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Greetings people

I have read through the synopsis about the Proposed District Plan that was sent out with a Rates demand, and I attended the online seminar recently for developers et al.

Broadly I am in favour of what I have read and have seen in the seminar. The way ahead holds some great promise, with some caveats, however. It would seem that quite some forward thinking has gone into the Proposed District Plan. This is to be commended. There is great potential in the Kaipara District and the citizens in the district are by and large, very talented, entrepreneurial, and inventive. There is more to be had, and great leadership will enable that to materialise.

I have decided to write an essay detailing my thoughts about our district, and mainly about Dargaville and West Kaipara, because that is the area that I live in and feel comfortable about commenting on and encouraging expansion in, rather than submit in a formal way of filling in forms which require forensic analysis of what has been posited and I prefer to generate thought original to me and pertinent to the subject that can be an addition to other thought. Some of my ideas posited here have been expressed before by me to some Elected Members.

As I have said, I am broadly in favour of what I have learned about the Proposed District Plan. I am concerned that it doesn't go far enough.

For example when I look at maps of the proposed rezoning for industrial land this, to me, is too restricted. I am talking here of the proposal to open up land on the Southern side of SH14 behind the Northland Field Days site. My thinking is that all of the now farm land between Awakino Point East Road and Awakino Point North Road should be designated as for industrial and commercial use. This area would then link to the proposed Race Course development and be an integrated parcel which will also provide land for residential development which hopefully will provide residential accommodation handy to the industrial sites resulting in reduced need for travel.

Access to this area. There is grave danger with accessing Awakino Point North Road. Access to this road currently is from SH14, is on a blind corner with a steep camber, and is in a 100kph zone. There has been some talk of putting a roundabout at this intersection. I will suggest another solution, one where the turns will not be with these impediments. My suggestion is to provide alternative access to this additional zoned for industrial use, commercial and residential use area, and including the Race Course area. Ideally this area could be bounded with a stop bank alongside the Northern Wairoa River. There is elevated land East of the Race Course where the stop bank could butt up to. The stop bank would then be constructed towards Dargaville township to connect with existing stop banks. A roadway could be built on top of the stop bank, together with a pedestrian and cycleway. The pedestrian and cycleway would also provide a tourist attraction as people could walk or cycle alongside Dargaville's main visual attraction. Another road could be constructed parallel with SH14 and between that and the stop bank road to also provide access to the industrial park and to the Race Course development. The stop bank would negate the requirement for raised building platforms, an idea that has not been thought through as manufacturing enterprises and warehouses etc will need level access for heavy vehicles et al as per these descriptions – a rigid truck towing a full trailer using a drawbar, semitrailer – a tractor unit towing a semitrailer, coupled using a fifth wheel, a B-train (sometimes called B-double) – a tractor unit towing two semitrailers, coupled using two fifth wheels. The new stop bank can connect with existing stop banks East of the town.

Potential Flooding of the area mentioned. Part of the area mentioned above did flood in the Cyclone Gabrielle storm. The reason for this flooding has been identified as failure to maintain the waterways—the Northern Wairoa River, and in particular, the Awakino River, resulting in debris build up which backs up silt, raises the river bed and lowers the capacity of the rivers causing flooding. I will suggest a solution to the buck passing that happens between the Kaipara District Council, and the New Zealand Transport Agency where more energy is spent buck passing than curing the problem. That is to award *jurisdiction* of the waterways, and the State Highways to the Kaipara District Council whereby the *maintenance* of the waterways, and *maintenance* of the State Highways is the responsibility of the Regional Council for the waterways, and New Zealand Transport Agency for the highways with the Local Body holding legal control over both the Northland Regional Council and the New Zealand Transport Agency for maintenance where they are within the Kaipara District Local Body boundaries. Most of the problems with flooding result from poor maintenance of the waterways. A maintenance schedule for the waterways must form part of the District Plan.

Travelling North along Awakino Point East Road to State Highway 14 from the stop bank road. (Which could be called Stop Bank Road). At this junction I propose a new roundabout be built. At this junction the roadway is flat and there is considerable unimpeded visibility in both directions. Travelling from Dargaville the speed limits are 50kph, 70kph, and 100kph. There is a 100kph speed limit at the State Highway 14 to Awakino Point East Road intersection. I suggest that the 50kph speed limit from Dargaville be continued to and suitably past the proposed new roundabout. This is a suitable speed past the ever increasing expansion of the town along SH14. These suggestions will eliminate the very dangerous SH14 Awakino Point North intersection and I propose that this

intersection will be eliminated—closed off, with the possible exception of the left turn from the East. If this turn was still permitted it must be monitored for drivers attempting to enter Awakino Point North Road by making a right turn from SH14 going East. I believe that land on the North side of SH14 has also been proposed for commercial development. The above suggestions will eliminate the need to have the development along SH14 and confine it to the Southern side where access will be from 50kph urban roads. There is a mothballed railway adjacent to this area. Access to the railway should be allowed for when it is resurrected and connected with Marsden Point.

Now the caveats. The first caveat is the proposed 300% increase in development fees for Dargaville. I have written a submission about these along these lines: KDC personnel keep referring to this as a cost that developers will pay. This is not honest representation of this charge and if we want to attract people to our district showing ourselves as honest is a large requirement. Developers are not philanthropists and will pass on this charge to the purchaser of the development and therefore these charges will increase to cost of the plots being sold. My objection is about the dishonesty of representing these charges as a cost that developers will pay as this is a cost that end users will pay, and should be represented as such. I understand that there are only around 16,000 Ratepayers in KDC and we all want nice amenities. It is about striking a balance between nice amenities, and the cost thereof. We require more people in our district. A 300% increase in development charges may be seen by these incoming people as not welcoming especially when calculated with the claimed 8.9% annual Rates increases which turn out to be at least 20% increase. A further display of dishonesty. Another BIG caveat to growth in our district is the insane amount of time that it takes to get approval to build anything in the district and then the deliberate restrictions and obstructions that are added to delay the process of the build. I have previously written a lengthy essay detailing this problem illustrated in part by comparing Capital Gate in Abu Dhabi with CA Motors in Dargaville and asking the question, “What do these two buildings have in common?” Capital Gate is 32 stories high, it is ovaloid at the base and the top, it is purposely built on an 18° lean, it is built on sand, and during construction the client decided that because above the 16,000 square metres of office space there is a luxury hotel, that there should be a swimming pool attached to the outside of the building while the building was being built after all of the engineering calculations had been completed, or so it was thought, and also it should have a heliport added to the roof as well. CA Motors is a shed of 360 square metres, with a mezzanine with a restriction on use because of ‘air quality.’ One of the infamous restrictions and obstructions that Kaipara District excels at. The answer to the question that I have posed—“What do these two buildings have in common?” is that they both took four years to build. A bonus point will be given if you can say which one of those buildings was built in the Kaipara District. Furthermore another shed being used as Dargaville Honda was recently opened after numerous delays totalling over 5 years to build, many of which were caused by KDC, at a cost overrun of million dollars and with another ‘air quality’ restriction. Do you see a pattern here? People talk and this sort of thing gets talked about and runs counter to the intent of the Proposed District Plan and negates the intent of the Proposed District Plan. If the Kaipara District Council is serious about promoting growth in our district then the building department needs to be brought into line with the Town Planning department.

I am not sure how far the Race Course land goes, but I think that it goes to the river. It is in this area where there retirement village is proposed. I feel that it would be better if the retirement village could be moved closer to Dargaville township and there could possibly be a land swap with the Field Days site. I suggest that in any case the retirement village should not be sited alongside the river as this will be premium value land and is therefore suited to upmarket homes and multi unit development. These should be set back from the river and the area by the river should have the stop bank extended to form a promenade with Cafés and other ammenities similar to the waterfront at Hobsonville Point in West Auckland. Another option would be to zone all of the land alongside the Northern Wairoa River as residential, have a stop bank with the cycleway along the top and move the roadway inland to service the houses and multi units. Alongside the river should be considered premium residential land.

One thing that I am very concerned about is in not having the owners of the land that I have talked about penalised if their land is rezoned for commercial use. In the meantime, before their land is utilised for commercial use, say for example before factories or a warehouses, or residences being built on it, the land will still be farmland and it must not accrue commercial use land rates. I am assuming that commercial land will attract higher Rates charges although I also cannot see any reason why this should be so.

A new bridge could be constructed from Hoanga Road to Awakino Point East Road to enable clients of the new businesses to have easy access from and to the newly extended and sealed airport. The Dargaville Aerodrome upgrade has been proposed, yet to happen.

The new State Highway 1 route should have provision for a new direct route to West Kaipara incorporated into the design—a SH12a as a nomenclature example, to directly connect the new industrial and commercial zones in Dargaville, in Maungaturoto and in Kaiwaka directly to Auckland, and beyond. A spur road should be included in this design, one that connects from this road to Marsden Port, around the Northern side of the Brynderwyns.

I have talked before about making Kaipara District a Special Economic Zone. Shane Jones has also talked about this too, I believe. This is contingent upon getting easy access to Marsden Port. That is why the new State Highway 1 route needs to have thoughtful input from Kaipara District Council. This needs to be thought through and incorporated in the proposed District Plan.

The Proposed District Plan is encouraging. A lot of intelligent thought has gone into this proposal. The emphasis of my essay is on opening up land for commercial development in Dargaville and organising this utilising the land from the Race Course parcel and including all of the land up to Awakino Point East Road confining new development into this area.

Dargaville High School, one of the biggest enterprises on all of the West Coast, has nearly 400 pupils and around a quarter of those people will leave the school each year after their schooling has been completed. Realistically as a community we must provide employment for them, and eventually housing too. I believe that the Proposed District Plan goes some way to meeting these

requirements, but it needs much more land to be rezoned to accomodate growth and it is this land that is illustrated in my proposal here.

I reiterate that the dealings that Kaipara District staff have with the public have to be scrupulously honest and words and semantics have to be chosen with scrupulous precision and the Kaipara District Council must bring the demeanour and integrity of building department into line with the Town Planning Department. Growth in our district is a sales process above all else and we have to be honest in this process as we attract people to our district. There must not be the slightest hint of fraud.

These are the thoughts and ideas of a Dargaville resident. We should

1. Plan for greater expansion of Manufacturing, Commercial, and incorporated Residential development as indicated in the above text.
2. Plan to close vehicular access to Awakino Point North Road.
3. Plan a Roundabout at the junction of State Highway 14 and Awakino Point East Road prior to the new development commencing.
4. Plan to regularly maintain the rivers in Dargaville to prevent flooding.
5. Plan to create stop banks alongside the rivers bounding this new development.
6. Plan for new roads and cycle and pedestrian ways in this new proposed Manufacturing, Commercial, and incorporated Residential development that are urban and meet the speed limitations of urban roads.
7. Plan to abandon the idea of raised building platforms the Manufacturing, Commercial, and incorporated Residential development as unworkable.
8. Plan for more local jobs in manufacturing, warehousing, and other commercial development for local residents and new arrivals.
9. Plan for a new State Highway as a direct connection from Dargaville to the redone SH 1.
10. Plan for a new bridge to be constructed from Hoanga Road to Awakino Point East Road to enable clients of the new businesses to have easy access from and to the newly extended and sealed airport.
11. Plan for upgraded roading access to the proposed oil fields off the coast North of Dargaville.
12. Plan to negotiate with central Government to have Kaipara District Council as the paramount legal entity for Kaipara District with jurisdiction over the NZTA and NRC when it comes to works being done in the KDC District.
13. Plan to negotiate with Central Government concerning constructing a direct highway between SH 1 and Dargaville incorporating Maungaturoto.
14. Plan to have the KDC building department personnel reeducated to make them into normal citizens able to perform the role of Public Servants who enable progress to move forward uninhibited by thuggery, bullying, deliberate obstruction, and mafia-like stand-over tactics. I have written in a previous essay about how there are many historic buildings in Dargaville and throughout the North which were built using common sense and skills and which had no Local Body input and which are still standing in spite of being built in the 1800's. I have compared these buildings with the new NRC building in Dargaville which had to be hastily repaired so that it

could be officially opened on time because the construction was so poor, to the former Dargaville Council chambers, slated for demolition, and to the Dargaville Town Hall, most of which is slated for demolition. All of these buildings were built with Council building department supervision. The contrast in the fortunes of these latter built buildings with the former built buildings begs the question, what is the point of having a building department at all, let alone one that indulges in thuggery, bullying, deliberate obstruction, and mafia-like stand-over tactics as part of its operating procedure? If I am scathing in my comments about the KDC building department—I have written in this essay about the building department led building fiasco concerning CA Motors and Dargaville Honda, not limited to only these examples—I am especially disgusted and distressed by what has been visited on a very good friend of mine and a very good man who has suffered thuggery, bullying, deliberate obstruction, and mafia-like stand-over tactics visited on him by the KDC building department during a house relocation to Dargaville where this behaviour by the KDC building department resulted in him having a stroke and being unable to have vision from his left eye. This man is a former New Zealand soldier, having served in Vietnam. Once his house was finished he planned to tow the caravan that they had been living in around the North with his wife using the new ute that they had bought for this purpose. The aggravation with the house continued and he has now had two more strokes which have turned him into a shuffling wreck of a human being barely able to get words out and leaving his wife with an invalid to look after. And an unfinished house which he hasn't the ability to work on. If the personnel in the building department are not able to be reeducated into normal human beings then the tenure with the KDC must be terminated because the attitude of the KDC building department also runs counter to and will frustrate the intentions of this Proposed District Plan.

My voluntary consultation is free to the KDC and to the people of the Kaipara District. My thoughts are greater than I can write here and I am available for any further discussion.

The Kaipara District Council and the residents of Kaipara District working together under sound Kaipara District Council leadership will make Kaipara District the envy of other local bodies, no matter where in the world they are.

I trust my ideas will be useful to this ambition.

Sincerely

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Cc

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Kaipara District Council Proposed District Plan Discussion June 2025. 7

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Appendix Map

