementation strategy and the Hamilton Urban Growth Strategy. Both the Future Proof Strategy and the Proposed Waikato Regional Policy Statement include urban limits in order to give effect to the Future Proof sub-regional settlement pattern. The urban limits aim to achieve a more compact urban form over time. This chapter reinforces the City's strategy of encouraging a compact and sustainable city...</i></p> <p>Future Proof supports the objectives and policies set out in the sections identified. These align with Future Proof Strategy guiding principles, in particular:</p> <ul style="list-style-type: none"> Maintaining the Metropolitan Hamilton CityHeart as the vibrant retail, business, arts, and social “heart” of the sub-region with it 	<p>Retain the purpose but add the following text to section 2.1 c):</p> <p><i>c) The proposed shape and growth of the City is based on the Future Proof growth and implementation strategy and the Hamilton Urban Growth Strategy. Both the Future Proof Strategy and the Proposed Waikato Regional Policy Statement include urban limits in order to give effect to the Future Proof sub-regional settlement pattern. The urban limits aim to achieve a more compact urban form over time. This chapter reinforces the City's strategy of encouraging a compact and sustainable city...</i></p>

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		<p>becoming the primary residential intensification area.</p> <ul style="list-style-type: none"> ▪ Promoting increased densities in new residential development and more intensive redevelopment of existing urban areas. ▪ Providing housing choice. ▪ Ensuring a cohesive commercial and retail strategy that supports existing commercial centres, towns and villages within the sub-region is developed so these places remain vibrant and valued. ▪ Maintaining, enhancing and creating important ecological areas and corridors for the protection and enhancement of indigenous biodiversity. ▪ Recognising the unique relationship that tāngata whenua have with the whenua awa, moana, maunga, taiao katoa: the land, waterways, ocean, mountains, wider environment and other people in the sub-region. ▪ Encouraging development in existing settlements to support existing infrastructure. ▪ Ensuring development is planned to support efficient transport infrastructure, including public transport provision and reduced dependence on motor vehicles. ▪ Recognising the need for stronger links between land-use and transport in respect of the settlement pattern and ensure capacity is matched with development potential. 	<p>Retain the objectives and policies as outlined in the Strategic Framework chapter.</p>

The specific provision of the proposal that my submission relates to is	State whether you support, support in part or oppose this provision	State the reasons for your views	I seek the following decision from the Council on this provision
		Future Proof strongly supports the strategic framework chapter as it provides a guiding framework for the Proposed Plan which is well aligned with the Future Proof Strategy and the Proposed RPS.	
Section 3: Structure Plans 3.1 - Purpose and 3.3 - Principles	Support	<p>Future Proof supports the purpose and principles set out in the Structure Plan chapter. The purpose provides a clear explanation of what structure plans are used for and how they fit within the District Plan context.</p> <p>The principles in 3.3 are supported as they align with the Future Proof Strategy and the Proposed RPS, in particular in the areas of identifying land uses, transport connections, major infrastructure and dwelling density targets.</p> <p>Structure plans are recognised as a key implementation tool in the Future Proof Strategy.</p>	Retain these sections.
Section 3: Structure Plans 3.3 - Objectives and Policies	Support	Future Proof supports the objectives and policies for structure plans set out in this section. The objectives and policies provide a clear framework for structure planning and are consistent with both the Future Proof Strategy and the Proposed RPS. In particular, policy 3.3.1b which incorporates target densities, policies 3.3.2a – e on ensuring development is appropriately serviced, and policies 3.3.4a – g on transport considerations are strongly supported.	Retain this section.
Section 3: Structure Plans 3.4 - Peacocke	Support	Future Proof supports the provisions relating to the Peacocke Structure Plan area given that this is a key growth area in the Future Proof Strategy. In particular Future Proof supports section 3.4.3 relating to the transport network, in particular the proposed transport corridors in Figure 3.4d.	Retain

The specific provision of the proposal that my submission relates to is	State whether you support, support in part or oppose this provision	State the reasons for your views	I seek the following decision from the Council on this provision
		<p>These corridors provide a comprehensive transport network made of walkways, cycleways, arterial routes and collector roads. This aligns with key Future Proof principles to ensure development is planned to support efficient transport infrastructure, providing for stronger links between land use and transport and protecting existing and future transport corridors.</p>	
<p>Section 3: Structure Plans 3.5 – Rototuna; 3.6 - Rotokauri</p>	<p>Support</p>	<p>Future Proof supports the provisions relating to the Rototuna and Rotokauri Structure Plan areas given that these are key growth areas in the Future Proof Strategy.</p>	<p>Retain</p>
<p>Section 3: Structure Plans 3.7 – Ruakura (whole section)</p>	<p>Support</p>	<p>Future Proof supports the provisions relating to the Ruakura Structure Plan area. In particular the table contained in section 3.7(f) sourced from the Proposed RPS and informed by the Future Proof Strategy is strongly supported.</p> <p>Ruakura is an identified growth area in the Future Proof Strategy and the Hamilton Urban Growth Strategy. The Future Proof Business Land Review also recommended Ruakura as a strategic industrial node. The decisions version of the Proposed RPS (November 2012) has identified Ruakura as a Strategic Industrial Node and allocated 405 ha for this development out to 2061.</p> <p>The Ruakura development is supported by detailed background investigations.</p> <p>The comprehensive structure plan provided in the Proposed Plan for Ruakura is strongly supported as it integrates the proposed land use</p>	<p>Retain</p>

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		<p>pattern with infrastructure and sequences the development. The Structure Plan has been developed to look at the type and location of land uses for Ruakura with the aim of identifying the optimal spatial pattern taking into account the efficient use of land, environmental protection, amenity, the need to support and protect appropriate existing land use, and opportunities for economic development.</p>	
<p>Section 4: Residential Zones 4.1 - Purpose</p>	<p>Support</p>	<p>Future Proof supports the purpose of the residential zones, especially the reference to creating a compact city and providing opportunities for higher-density living in the Central City. This is consistent with the strategic scenario which underpins the Future Proof Strategy of achieving a compact urban form.</p> <p>The statements around using land more efficiently are also supported. This is consistent with the approach of the Future Proof Strategy and also the purpose of the RMA 1991.</p>	<p>Retain</p>
<p>Section 4: Residential Zones 4.1.4 – Large Lot Residential Zone</p>	<p>Oppose</p>	<p>Retaining a large lot residential zone for Percival and Ryburn Roads in the Ruakura Structure Plan area is not supported.</p> <p>Accepting the Ruakura development in full, including the rezoning of the existing rural-residential properties, is necessary in order to ensure that there is a comprehensive and integrated approach to the area. Allowing the large lot residential zone to be retained will mean that there is an isolated pocket of residential land in the middle of the Ruakura development. This will result in land-use incompatibility, reverse sensitivity issues and is neither orderly planning nor effective land use</p>	<p>Amend Section 4.1.4 so that the large lot residential zone for Percival and Ryburn Roads in the Ruakura Structure Plan area is removed. This area should be zoned for Logistics in accordance with the Ruakura Structure Plan.</p> <p>Note that this may have</p>

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		<p>management. It is important that the Logistics Zone is put in place as soon as possible and that it is not compromised in the future.</p> <p>Having the entire Ruakura logistics area re-zoned for this purpose aligns with:</p> <ul style="list-style-type: none"> ▪ The Future Proof Strategy and the Hamilton Urban Growth Strategy ▪ The Proposed Waikato Regional Policy Statement ▪ The Waikato Regional Land Transport Strategy ▪ All of the extensive background work undertaken which underpins the Ruakura development ▪ Orderly planning and growth management <p>It will also reduce adverse effects on the environment by not setting up a situation where there are ongoing reverse sensitivity issues.</p>	<p>implications for other areas of the Proposed Plan and that these should be amended accordingly in order to achieve alignment across the document.</p>
<p>Section 4: Residential Zones</p> <p>4.2 – Objectives and Policies</p>	<p>Support</p>	<p>Future Proof supports the objectives and policies of the residential zones, in particular objective 4.2.1 and policy 4.2.1a. The objective and supporting policies give direct effect to the Future Proof Strategy and the achievement of the target densities outlined in the Strategy and in the Proposed RPS. Achieving higher residential densities is a key aspect of the Future Proof settlement pattern and achieving a more compact urban</p>	<p>Retain</p>

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		<p>form.</p> <p>Objective 4.2.2 and the supporting policies relating to the efficient use of land and infrastructure are also supported. These align with Future Proof Strategy principles relating to affordable and sustainable infrastructure and integrated land use and infrastructure planning.</p> <p>Objective 4.2.6 and the supporting policies which aim to ensure that residential activities are the dominant activity in the residential zones are also supported. It is important to ensure that residential land is used for this purpose and that activities which are better situated elsewhere, particularly from a reverse sensitivity perspective, do not locate in the residential zone.</p> <p>Objective 4.2.8 and Policy 4.2.8a are supported as they are consistent with and give effect to the Future Proof Three Waters Strategy which identifies the efficient use of water as a strategic goal.</p>	
<p>Section 6: Business 1 to 7 Zones</p> <p>6.1 - Purpose</p>	<p>Support</p>	<p>The purpose of the business 1 – 7 zones is supported.</p> <p>The FPIC supports this approach because it is consistent with Future Proof principles and themes in relation to:</p> <ul style="list-style-type: none"> ▪ Future commercial development ▪ Supporting existing commercial centres ▪ Encouraging development to support existing infrastructure 	<p>Retain</p>

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		<ul style="list-style-type: none"> ▪ Ensuring thriving town centres where people can “live, work, invest and visit”. 	
Section 7: Central City Zone 7.1 - Purpose	Support	The purpose of the Central City Zone is supported, especially the references to the Central City as the principal centre for employment, retaining, entertainment and business activities and as the region’s cultural and recreational hub. This is in line with the Future Proof Strategy which identifies the Central City as the “heart” of the sub-region.	Retain
Section 7: Central City Zone 7.2 – Objectives and Policies	Support	Future Proof generally supports the objectives and policies of the Central City Zone. These are consistent with Future Proof Strategy principles to make the Metropolitan Hamilton CityHeart as a vibrant retail, business, arts and social “heart” of the sub-region.	Retain
Section 9: Industrial Zone 9.1 – Purpose	Support	Future Proof supports the purpose of the industrial zone. Industrial land is key to the economic growth of Hamilton City, the Future Proof sub-region and wider Waikato region. It is important that this land is used in the most efficient and effective manner and that it is not consumed by non-industrial uses which could locate elsewhere.	Retain
Section 9: Industrial Zone Objective 9.2.1 and Policies 9.2.1 (a), (b) and (c)	Support	<p>Objective 9.2.1 and the supporting policies are supported as they give effect to the purpose of ensuring that industrial land uses occur in an efficient and effective manner.</p> <p>The objectives and policies ensure that the limited Industrial Zoned land</p>	Retain

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		within the District is used for industrial purposes, recognising and upholding the Industrial Land Allocation defined in the Proposed Regional Policy Statement.	
Section 9: Industrial Zone 9.3 – Rules – Activity Status Table	Support	9.3 (f) and (g) of the activity status table are supported as they restrict activity in the industrial zone to ancillary offices and ancillary retail. This ensures that only office and retail activity that support the industrial activity can establish in the zone. Without this limitation significant commercial activity could establish on valuable industrial land which also encourages out of centre development that is better focussed in identified commercial centres.	Retain
Section 10: Ruakura Logistics Zone Whole Section	Support	<p>Future Proof supports the Ruakura Logistics Zone as this is the key component of the Ruakura Strategic Industrial Node and allows the inland port to be developed. This is consistent with the Future Proof Strategy and the Proposed RPS.</p> <p>Ruakura is an identified growth area in the Future Proof Strategy and the Hamilton Urban Growth Strategy. The Future Proof Business Land Review also recommended Ruakura as a strategic industrial node. The decisions version of the Proposed RPS (November 2012) has identified Ruakura as a Strategic Industrial Node and allocated 405 ha for this development out to 2061. The Proposed RPS also specifically identifies the inland port and logistics zone component of the development.</p> <p>It is the logistic component of the development that is of most significance given the intention to establish an inland port and logistics</p>	Retain

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		<p>hub. It is these features that contribute to the Waikato region's competitive advantage in agricultural research and as a logistics and transport hub supporting upper North Island economic development.</p> <p>The Ruakura development is supported by detailed background investigations.</p> <p>The activity status table set out in Rule 10.3 is supported as it ensures that only appropriate activities locate in the logistics zone. This is important in terms of ensuring that the land is used for the intended purpose and that reverse sensitivity issues do not eventuate.</p> <p>Rule 10.4.1 is supported as it links to the Ruakura Structure Plan as outlined in Chapter 3.</p>	
<p>Section 11: Ruakura Industrial Park Zone</p> <p>11.1 - Purpose</p>	Support	<p>Future Proof supports the purpose of the Ruakura Industrial Park Zone as part of the overall development plan for this area.</p> <p>Ruakura is an identified growth area in the Future Proof Strategy and the Hamilton Urban Growth Strategy. The Future Proof Business Land Review also recommended Ruakura as a strategic industrial node. The decisions version of the Proposed RPS (November 2012) has identified Ruakura as a Strategic Industrial Node and allocated 405 ha for this development out to 2061. The industrial park component of the development is important as it supports and complements the Logistics Zone.</p>	Retain
Section 11: Ruakura Industrial Park Zone	Support	Future Proof supports the objectives and policies of the Ruakura Industrial Park Zone as they give effect to the overall development concept for the area. The objectives and supporting policies provide	Retain

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11.2 – Objectives and Policies		appropriate staging which allows infrastructure to be integrated with land use and funding, they help to ensure a high standard of design, and ensure that valuable industrial land is not occupied by other non-industrial land uses.	
Section 11: Ruakura Industrial Park Zone 11.3 – Rules – Activity Status Table	Support	Rules 11.5.1, 11.5.2 and 11.5.3 are supported as they restrict activity in the Ruakura industrial park zone to ancillary offices and ancillary retail. This ensures that only office and retail activity that support the industrial activity can establish in the zone. Without this limitation significant commercial activity could establish on valuable industrial land which also encourages out of centre development that is better focussed in identified commercial centres.	Retain
Section 11: Ruakura Industrial Park Zone 11.4.1 – Permitted Activities 11.4.2 – All Other Activities	Support	These rules are supported as they link to the structure plan staging in section 3.7.3 which is important from a land use, infrastructure and funding perspective. This is consistent with Future Proof Strategy principles to integrate land use, infrastructure and funding. It is also consistent with the Proposed RPS.	Retain
Section 18 – Transport Corridor Zone 18.1 – Purpose	Support	The purpose of this zone is supported as it sets out clearly what the functions of the transport corridors are.	Retain
Section 18 – Transport	Support	The objectives and supporting policies contained in 18.2.1 are supported	

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Corridor Zone 18.2.1 – Objectives and Policies		as they ensure that transport corridors are developed that improves access and integrates with the land use pattern and other transport modes. This aligns with Future Proof principles to relating to affordable and sustainable infrastructure and integrating land use and transport.	
Section 25: City-Wide 25.1.2 – Objectives and Policies: Development Suitability	Support	Objective 25.1.2.1 and the supporting policies are supported as they aim to ensure that land use is integrated with infrastructure. This is a key principle of the Future Proof Strategy and also helps to achieve the purpose of the RMA 1991 by sustainably managing natural and physical resources.	Retain
Section 25: City-Wide Rule 25.1.4	Support	Future Proof supports this rule as it ensures that all development complies with the rules and standards of the underlying zone and provides a useful linkage with the rest of the Plan.	Retain
Section 25: City-Wide 25.13 – Three Waters	Support	Future Proof supports the purpose, objectives, policies and rules relating to the Three Waters. These are consistent with the Future Proof Strategy and the Future Proof Three Waters Strategy.	Retain
Section 25: City-Wide 25.14 - Transportation	Support	The purpose, objectives and policies for Transportation are supported. These promote integrated land use and transport planning, seek to avoid adverse effects on the transport network and require integrated transport assessments which are all strongly supported. Rule 25.14.4.3 which sets out when Integrated Transport Assessments are required is generally supported.	Retain

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Appendix 1: District Plan Administration V Transportation	Support	The criteria outlined under Integrated Transport Assessments are generally supported. These provide for network efficiency and help to ensure that the City can function effectively from a transport perspective. These criteria are also important from an integrated land use and transport planning perspective.	Retain
Appendix 2: Structure Plans Figures 2-14 – 2-19	Support in part	<p>Future Proof supports the Ruakura Structure Plan as illustrated in Figure 2-14 and the infrastructure and staging in Figures 2.15 – 2-19. The Ruakura Structure Plan – Land Use in Figure 2-14 is particularly supported, including the locations of the different zones.</p> <p>Figures 2-14 and 2-15 should identify the specific Waikato Expressway interchanges that are proposed. There is not enough detail regarding the connections to the Waikato Expressway which creates uncertainty. This has implications for the roading hierarchy and the wider transport network and could affect the design of the Hamilton section of the Waikato Expressway. Structure plans should contain a degree of certainty, particularly around the Waikato Expressway interchanges given that they have a significant impact on the transport planning needs of the area as well as land use staging, some of which is dependent on these connections.</p> <p>Work is ongoing to confirm the preferred interchanges, however indications are that these connections are likely to be at Greenhill and Ruakura. These interchanges provide the optimal connectivity solution in terms of supporting proposed land use, traffic effects, environmental effects, economic efficiency and effectiveness measures and integration</p>	<p>Retain with amendment</p> <p>Amend Figures 2-14 and 2-15 to identify the Greenhill and Ruakura connections as “proposed” interchanges and identify 5th Avenue and State highway 26 as possible interchanges.</p> <p>Amend Figures 2-14 and 2-15 to indicate that Powells, Ryburn and Ruakura Roads are likely to be severed and that a new Percival Road Waikato Expressway underpass needs to be built.</p> <p>Undertaken any related designation and road stopping procedures as soon as</p>

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		<p>with surrounding transport networks. There is also considerable merit in providing a direct connection between the Waikato Expressway and the strategic freight node at Ruakura in terms of promoting economic development and managing effects.</p> <p>In light of this, Figures 2-14 and 2-15 should re-label the Greenhill and Ruakura interchanges as “proposed” interchanges and indicate 5th Avenue and State highway 26 as possible interchanges. Any related designation procedures should be undertaken as soon as possible. There will also need to be consequential amendments to the Ruakura staging set out in chapters 3, 10 and 11 of the Proposed Plan.</p> <p>In light of the above, Figures 2-14 and 2-15 should also indicate that Powells, Ryburn and Ruakura Roads are likely to be severed and that a new Percival Road Waikato Expressway underpass needs to be built. These are works that are required to support the Waikato Expressway project. The related designations as well as 10th Schedule Local Government Act 1974 road stopping procedures should be undertaken as soon as possible.</p> <p>Subject to any changes required to reflect the identification of the Waikato Expressway interchanges as outlined above, the staging set out in the Ruakura Structure Plan is supported. This will help to ensure that the area will be effectively serviced and that development cannot occur prior to the provision of key infrastructure being put into place.</p>	<p>possible.</p> <p>Any changes required to other parts of the Proposed Plan in order to give effect to the relief outlined.</p>
Appendix 15	Support	Future Proof supports the concept of Integrated Transport Assessments set out in 15.3. These allow for the potential transport impacts of a	Retain

The specific provision of the proposal that my submission relates to is	State whether you support, support in part or oppose this provision	State the reasons for your views	I seek the following decision from the Council on this provision
15.3 – Integrated Transport Assessment Requirements		development to be better understood and appropriately assessed. This is important from an integrated planning perspective as well as ensuring that existing and future networks are not compromised. It also helps to ensure that people and communities have appropriate access.	
Appendix 15: Transportation 15.5 – Transport Corridor Hierarchy Plan and Definitions	Support	Future Proof supports the transport hierarchy as this gives effect to the objectives and policies contained in Section 18 and Section 25.14.	Retain
Appendix 17: Planning Maps, Map 40A	Support with amendment	Planning Map 40A currently includes a large lot residential zone for Percival and Ryburn Roads in the Ruakura Structure Plan area. This is not supported. This area of land should be zoned as ‘logistics’ in accordance with the Ruakura Structure Plan. Further reasons for this are set out earlier in this submission under section 4.1.4 – Large Lot Residential Zone.	Amend Planning Map 40A so that the large lot residential zone for Percival and Ryburn Roads in the Ruakura Structure Plan area is removed. This area is to be zoned as Ruakura Logistics in accordance with the Ruakura Structure Plan.