

NZ Transport Agency Waka Kotahi Reference: 2025-0547

15 December 2025

Kaipara District Council
C/- Planning and Policy Team
Private Bag 1001
Dargaville 0340

Via email: districtplanreview@kaipara.govt.nz

Further Submission on the Proposed Kaipara District Plan

The NZ Transport Agency Waka Kotahi (NZTA) thanks Kaipara District Council for the opportunity to engage on the Proposed Kaipara District Plan review process. Attached is NZTA's further submission on the proposed plan.

We welcome the opportunity to discuss the contents of our submission with council officers as required.

If you have any questions, please contact me.

Yours sincerely



Adam Jellie
Principal Planner – Poutiaki Taiao / Environmental Planning
System Design, Transport Services

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FORM 6, CLAUSE 8 OF SCHEDULE 1, RESOURCE MANAGEMENT ACT 1991

Further Submission on the Proposed Kaipara District Plan

To: Kaipara District Council
C/- Planning and Policy Team
Private Bag 1001
Dargaville 0340

Via email: districtplanreview@kaipara.govt.nz

From: NZ Transport Agency Waka Kotahi
Private Bag 106602
Auckland 1143

1. This is a further submission on the following:

Proposed Kaipara District Plan

2. NZTA has an interest in the proposal that is greater than the interest the general public has:

NZTA is a Crown entity with its functions, powers and responsibilities set out in the Land Transport Management Act 2003 (LTMA) and the Government Roading Powers Act 1989. The primary objective of NZTA under Section 94 of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest.

An integrated approach to transport planning, funding and delivery is taken by NZTA. This includes investment in public transport, walking and cycling, local roads and the construction and operation of state highways.

3. The further submission of NZTA is:

Detailed in Table 1 (attached). This table indicates which original submissions NZTA supports or opposes, and the reasons for the support or opposition. It also details which submissions NZTA seeks to be allowed or disallowed.

4. NZTA does wish to be heard in support of this submission.

5. If others make a similar submission, NZTA will consider presenting a joint case with them at the hearing.

6. NZTA is willing to work with the Kaipara District Council in advance of a hearing.

Signature:



Adam Jellie
Principal Planner – Poutiaki Taiao / Environmental Planning



System Design, Transport Services

Pursuant to an authority delegated by NZ Transport Agency Waka Kotahi

Date: 15 December 2025

Address for service: NZ Transport Agency Waka Kotahi
Private Bag 106602
Auckland 1143

Contact Person: Adam Jellie
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Table 1: NZ Transport Agency Further Submissions on the Proposed Kaipara District Plan

Plan Section	Provision	Name of original submitter	Original submission point number	Support or oppose	Reasons for supporting or opposing	NZTA seek that the whole (or part) of the submission be allowed (or disallowed)	
Horticulture New Zealand Submitter 140							
FS80.1	Definitions	Definition – ‘Sensitive Activity’	Horticulture New Zealand	140.4	Support	The original submission has sought an amendment to the definition for ‘Sensitive Activity’ to include community facilities, recreational facilities, rural tourism activity, camping grounds, and house of worship. This is entirely appropriate and supported by NZTA, particularly in relation to places of worship and marae as NZTA sought the same relief.	Allow in whole.
FS80.2	Subdivision	SUB-R4	Horticulture New Zealand	140.60	Oppose	NZTA seeks to avoid ad hoc rural subdivision for housing and urban purposes, but deletion of the rule is not supported, as there are instances where General Rural zone subdivision is appropriate. NZTA considers it is preferable to contain a suitable framework to manage rural subdivision, rather than deletion of the rule.	Disallow in entirety.
Cabra Mangawhai Ltd & Pro Land Matters Ltd Submitter 216							
FS80.3	Urban Form and Development	SD-UFD-O1	Cabra Mangawhai Ltd & Pro Land Matters Ltd	216.50	Support	The original submission point seeks to amend SD-UFD-O1 to address development capacity and growth timeframes over a 30 plus year future timeframe, although without specific amendments being sought. This is considered appropriate as similar relief is sought by NZTA in respect to addressing development capacity issues, particularly in relation to the transport infrastructure network. NZTA has emphasised that amendments shall be made to ensure infrastructure networks can effectively support planned future growth.	Allow in whole.

FS80.4	General	Future Urban Zone	Cabra Mangawhai Ltd & Pro Land Matters Ltd	216.70	Support	NZTA supports the insertion of a new Future Urban Zone and related mapping to provide an additional mechanism to manage the transition of rural zoned land to urban land use. This will ensure an appropriate transition will occur with suitable planning mechanisms to manage this. NZTA requests to be involved in the drafting of this new zone.	Allow in whole.
Kaipara District Council Submitter 222							
FS80.5	General	General	Kaipara District Council	222.16	Support	NZTA supports the introduction of an updated set of engineering standards, to replace the outdated Kaipara District Council Engineering Standards 2011. Incorporating updated engineering standards when available is an appropriate step.	Allow in whole.
FS80.6	Transport	TRANS Table 1	Kaipara District Council	222.35	Support	The original submission point seeks to amend TRANS Table 1 Traffic Intensity Factor to provide for different zoning activities, particularly rural industries. This is considered appropriate as similar relief is sought by NZTA in respect to calculating trip generation and its associated effects. NZTA requested an Integrated Transport Assessment to address this concern. However, alternative or consequential relief may be sought in addition.	Allow in whole.
Northpower Limited and Northpower Fibre Limited Submitter 283							
FS80.7	Definitions	Definition - 'Regionally Significant Infrastructure'	Northpower Limited and Northpower Fibre Limited	283.20	Support	NZTA supports the submission point which seeks to include 'state highways' within the definition of 'Regionally Significant Transport Infrastructure', to better reflect the Northland Regional Policy Statement equivalent definition. NZTA had a similar point seeking the same similar relief.	Allow in whole.
Horizon Surveying and Land Development Submitter 315							
FS80.8	Planning Maps	Zoning	Horizon Surveying and Land Development	315.5	Oppose	NZTA opposes the submission point in opposition to the coordination of growth and infrastructure. The submitter states that this will unnecessarily constrain development. NZTA considers that taking a robust approach to managing the location and form of growth in the district is fundamental to managing regionally significant infrastructure	Disallow in entirety.

					networks such as state highways.		
Kāinga Ora – Homes and Communities Submitter 322							
FS80.9	Noise	State Highway or Rail Corridor Noise Control Boundary on the Planning Maps	Kāinga Ora – Homes and Communities	322.18	Oppose	NZTA opposes the amendment of the State Highway or Rail Corridor Noise Control Boundary on the Planning Maps to only those parts of the State Highway with a posted speed limit of 70km/hr or above, and with similar amendments to NOISE-R13. NZTA considers the management of noise impacts on communities is important, as are managing impacts on amenity values and the health, safety and wellbeing of people and communities. The submitter's amendments will reduce the effectiveness of the provisions.	Disallow in entirety.
KiwiRail Holdings Limited Submitter 323							
FS80.10	Definitions	Definition - 'Regionally Significant Infrastructure'	KiwiRail Holdings Limited	323.1	Support	The original submission has sought an amendment to the definition for 'Regionally Significant Infrastructure' to include 'railway lines and associated railway facilities. This is entirely appropriate and supported by NZTA.	Allow in whole.
FS80.11	Definitions	Definition - 'Transport Network'	KiwiRail Holdings Limited	323.5	Support	The original submission has sought an amendment to the definition for 'Transport Network' to include 'the rail corridor'. This is entirely appropriate and supported by NZTA.	Allow in whole.
FS80.12	Definitions	Definition - 'Noise Sensitive Activities'	KiwiRail Holdings Limited	323.8	Support	The original submission has sought very similar relief to NZTA's submission and is therefore supported.	Allow in whole.
FS80.13	Definitions	Definition - 'Reverse Sensitivity'	KiwiRail Holdings Limited	323.9	Support	NZTA supports the submission point, seeking to insert a definition of the phrase 'reverse sensitivity'. The proposed wording is appropriate.	Allow in whole.
FS80.14	Definitions	Definition - 'Regionally Significant Transport Infrastructure'	KiwiRail Holdings Limited	323.10	Support	NZTA supports the submission point, seeking to insert a definition of the phrase 'Regionally Significant Transport Infrastructure'. NZTA had a similar point seeking the same similar relief.	Allow in whole.
FS80.15	Vision for Kaipara	SD-VK-O6	KiwiRail Holdings Limited	323.11	Support	NZTA supports the submission point, seeking additional wording within the objective regarding reverse sensitivity in respect of transport networks.	Allow in whole.

FS80.16	Noise	NOISE-R13.2.a.ii. and NOISE-R13.4. and the State Highway or Rail Corridor Noise Control Boundary overlay on the Planning Maps	KiwiRail Holdings Limited	323.76	Support	The original submission point seeks to amend NOISE-R13.2.a.ii. and NOISE-R13.4. with several changes that are the same to those sought by NZTA. The original submission seeks an increase from 25 metres to 50 metres consistent with NZTA's submission; and also seeks that the 'State Highway or Rail Corridor Noise Control Boundary' overlay on the Planning Maps to a 100-metre distance buffer from the legal boundary of the KiwiRail Rail designation, which is relief supported by NZTA as similar relief has been sought in respect of the state highway network.	Allow in whole.
FS80.17	Planning Maps	Designations KH-1 and KH-2 in the Planning Maps	KiwiRail Holdings Limited	323.82	Oppose	The original submission point seeks to amend all Planning Maps containing designations KRH-1 and KRH-2, to ensure the designation extents are accurate via a clause 16 amendment, to correct various mapping errors. NZTA are concerned that some of the amendments to designation extents sought now overlap with NZTA designations within the Kaipara District Plan. Whilst section 177 of the Resource Management Act 1991 manages situations with overlapping designations, this creates significant uncertainty. Further, these changes have not been mapped or made available to Kaipara District Council in a GIS shapefile, this adds to the uncertainty regarding the relief sought. NZTA will seek to engage with KiwiRail Holdings Limited regarding this matter prior to the hearing.	Disallow in entirety.
FS80.18	Planning Maps	Designations KH-1 and KH-2 in the Planning Maps	KiwiRail Holdings Limited	323.83	Oppose	The original submission point seeks to amend designations KH-1 and KH-2 in the Planning Maps, to address anomalies in the landholding layer versus the designation layer. NZTA are concerned that some of the amendments to designation extents sought now overlap with NZTA designations within the Kaipara District Plan. Whilst section 177 of the Resource Management Act 1991 manages situations with overlapping designations, this creates significant uncertainty. Further, these changes have not been mapped or made available to Kaipara District Council in a GIS shapefile, this adds to the uncertainty regarding the relief sought. NZTA will seek to engage with KiwiRail Holdings Limited regarding this matter prior to the hearing.	Disallow in entirety.

Northland Regional Council Submitter 332							
FS80.19	Natural Hazards	NH-PX	Northland Regional Council	332.35	Support	<p>NZTA support the request to add a new policy to manage risk from tsunami hazards, based on a similar provision from Whangarei District Council. Requiring subdivisions that are designed to facilitate safe and efficient evacuation in the event of a tsunami through transport design will enable better protection of the functionality of the transport network.</p>	Allow in whole.
FS80.20	Subdivision	SUB-R3	Northland Regional Council	332.50	Support in part	<p>NZTA supports the submitter's assertion that highly productive land is defined under the National Policy Statement on Highly Productive Land; and that the definition does not provide for a site-specific assessment to discount whether land is highly productive land or not. Removal of references to site specific assessments in SUB-R3 is supported.</p> <p>NZTA would not wish this to enable further subdivision of General Rural zone land for housing supply and seeks avoidance of ad hoc rural subdivision, particularly in locations where demand on the State Highway will occur without any coordination. The National Policy Statement on Highly Productive Land provides strong directives on this matter.</p>	Allow in part.