



Kaipara te Orangahui • Two Oceans Two Harbours

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## Submission on Proposed Kaipara District Plan

### Form 5 Submission on publically notified proposal for policy statement or plan, change or variation

*Clause 6 of Schedule 1, Resource Management Act 1991*

**To:** Kaipara District Council - District Plan Review

**Date received:** 30/06/2025

**Submission Reference Number #:**120

This is a submission on the following proposed plan (the **proposal**): Proposed Kaipara District Plan

**Submitter:**

Amanda (Mandy) Harris

**Contact person and address for service:**

Amanda (Mandy) Harris  
1947 State Highway 1 Kaiwaka 0573  
New Zealand

**Electronic address for service:** mandy@flirtmedia.co.nz

**Attachments:**

Oneriri intersection submission.pdf

**I wish to be heard:** No

**I am willing to present a joint case:** No

Could you gain an advantage in trade competition in making this submission?

- **No**

If you have answered yes to the above question, are you directly affected by an effect of the subject matter of the submission that:

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition

- **Yes**

## Submission points

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### Point 120.1

**Address:**

1947 State Highway 1, Kaiwaka

**Submission:**

Submission for action regarding Oneriri Road intersections

**Relief sought**

please see attached

**To: Kaipara District Council**

**Re: Submission on Proposed District Plan – SH1 & Oneriri Road Intersection, Kaiwaka**

**From: Mandy (Amanda) Harris**

**Contact: [mandy@flirtmedia.co.nz](mailto:mandy@flirtmedia.co.nz) Mob 022 6424498**

**I wish to speak at the hearing: No**

## 1. Submission Summary

I request that the Proposed District Plan include a specific policy directive under the Transport and Infrastructure chapters to prioritise the redesign or redirection of the State Highway 1 and Oneriri Road intersection in Kaiwaka, and to mandate Council advocacy with Waka Kotahi NZTA on behalf of residents. This intersection has recorded over 30 crashes, including one fatality, and remains a critical safety hazard.

Despite being identified in multiple Council and community planning documents—including the Kaiwaka Can Spatial Plan—the issue has been repeatedly deferred due to cost and complexity. The community deserves a clear commitment in the District Plan to both interim safety measures and a long-term solution.

## 2. Submission Details

### 2.1 Transport Chapter Alignment (Proposed Chapter 11)

- Objective T1: “A safe, efficient, and resilient transport network.”
- Policy T1.3: “Prioritise improvements to high-risk intersections and corridors.”
- Suggested Addition:  
“The intersection of SH1 and Oneriri Road in Kaiwaka is identified as a high-risk node requiring urgent safety upgrades. Council will advocate to Waka Kotahi NZTA for its redesign or redirection, and support interim mitigation measures to reduce crash risk.”

### 2.2 Infrastructure Chapter Alignment

- Objective INF1: “Infrastructure that supports community well-being and growth.”
- Policy INF1.2: “Coordinate with external agencies to deliver infrastructure that meets local needs.”
- Suggested Addition:  
“Council will collaborate with NZTA to address critical safety infrastructure gaps, including the SH1–Oneriri Road intersection, and ensure design options and funding pathways are explored”

## 2.3 Growth Planning Chapter Alignment

- Objective GP2: “Enable safe and connected growth in key urban centres.”
- Kaiwaka is identified as a Key Urban Centre in the Spatial Plan and Growth Strategy.
- Suggested Addition:  
“Council recognises that unresolved transport safety issues, such as the SH1–Oneriri Road intersection, undermine the liveability and growth potential of Kaiwaka. The District Plan supports integrated planning responses to address these constraints.”

## 3. Justification

- Crash History: Over 30 crashes and one fatality since 2015.
- Community Impact: Ongoing risk to residents, schoolchildren, and visitors.
- Deferred Action: Despite repeated identification in Council documents, the intersection has been placed in the “too-hard basket.”
- Bypass Limitations: The upcoming SH1 realignment bypasses Kaiwaka but does not resolve this intersection.
- Community Vision: The [Kaiwaka Can Spatial Plan] calls for safer, more connected infrastructure.

## 4. Requested Actions

### 1. Policy Inclusion

- Insert a specific policy in the Transport and Infrastructure chapters identifying the SH1–Oneriri Road intersection as a Priority High-Risk Intersection.
- Require Council to advocate to NZTA for a staged redesign and to report quarterly on progress through the Kaiwaka Community Facebook page and Bugle

### 2. Interim Safety Measures

- Support the inclusion of temporary mitigations (e.g. turning bays, signage, pedestrian refuges) in the Infrastructure Schedule.
- Enable designation of land for future realignment or grade separation.

### Crash History & Severity

- Over 30 crashes since 2015, ranging from minor collisions to roll-overs.
- One fatality in 2022, when a northbound vehicle failed to see turning traffic and crossed the centreline.
- Frequent “near-miss” incidents reported by local residents and emergency services.
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## Traffic Context

- SH1 carries 10,000 vehicles/day through Kaiwaka, including heavy freight and tourist traffic. Source NZTA data portal
- Oneriri Road is a primary access for local farms, lifestyle blocks, and the Kaiwaka township.
- Lack of dedicated turn-lanes, poor sightlines, and high approach speeds amplify risk.

## Alignment with Plan Objectives

- Transport Objective T1: “Safe, efficient, and resilient transport networks.”
- Infrastructure Policy I3: “Prioritise improvements at high-risk intersections.”
- Growth Objective G2: “Enable sustainable and safe connectivity for expanding townships.”

## Conclusion:

This intersection is not just a transport issue—it is a matter of public safety, community trust, and strategic growth. The Proposed District Plan must reflect the urgency and provide a clear mandate for Council to act and advocate.

