

**Proposed Kaipara District Plan:
Form 6 - Further Submission**

Clause 7 of Schedule 1, Resource Management Act 1991

This is a further submission that is either in support of or in opposition to any submission already received by Kaipara District Council on any Proposed Kaipara District Plan topic **except for Light** in the Proposed Kaipara District Plan. No new submission points can be made.

All submissions and Summary of Submissions can be viewed on our website here:
www.kaipara.govt.nz/kaipara-district-plan-review/proposed-district-plan-submissions

Note: *The topic of Light was notified for further submissions on 21 October 2025 prior to all other topics due to the hearing for Light being confirmed for 17 December 2025.*

Note: You can only make a further submissions on the submission points identified in an original submission on the Proposed Kaipara District Plan.

1. Further submitter details *(mandatory information)*

Full name of individual/organisation making further submission:

Contact person *(if different from above):*

Email address:

Postal address:

Postcode:

Preferred method of contact:

Email

Post

Contact phone number:

Do you have an agent who is acting on your behalf?

Yes

No

If you would like a copy of your submission sent to your agent, enter their email address below *(otherwise leave blank)*

Agent email address:

2. Eligibility to make a further submission *(for information on this section go to RMA Schedule 1, clause 8)*

I am (select one of the following options):

A person representing a relevant aspect of the public interest.

In this case, also specify below the grounds for saying that you come within this category.

A person who has interest in the proposal greater than the interest that the general public has.

In this case, also specify below the grounds for saying that you come within this category: or

The local authority

3. My reasons for selecting the category ticked above are:

(For example: Any person representing a relevant aspect of the public interest would likely include public interest environmental groups

OR

Any person that has an interest in the proposed policy statement or plan greater than the interest that the general public has is likely to include owners of land and users of resources directly affected by plan provisions. It is also likely to include iwi and hapu where their interests are directly affected.)

4. Request to be heard at hearings

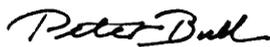
Yes, I wish to be heard at the hearing in support of my further submission; or

No, I do not wish to be heard at the hearing in support of my further submission.

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

Yes

No



Signature of further submitter:

(or person authorised to sign on behalf of person making further submission)

(A signature is not required if you are making your further submission by electronic means)

Date

Important information:

1. This Form 6 is for further submissions on every topic with the Proposed Kaipara District Plan (apart from Light).
2. You must serve a copy of your further submission on the original submitter **within five working days after it is served** on Kaipara District Council.
3. The Kaipara District Council must receive this further submission before the closing date and time for further submissions (**5.00pm on Monday 15 December 2025**).
4. All information provided in your further submission is considered public under the Local Government Official Information and Meetings Act 1987 and will be published to progress the process for the Proposed Kaipara District Plan and will be made publicly available. Your further submission will only be used for the purpose of the Proposed Kaipara District Plan.
5. Submitters who indicate they wish to speak at the Hearing will be emailed all relevant information relating to the Hearing. If you don't have an email address, it will be posted.

Note to person making submission:

Your further submission (or part of your further submission) may be struck out if the authority is satisfied that at least one of the following applies to the further submission (or part of the further submission):

- It is frivolous or vexatious;
- It discloses no reasonable or relevant case;
- It would be an abuse of the hearing process to allow the further submission (or the part) to be taken further; and/or
- It contains offensive language.

Send your further submission:

Post it to: District Planning Team
Kaipara District Council
Private Bag 1001
Dargaville 0340

OR

Email to: districtplanreview@kaipara.govt.nz

OR you can hand-deliver this further submission form along with any attachments to: any Kaipara District Council service centre (Dargaville at 32 Hokianga Road or Mangawhai at 6 Molesworth Drive). Please be aware that our service centre doors close at **4.00pm**.

Please refer to District Plan Review on our website www.kaipara.govt.nz where all information and updates are located.

If you need any assistance at all, please contact the District Planning Team on 0800 727 059 or email us at districtplanreview@kaipara.govt.nz.

Further Submissions must be received
by: **5pm – Monday 15 December 2025**

5. Further Submission/s on all remaining topics (excluding the LIGHT topic) on the Proposed Kaipara District Plan:

Name of original submitter	Original submitter number	Original submission point number	Support or oppose	Reasons for supporting or opposing	I seek that the whole (or part [describe part]) of the submission be allowed (or disallowed) Give precise details
<i>Example</i> John Smith	<i>Example</i> 600	<i>Example</i> 600.001	<i>Example</i> Support	<i>Example</i> I support because I believe.....	<i>Example</i> I seek that the whole of the submission point be allowed
<p>PLEASE SEE THE 3 PAGES APPENDED TO THE END OF THIS DOCUMENT</p>					

YOU ARE WELCOME TO PROVIDE THE REQUIRED INFORMATION ABOVE ON A SEPARATE PAGE IF YOU REQUIRE MORE SPACE



**Proposed Kaipara District Plan
Submitter Contact List
for all other topics (excluding the LIGHT topic)**

You must serve a copy of your further submission on the original submitter **within five (5) working days after it is served** on Kaipara District Council.

A list of original submitters contact details are available from www.kaipara.govt.nz/district-plan-review (go to submissions)

Or download from the link below

[Download the Original Submitter Contact List](#)

Name of original submitter	Original submitter number	Original submission point number	Support or oppose	Reasons for supporting or opposing	I seek that the whole (or part [describe part]) of the submission be allowed (or disallowed). Give precise details
L Peddie FS88.1	69	69.1	Support in part	I support this submission because development capacity should be limited by the adequacy of private access and associated infrastructure. Such adequacy should not be assumed and should be confirmed through appropriate engineering and geotechnical assessment.	I seek that those parts of the submission addressing access and infrastructure limits be allowed.
Kim Bolton-Stewart FS88.2	92	92.6	Support	I support this submission because it correctly identifies that Oneriri Road is in poor condition and functions as the primary access route for multiple private roads and rights-of-way. Increased residential density would exacerbate existing safety, capacity, and emergency access constraints. An engineering assessment of the road network is necessary before rezoning or intensification occurs.	I seek that the whole of submission point 92.6 be allowed.
Kim Bolton-Stewart FS88.3	92	92.7	Support	I support this submission as it accurately identifies that narrow, shared accessways and private roads are unsafe for increased vehicle movements associated with further subdivision or intensification. Many accessways were not constructed to modern residential standards and cannot safely accommodate additional traffic or emergency access.	I seek that the whole of submission point 92.7 be allowed.
P Bull FS88.4	130	130.1	Support	Rezoning or intensification should not proceed unless access and supporting infrastructure are demonstrably adequate. Experience indicates that historic approvals and the existence of a private right-of-way do not guarantee long-term stability or suitability for increased use. Access suitability should be confirmed through appropriate geotechnical assessment, in this case for land accessed via Kiwi Lane, Tawa Avenue, and Vista Lane in Kaiwaka.	I seek that the whole of submission point 130.1 be allowed.
Fernlea Developments FS88.5	274	274.1	Support	The submission raises legitimate concerns about the condition and reliability of a private road, including emergency access limitations, in the context of increased residential density. Rezoning and development outcomes should be led by infrastructure and access capability rather than assumed or addressed retrospectively. Private accessways should be demonstrated, through appropriate geotechnical assessment, to be stable and capable of accommodating increased use over time. Intensification should not occur without commensurate access upgrades. (Note: Although the road is referred to as "Tawa Road", this is understood to be Tawa Avenue.)	I seek that the whole of submission point 274.1 be allowed.

Name of original submitter	Original submitter number	Original submission point number	Support or oppose	Reasons for supporting or opposing	I seek that the whole (or part [describe part]) of the submission be allowed (or disallowed). Give precise details
E & J United Trust FS88.6	305	305.1	Support in part	I support this submission as it correctly identifies that Oneriri Road is not built to a standard capable of accommodating increased residential population and traffic. Natural hazard risk (flooding), intersection safety, and cumulative effects are critical constraints on the access network relied upon by private roads and rights-of-way.	I seek that those parts of the submission relating to access and infrastructure capacity be allowed.
Fire and Emergency New Zealand FS88.7	308	308.24	Support	I support this submission because it recognises that transport networks and accessways must be designed in accordance with relevant standards and guidance, including those relating to emergency vehicle access . This is particularly important where development relies on private roads or shared rights-of-way , and where increased residential density would place additional demands on access infrastructure.	I seek that submission point 308.24 be allowed insofar as it supports adequate access design and emergency vehicle access standards.
Fire and Emergency New Zealand FS88.8	308	308.85	Support	I support this submission because it recognises the necessity of adequate accessway width, clear and unobstructed routes, and effective manoeuvring space to ensure safe and timely access for emergency vehicles. These matters are critical where development relies on private roads or rights-of-way, and become more significant as residential density increases.	I seek that submission point 308.85 be allowed.
New Zealand Transport Agency (Waka Kotahi) FS88.9	330	330.10	Support	I support this submission insofar as it relates to access capacity, safety, and the ability of the transport network to accommodate vehicle movements . These matters are particularly important where development relies on private roads or shared accessways that were not designed for increased traffic volumes. Enabling additional residential density without ensuring access infrastructure is fit for purpose would create safety and emergency access risks. Access suitability should be demonstrated through appropriate engineering and geotechnical evidence rather than assumed.	I seek that submission point 330.10 be allowed insofar as it supports safe and effective access design and transport capacity requirements , and does not enable intensification where access constraints have not been resolved.
Northland Regional Council FS88.10	332	332.31	Support	I support this submission insofar as it recognises that development and infrastructure should not be enabled in areas subject to natural hazards where risk cannot be adequately avoided or mitigated . This is directly relevant where a private road providing sole access is located on a known landslide and ongoing instability affects access reliability and safety.	I seek that submission point 332.31 be allowed insofar as it supports a precautionary approach to development and intensification in areas subject to natural hazard risk affecting access infrastructure .
Northland Regional Council FS88.11	332	332.32	Support	I support this submission insofar as it requires natural hazard risk to be fully considered before enabling additional development . Where access infrastructure is located within a hazard-prone area, including areas affected by landslide instability, increased residential density would increase both risk and the consequences of failure.	I seek that submission point 332.32 be allowed insofar as it supports restricting development where hazard risk affecting access infrastructure has not been satisfactorily resolved .

Name of original submitter	Original submitter number	Original submission point number	Support or oppose	Reasons for supporting or opposing	I seek that the whole (or part [describe part]) of the submission be allowed (or disallowed). Give precise details
Northland Regional Council FS88.12	332	332.33	Support	I support this submission insofar as it acknowledges that existing development or infrastructure within a hazard-prone area does not justify further intensification. This is particularly relevant where a private road constructed across a known landslide provides the only access and is subject to ongoing subsidence and instability.	I seek that submission point 332.33 be allowed insofar as it supports avoiding further intensification where natural hazard risk affecting sole-access infrastructure remains.
Northland Regional Council FS88.13	332	332.68	Support	I support this submission insofar as it promotes a precautionary approach to development in areas subject to natural hazards, including recognition of residual risk where mitigation measures may not fully address instability. This is critical where access infrastructure located on a landslide provides sole access and failure would have significant safety and emergency response consequences.	I seek that submission point 332.68 be allowed insofar as it supports restricting development and intensification where natural hazard risk affecting access reliability and safety cannot be adequately managed.
T Burn FS88.14	346	346.1	Support in part	I support this submission as it correctly identifies that Oneriri Road is not built to a standard capable of accommodating increased residential population and traffic. Natural hazard risk (flooding), intersection safety, and cumulative effects are critical constraints on the access network relied upon by private roads and rights-of-way on Oneriri Road.	I seek that those parts of the submission relating to access and infrastructure capacity be allowed.
M Anderton & C Eliot-Cotton FS88.15	356	356.1	Support in part	I support this submission because shared private infrastructure, including private roads and stormwater systems, was typically not designed for later increased housing density. This principle applies to private access arrangements in Kaiwaka and supports constraining development by infrastructure capacity.	I seek that those parts of the submission identifying limits of shared private infrastructure be allowed.