

Meagan Walters

From: District Plan Review
Sent: Monday, 30 June 2025 11:33 am
To: Alan William Preston
Subject: RE: 20250628 Submission on Kaipara District Plan

Kia ora Alan

Thank you for your submission – our team will be in touch if they have any queries relating to your submission otherwise, we will be in touch again once all submissions have been summarised.

Ngā mihi
Meagan



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From: Alan William Preston <alanwilliampreston@gmail.com>
Sent: Sunday, 29 June 2025 2:00 am
To: District Plan Review <districtplanreview@kaipara.govt.nz>
Cc: 4insleystreetmangawhai0505@gmail.com
Subject: 20250628 Submission on Kaipara District Plan

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You don't often get email from alanwilliampreston@gmail.com. [Learn why this is important](#)

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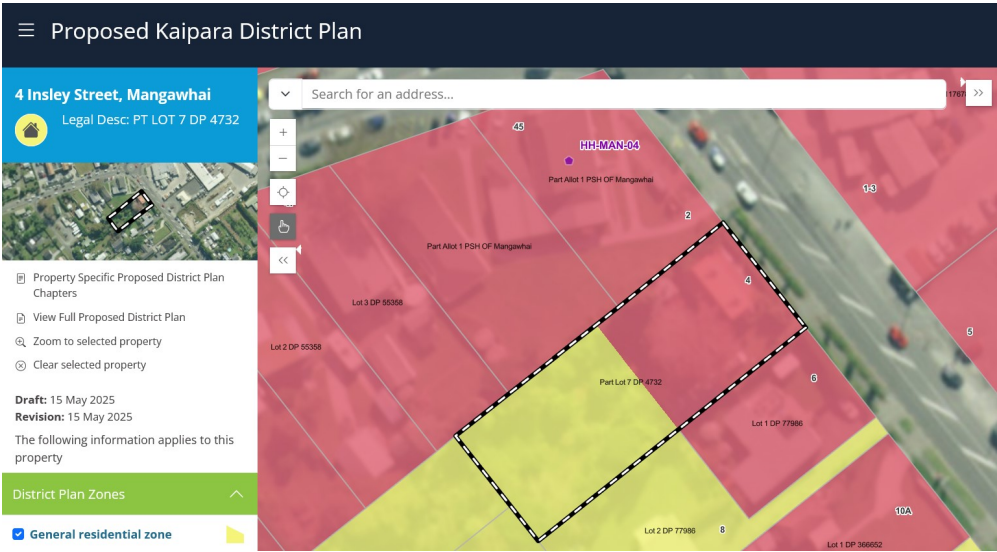
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Submission re the proposed re-zoning of properties in Insley and Moir Streets in Mangawhai Village currently-zoned as Residential , to Commercial.

There is a lack of clarity as to whether commercial rates will be struck against these properties by default - or that the commercial rates will only apply if the property is being used entirely for business purposes - but that the rates will not be increased if their main use is residential, and what is to be considered to be enough of a commercial activity to attract the commercial rate ? Without certainty on these matters it is not possible to state whether we support or oppose the proposal, therefore until such assurance is made clear, the status quo should prevail.

I note that my own property (which I've owned since 1994 and which has been my home since 2009) has been split into two zoning classifications (commercial at the front and residential at the back) but which makes no allowance for access to the rear half thereby necessitating the removal of an existing building (the 4x11 metre garage),- should the decision to subdivide be made. Also with the new Mangawhai Central area,attracting most of the new commercial development , the demand for commercial space in central Mangawhai Village has been reduced..



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Part 2 - District-wide matters. Energy, Infrastructure and Transport

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Overall general strategic direction.

This revision and update of the Kaipara District Plan is ostensibly 'looking ahead to 'the next 10 to 15 years' but it is predicated on the strategically dangerous assumption that the 'business as usual' imported- fossil-fuel-dependent status quo is somehow guaranteed to continue, free from any disruption , ad infinitum - and therefore that we only need to extrapolate from present conditions to define what our future needs will be and that we can disregard any consideration of matters that detracts or or which may require us to diverge from that.

The Kaipara District Plan makes no attempt to do what it can to enable or encourage serious reductions to our greenhouse gas emissions. With the current international geopolitical situation rapidly deteriorating, and with advances in Artificial Intelligence likely to disrupt every fundamental aspect of our civilization, as citizens , ratepayers and residents, elected representatives and employees of our Local Territorial Authority, we need to be cognizant of contingencies and of our vulnerabilities that must be taken into consideration in order that we be able to make best use of the resources that are currently available to us.

We need to stop thinking of 'the future' as if it is some far off place that we have the luxury of being able to ignore. . 'The future' is already here.

We need leadership that understands the bigger picture and that provides responses that ensure our systems and infrastructure are capable of continuing to function in the event of major disruption - such as may be caused by interruptions or restriction to our access to the supply lines through which our remote island nation gets the 'affordable' petroleum and diesel that our 'most car-dependent country in the world' is now burning through about \$80,000,000 worth of every day (Iran is threatening to block the Straits of Hormuz as I write this) .

TRANSPORT

<https://kaipara.isoplan.co.nz/review/rules/0/190/0/20207/0/68>

- Protection and promotion of the [development](#) of the regional rail network for the transportation of freight; GOOD . AGREE and
- [Development](#) of efficient processes and freight routes for the movement of high productivity motor vehicles through the region." MORE TRUCKS ?

Roading infrastructure is THE major cost to Kaipara Ratepayers with heavy vehicles causing the most damage to our roads. Yes, roading infrastructure is essential but for our strategic security ([N.B.no](#) longer saying 'long term future') we need viable alternatives to the imported fossil-fuel dependent transport system - and we need rail to sea-ports.

Railway infrastructure.

I note that our strategically essential alternative transport infrastructure , the North Auckland RAILWAY Line and the Dargaville Branch RAILWAY Lines are not even defined on the Kaipara District Council maps on display during the consultation presentations.

I know that rail infrastructure is KiwiRail's responsibility but this glaring omission and the absence of any proposals to site industrial or residential zoning adjacent to the rail corridor at Kaiwaka nor to enhance access to sites where passenger stations c/should be constructed shows an institutional bias against rail transport and a total lack of foresight which is not consistent with stated aspirations about robustness and resilience through self-sustainability.

(rail-infrastructure can be electrified thereby providing some degree of resilience against spikes in oil prices (as we have been advised/warned by the International Energy Agency) which will result from events such as the [closure of the Straits of Hormuz](#) or other as yet unforeseen consequences arising from tensions in the Middle East.

The District Plan makes no mention of nor provision for PASSENGER RAIL despite our having the infrastructure in place within 2 kilometres of Kaiwaka , Maungaturoto and into the centre of Dargaville and 16 km west of Mangawhai.

The Kaipara District plan is neglects our responsibility to be transitioning away from our burning of fossil fuels as per advice/warnings issued by the Intergovernmental Panel on Climate Change.

Key IPCC Recommendations and their relevance to New Zealand:

- **Deep, rapid, and sustained emissions reductions:**

The IPCC's reports emphasize the urgency of reducing greenhouse gas emissions globally to limit warming to 1.5°C. For New Zealand, this means focusing on reducing emissions from all sectors, including agriculture (particularly methane) and transport

I recommend that areas alongside or near existing rail corridors be zoned to enable and encourage residential and industrial development - where-ever possible and appropriate.

and that the Kaipara District Council strenuously defends our rail infrastructure against any development that would .preclude access to and use of the rail corridor, potential siting for rail-transport-related facilities, stations, carparks, loading zones etc.

I strongly oppose any extension of the motorway and request that the Kaipara District Council oppose its imposition through our Territory.

Re : <https://kaipara.isoplan.co.nz/review/rules/0/106/0/1898/0/68>

Renewable Electricity Generation.

I strongly in support of any activities which enable the development of our capability to generate our own renewable electricity

BUT I strongly oppose any attempts to establish a Waste To Energy Plant ANYWHERE in New Zealand , and definitely anywhere within the Kaipara District..

Genetically Modified Organisms and Genetic Engineering.

As a remote island nation, far-removed from the rest of the world, our primary producers depend on the perception that we are free from the toxins and genetic modification that contaminates so much of the food produced in the markets we are exporting into. The inability of those who are pursuing the relaxation of the precautionary principle, to comprehend the perspective of consumers of our products are, by their short-sightedness, eroding our main point of difference.against our competitors. Is it they who are pursuing this change ?

I recommend that the precautionary principle be maintained.

Thank you .

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I do wish to speak to my submission.