

<b>Further Submissions in relation to PPC81 - Dargaville Racecourse.</b>										
<b>Date Further Submission Received</b>	<b>Name of Further Submitter</b>	<b>Original Submission Number and Name</b>	<b>Original Submission Point</b>	<b>Topic</b>	<b>Sub Topic</b>	<b>Support / Oppose / Neutral</b>	<b>Reasons for Further Submission</b>	<b>Heard at Hearing</b>	<b>Joint Heard where similar submission</b>	<b>Additional Comments</b>
3/11/2022	Awakino Point Rate Payers Inc. (APRP)	3. Leanne Phillips	3.1	PPC81 as Proposed	Retain as Rural	S	APRP shares the submitters concerns with respect to reverse sensitivity, traffic effects, and stormwater.	Y	Y	
		3. Leanne Phillips	3.2	Roading	Safety	S	APRP shares the submitters concerns with respect to reverse sensitivity, traffic effects, and stormwater.	Y	Y	
		3. Leanne Phillips	3.3	Infrastructure	Stormwater	S	APRP shares the submitters concerns with respect to reverse sensitivity, traffic effects, and stormwater.	Y	Y	
		5. Waka Kotahi NZ Transport Agency	5.7	Roading	Design	S	APRP agrees that greater certainty is required around the delivery and funding of the proposed walking and cycling connection.	Y	Y	
		5. Waka Kotahi NZ Transport Agency	5.8	Roading	Design	S	APRP has similar concerns over the practical aspects of constructing the shared path.	Y	Y	
		5. Waka Kotahi NZ Transport Agency	5.12	Light Spill	Light Spill	S	APRP agree light spill could be an issue for neighboring residents and should be managed.	Y	Y	
		5. Waka Kotahi NZ Transport Agency	5.14	Plan Provisions	Objectives and Policies	S	Support including additional policy supporting integrated planning and the provision of connections to Dargaville.	Y	Y	
		5. Waka Kotahi NZ Transport Agency	5.16 - 5.19	Plan Provisions	Transport	S	APRA supports a roundabout at Awakino Point Road to manage traffic effects.	Y	Y	
		6. Northland Transportation Alliance	6.2	Roading	Design	O	APRA supports a roundabout at Awakino Point Road to manage traffic effects.	Y	Y	
		6. Northland Transportation Alliance	6.3	Roading	Design	S	Support terminating the the shared Selwyn Park.	Y	Y	
		10. CJ Farms 2020 Limited	10.1	PPC81 as Proposed	Retain as Rural	S	APRP shares the submitters concerns with respect to loss of productive rural land, reverse sensitivity effects, and traffic effects.	Y	Y	
		10. CJ Farms 2020 Limited	10.2	Reverse Sensitivity	Reverse Sensitivity	S	APRP shares the submitters concerns with respect to loss of productive rural land, reverse sensitivity effects, and traffic effects.	Y	Y	
		10. CJ Farms 2020 Limited	10.3	Roading	Safety	S	APRP shares the submitters concerns with respect to loss of productive rural land, reverse sensitivity effects, and traffic effects.	Y	Y	
		11. Graeme Lawrence	11.1	PPC81 as Proposed	Modify	S	APRP supports the submitters point in relation to consolidating residential development within Dargaville.	Y	Y	
		14. Shane and Megan Phillips	14.1	PPC81 as Proposed	Retain as Rural	S	APRP supports the submission with respect to retaining productive rural land traffic safety effects.	Y	Y	
		14. Shane and Megan Phillips	14.2	Roading	Safety	S	APRP supports the submission with respect to retaining productive rural land traffic safety effects.	Y	Y	
		15. Leo Glamuzina and Kim Harrison	15.1	PPC81 as Proposed	Retain as Rural	S	APRP supports this submission with respect to traffic effects, infrastructure, impacts on community facilities.	Y	Y	
		15. Leo Glamuzina and Kim Harrison	15.2	Roading	Safety	S	APRP supports this submission with respect to traffic effects, infrastructure, impacts on community facilities.	Y	Y	
		15. Leo Glamuzina and Kim Harrison	15.3	Infrastructure	Three Waters	S	APRP supports this submission with respect to traffic effects, infrastructure, impacts on community facilities.	Y	Y	
		15. Leo Glamuzina and Kim Harrison	15.4	Infrastructure	Three Waters	S	APRP supports this submission with respect to traffic effects, infrastructure, impacts on community facilities.	Y	Y	
		15. Leo Glamuzina and Kim Harrison	15.5	Other Matters	Community Facilities	S	APRP supports this submission with respect to traffic effects, infrastructure, impacts on community facilities.	Y	Y	
		15. Leo Glamuzina and Kim Harrison	15.6	Roading	Safety	S	APRP supports this submission with respect to traffic effects, infrastructure, impacts on community facilities.	Y	Y	

Date Further Submission Received	Name of Further Submitter	Original Submission Number and Name	Original Submission Point	Topic	Sub Topic	Support / Oppose / Neutral	Reasons for Further Submission	Heard at Hearing	Joint Heard where similar submission	Additional Comments
		16. Janice and Michael Brenstrum	16.1	PPC81 as Proposed	Retain as Rural	S	APRP shares the submitters concerns with respect to the loss of food producing land and traffic effects.	Y	Y	
		16. Janice and Michael Brenstrum	16.2	Roading	Safety	S	APRP shares the submitters concerns with respect to the loss of food producing land and traffic effects.	Y	Y	
		17. Dargaville Community	17.1	PPC81 as Proposed	Retain as Rural	S	APRP supports the whole submission.	Y	Y	
		17. Dargaville Community	17.2	Infrastructure	Three Waters	S	APRP supports the whole submission.	Y	Y	
		17. Dargaville Community	17.3	Reverse Sensitivity	Reverse Sensitivity	S	APRP supports the whole submission.	Y	Y	
		17. Dargaville Community	17.4	Roading	Design	S	APRP supports the whole submission.	Y	Y	
		17. Dargaville Community	17.5	Roading	Safety	S	APRP supports the whole submission.	Y	Y	
		17. Dargaville Community	17.6	Other Matters	Economic Effect	S	APRP supports the whole submission.	Y	Y	
		17. Dargaville Community	17.7	Other Matters	Community Facilities	S	APRP supports the whole submission.	Y	Y	
		17. Dargaville Community	17.8	Other Matters	Community Facilities	S	APRP supports the whole submission.	Y	Y	
		18. Jarrod McKelviw and Stephanie Rockell	18.1	PPC81 as Proposed	Retain as Rural	S	APRP supports the submission in relation to retaining rural production land, and traffic safety effects.	Y	Y	
		18. Jarrod McKelviw and Stephanie Rockell	18.4	Roading	Safety	S	APRP supports the submission in relation to retaining rural production land, and traffic safety effects.	Y	Y	
7/11/2022	Nathaniel Everett	5. Waka Kotahi NZ Transport Agency	5.16	Plan Provisions	Transport	S	Mr Everett lives on Awakino Point North Road and owns a house there. He notes that getting into the road from left hand lane is very dangerous as it's a blind corner and a busy main road. Crossing the oncoming traffic lane of cars doing 100km per hour is difficult now. Some major change to road layout is important to ensure the safety of Awakino Point North Road residents and motorists.	Y	Y	
11/11/2022	Waka Kotahi New Zealand transport Agency	3. Leanne Phillips	3.2	Roading	Safety	S	Accept submission point insofar as it addresses concern that the SH14 and Awakino Point North Road intersection is not fit for purpose. The submitter did not comment on the proposed form of the intersection, although Waka Kotahi firmly assert that it should be upgraded to a roundabout rather than a priority-controlled T intersection.	Y	Y	
		4. Colin and Joanne Rowse	4.5	Roading	Design	S	Accept submission point insofar as it addresses concern that the proposed upgrades to the SH14 and Awakino Point North Road intersection are not appropriate and that the intersection form should be a roundabout.	Y	Y	
		6. Northland Transportation Alliance	6.1	Plan Provisions	Transport	S	Accept submission point insofar as it seeks improved transport infrastructure and active modes provision to the Dargaville town centre.	Y	Y	
		6. Northland Transportation Alliance	6.2	Roading	Design	S - subject to clarification	Accept submission point provided Council address that a Safe System Compliant Primary Treatment Facility type could be a roundabout, as requested per the original Waka Kotahi submission. Accept submission point insofar as it seeks improved transport infrastructure.	Y	Y	
		6. Northland Transportation Alliance	6.3	Roading	Design	S	Accept submission point insofar as it seeks improved transport infrastructure and active modes provision to the Dargaville town centre.	Y	Y	
		6. Northland Transportation Alliance	6.4	Roading	Design	S	Accept submission point provided Council address that a Safe System Compliant Primary Treatment Facility type could be a roundabout, as requested per the original Waka Kotahi submission. Accept submission point insofar as it seeks improved transport infrastructure and active modes provision to the Dargaville town centre.	Y	Y	
		6. Northland Transportation Alliance	6.5	Roading	Design	S	Accept submission point.	Y	Y	
		7. Ministry of Education	7.3	Statutory	NPSUD	N	Waka Kotahi do not oppose educational facilities being provided for within the Trifecta Development Area as a standalone activity, provided that the intersection of SH14 and Awakino Point North Road be upgraded to a roundabout rather than a priority-controlled T intersection. If the intersection treatment is not a roundabout, Waka Kotahi request that Kaipara District Council reject this submission point.	Y	Y	

Date Further Submission Received	Name of Further Submitter	Original Submission Number and Name	Original Submission Point	Topic	Sub Topic	Support / Oppose / Neutral	Reasons for Further Submission	Heard at Hearing	Joint Heard where similar submission	Additional Comments
		7. Ministry of Education	7.4	Plan Provisions	Objectives and Policies	N	Waka Kotahi do not oppose educational facilities being provided for within the Trifecta Development Area as a standalone activity, provided that the intersection of SH14 and Awakino Point North Road be upgraded to a roundabout rather than a priority-controlled T intersection. If the intersection treatment is not a roundabout, Waka Kotahi request that Kaipara District Council reject this submission point.	Y	Y	
		7. Ministry of Education	7.5	Plan Provisions	Objectives and Policies	N	Waka Kotahi do not oppose educational facilities being provided for within the Trifecta Development Area as a standalone activity, provided that the intersection of SH14 and Awakino Point North Road be upgraded to a roundabout rather than a priority-controlled T intersection. If the intersection treatment is not a roundabout, Waka Kotahi request that Kaipara District Council reject this submission point.	Y	Y	
		7. Ministry of Education	7.6	Plan Provisions	New Provision	N	Waka Kotahi do not oppose educational facilities being provided for within the Trifecta Development Area as a standalone activity, provided that the intersection of SH14 and Awakino Point North Road be upgraded to a roundabout rather than a priority-controlled T intersection. If the intersection treatment is not a roundabout, Waka Kotahi request that Kaipara District Council reject this submission point.	Y	Y	
		7. Ministry of Education	7.7	Plan Provisions	New Provision	N	Waka Kotahi do not oppose educational facilities being provided for within the Trifecta Development Area as a standalone activity, provided that the intersection of SH14 and Awakino Point North Road be upgraded to a roundabout rather than a priority-controlled T intersection. If the intersection treatment is not a roundabout, Waka Kotahi request that Kaipara District Council reject this submission point.	Y	Y	
		7. Ministry of Education	7.8	Plan Provisions	New Provision	N	Waka Kotahi do not oppose educational facilities being provided for within the Trifecta Development Area as a standalone activity, provided that the intersection of SH14 and Awakino Point North Road be upgraded to a roundabout rather than a priority-controlled T intersection. If the intersection treatment is not a roundabout, Waka Kotahi request that Kaipara District Council reject this submission point.	Y	Y	
		7. Ministry of Education	7.9	Plan Provisions	Definitions	N	Waka Kotahi do not oppose educational facilities being provided for within the Trifecta Development Area as a standalone activity, provided that the intersection of SH14 and Awakino Point North Road be upgraded to a roundabout rather than a priority-controlled T intersection. If the intersection treatment is not a roundabout, Waka Kotahi request that Kaipara District Council reject this submission point.	Y	Y	
		12. Awakino Point Rate Payers Inc	12.8	Roading	Design	S	Accept submission point, insofar that it seeks further certainty that the relevant transport infrastructure will be constructed prior to any development.	Y	Y	
		12. Awakino Point Rate Payers Inc	12.9	Roading	Timing	S	Accept submission point, insofar that it seeks further certainty that the relevant transport infrastructure will be constructed prior to any development.	Y	Y	
		15. Leo Glamuzina and Kim Harrison	15.2	Roading	Safety	S	Accept submission insofar as it addresses concern that SH14 and Awakino Point North Road intersection is not fit for purpose.	Y	Y	
		17. Dargaville Community	17.5	Roading	Safety	S	Accept submission point insofar as it addressed concern that the proposed upgrades to the SH14 and Awakino Point North Road intersection will need to be significant. The submitter did not comment on the proposed form of the intersection, although Waka Kotahi firmly assert that it should be upgraded to a roundabout rather than a priority-controlled T intersection.	Y	Y	
15/11/2022	Northland Transportation Alliance	2. Daniel Simpkin	2.1	PPC81 as Proposed	Proceed as Proposed	S	NTA agrees that this is an opportunity for Dargaville to grow, but adequate infrastructure is to be provided to provide connectivity from the development to the Town Centre.	Y	Y	
		3. Leanne Phillips	3.2	Roading	Safety	S	NTA agrees that the existing intersection of Awakino Point North Road and SH14 is unsafe and the proposed Give way control will not address the additional traffic generated by this development and the development is to be take into consideration the exsting bus pick up and drop locations closer to the development and provide adequate mitigations.	Y	Y	
		3. Leanne Phillips	3.3	Infrastructure	Stormwater	S	NTA agrees that adequate stormwater facility is to be provided within the development.	Y	Y	
		4. Colin and Joanne Rowse	4.5	Roading	Design	S	NTA agrees that a roundabout at SH14/Awakino Point North Road is the appropriate safe system primary treatment.	Y	Y	
		5. Waka Kotahi NZ Transport Agency	5.2	Statutory	NPSUD	S	NTA agrees that an accessible active or public transport network for all people between different locations in the community is to be provided.	Y	Y	
		5. Waka Kotahi NZ Transport Agency	5.3	Statutory	Emissions Reduction Plan	S	NTA agrees that the development should consider Emissions Reduction Plan and undertake any possible measure to mitigate the effects as suggested by Waka Kotahi. For example: Provision of EV charging stations, bi-cycle parkign provisions, etc.	Y	Y	
		5. Waka Kotahi NZ Transport Agency	5.5	Plan Provisions	Signage	S	NTA agree that the signage rule in Kaipara District Plan is to be utilised in the Trifecta Development Area Chpater to mainatain consistency throughout the network.	Y	Y	
		5. Waka Kotahi NZ Transport Agency	5.6	Roading	Design	S	NTA agrees that the proposed Give way control for the intersection is not adequate or safe system compliant to address the additional traffic generated, therefore a roundabout is supported and also support that intersection improvements be carried out prior to to any construction works that will generate more than 10 heavy vehicle movements through the SH14/Awakino Point North Road intersection per day.	Y	Y	

Date Further Submission Received	Name of Further Submitter	Original Submission Number and Name	Original Submission Point	Topic	Sub Topic	Support / Oppose / Neutral	Reasons for Further Submission	Heard at Hearing	Joint Heard where similar submission	Additional Comments
		5. Waka Kotahi NZ Transport Agency	5.7	Roading	Design	S	NTA agrees that the development should provide the required pedestrian and cycle link from the development, but we deem it necessary to terminate the path at Selwyn Park and not Tuna Street.	Y	Y	
		5. Waka Kotahi NZ Transport Agency	5.9	Plan Provisions	Precinct Plan	S	NTA agrees that a cross-section of the pdestrian and cycle link proposed should be included in the Appendix.	Y	Y	
		5. Waka Kotahi NZ Transport Agency	5.10	Landscaping	Landscaping	S	NTA agrees that any landscpaing undertaken should not compromise the sightlines ofr vehicles or pedestrians.	Y	Y	
		5. Waka Kotahi NZ Transport Agency	5.14	Plan Provisions	Objectives and Policies	S	NTA agrees that a new policy is to be included outlining the infrasturtcure requirement and integrated planning. In addition, safe and efficient infrastructure is to be included.	Y	Y	
		5. Waka Kotahi NZ Transport Agency	5.16	Plan Provisions	Transport	S	NTA agrees that the proposed intersection improvement is not adequate and is not safe system compliant for the additional movements generated.	Y	Y	
		5. Waka Kotahi NZ Transport Agency	5.17	Plan Provisions	Transport	S	NTA generally supports with Waka Kotahi, but suggest the applicant terminate the pedestrian and cycle link at Selwyn Park and this is to be reflected in the DP.	Y	Y	
		5. Waka Kotahi NZ Transport Agency	5.18	Plan Provisions	Transport	S	NTA agrees that roundbaout is the appropriate treatment to mitigate the traffice effects.	Y	Y	
		5. Waka Kotahi NZ Transport Agency	5.19	Plan Provisions	Transport	S	NTA agrees that roundbaout is the appropriate treatment to mitigate the traffice effects.	Y	Y	
		5. Waka Kotahi NZ Transport Agency	5.21	Plan Provisions	Signage	S	NTA agrees that the signage requirements is to align with the Kaipara District Plan and NZTA Traffic manual devices to be consistent throughout the network.	Y	Y	
		5. Waka Kotahi NZ Transport Agency	5.24	Plan Provisions	Signage	S	NTA agrees that the Illuminated signage chapter activity status is to be changed to Non-complying (if the Trifecta development chapter is to have separate signage requirements). Point 2(f) - based on legal definition the extension of intersection is to be provided and the minimum setback is to be changed to 50m.	Y	Y	
		5. Waka Kotahi NZ Transport Agency	5.25	Plan Provisions	Signage	S	NTA agrees that the Illuminated signage chapter activity status is to be changed to Non-complying (if the Trifecta development chapter is to have separate signage requirements). Point 2(f) - based on legal definition the extension of intersection is to be provided and the minimum setback is to be changed to 50m.	Y	Y	
		5. Waka Kotahi NZ Transport Agency	5.26	Plan Provisions	Definitions	S	NTA agrees that the definitions should be consistent with the Kaipara District Plan.	Y	Y	
		7. Ministry of Education	7.2	Other Matters	Density	S	NTA agrees that the development should consist of educational facilities with adequate speed limits along school zones in line with Speed Limit Rule 2022 and infrastructure support to be provided to support the speed limit, due to the likely reduction in vehicle trips.	Y	Y	
		7. Ministry of Education	7.4	Plan Provisions	Objectives and Policies	S	NTA agrees that the development should consist of educational facilities, therefore suitable changes to the poolicies is to be made.	Y	Y	
		10. CJ Farms 2020 Limited	10.3	Roading	Safety	S	NTA agrees that the existing intersection of SH12 and Awakino Point North road is non-safe system compliant and therefore a roundabout is to be constructed to accommodate for the additional traffic and safe system compliant. In addition adequate traffic calming within Awakino point north road is to be provided with adequate pedestriana and cycle link within the development.	Y	Y	
		12. Awakino Point Rate Payers Inc	12.7	Roading	Design	S	NTA agrees that there would be a significant increase in traffic at the intersection of SH14/Awakino Point North Road.	Y	Y	
		12. Awakino Point Rate Payers Inc	12.8	Roading	Design	S	NTA agrees that further certainty is required that the trasnport infrastructre upgardes will be constructed.	Y	Y	
		12. Awakino Point Rate Payers Inc	12.9	Roading	Timing	S	NTA agrees that the infrastructure upgrades should occur in a sequential manner based on the yield.	Y	Y	
		12. Awakino Point Rate Payers Inc	12.12	Other Matters	Council Decision	S	NTA agrees that the necessary transport infrastructure upgrade is to be carried out prior to the residential /industrial development.	Y	Y	
		13. Donald and Adrienne McLeod	13.2	Other Matters	Community Facilities	S	NTA agrees that the suitable amenities (sports facilites, etc) should be provided within development purely based on the reduction in trips from the development to Dargaville town centre.	Y	Y	
		14. Shane and Megan Phillips	14.2	Roading	Safety	S	NTA agrees that the development is to take the exsting bus pick up and drop locations closer to the development into consideration and provide adequate mitigations.	Y	Y	
		15. Leo Glamuzina and Kim Harrison	15.2	Roading	Safety	S	NTA agrees that the existing road network would not be able to accommodate the additional traffic generated, therefoire suitable mitigations like intersection imporvements, pedestrian and cycle link, suitable traffic claming etc is to be provided.	Y	Y	

Date Further Submission Received	Name of Further Submitter	Original Submission Number and Name	Original Submission Point	Topic	Sub Topic	Support / Oppose / Neutral	Reasons for Further Submission	Heard at Hearing	Joint Heard where similar submission	Additional Comments
		15. Leo Glamuzina and Kim Harrison	15.6	Roading	Safety	S	NTA agrees that the existing infrastructure cannot cater for the additional traffic generated from the development and the proposed walking and cycling link should be well thought into due to the nature of the network and existing open drains.	Y	Y	
		16. Janice and Michael Brenstrum	16.2	Roading	Safety	S	NTA agrees that the existing intersection of SH14 and Awakino Point North Road is non-safe system compliant	Y	Y	
		17. Dargaville Community	17.4	Roading	Design	S	NTA agrees that the existing infrastructure cannot cater for the additional traffic generated from the development and the proposed walking and cycling link should be well thought into due to the nature of the network and existing open drains.	Y	Y	
		17. Dargaville Community	17.5	Roading	Safety	S	NTA agrees that the existing intersection and the proposed improvement of SH14 and Awakino Point North Road is non-safe system compliant, therefore a roundabout is to be provided and adequate improvements to the existing road network is to be carried out to cater for the additional traffic.	Y	Y	
15/11/2022	Te Houhanga a Rongo Marae	13. Donald and Adrienne McLeod	13.1	Other Matters	Community Facilities	S	Lack of amenities for tamariki and rangatahi and insufficient green space areas within site (to allow their engagement in active lifestyles).	Y	N	Te Houhanga a Rongo Marae was built in 1914 and one of the first carved meeting houses in Te Taitokerau. Marae whanau have whakapapa links to Ngati Whatua, Te Roroa and Ngapuhi with mana whenua status through Te Kuihi. We have legal status as a Marae Reservation under Te Ture Whenua Act. We have longevity in our community and are kaitiaki of our whenua and awa. Te Houhanga has an interest in ensuring the health and wellness of our whanau whanau, especially in the areas of housing and kai sovereignty, hauora, matauranga and sustainable ways of living. Maintaining our cultural identity, customs and practices are paramount for us. Our Parore whanau have an unprecedented interest in this whenua highlighted by the PPC81 and the activity which takes place here. Our whanau has a pending WAI 188 claim in with the Waitangi Tribunal as this was originally whanau land that was gifted by our tupuna for the purpose of a racecourse. It is our understanding that once the whenua was no longer used for that specific purpose then it would revert back to the Parore whanau to honour that original agreement. There is still ongoing discussion about land status with the Tripartite group and whanau. If this proposal is to go ahead then we would require that the interests of the whanau and the wider community, particularly Maori are served. We have been inadequately consulted with at the beginning of the submission process, hence this application. For the purpose of this submission this means adequate and appropriate provision for whanau, rangatahi and tamariki needs as stated earlier and further work on infrastructure and connectivity to the township. Additionally, if an area is tagged for educational purposes our hapu (Te Kuihi) have an interest in having early engagement with relevant parties. We require ongoing involvement with this project. Mauri Ora.
		13. Donald and Adrienne McLeod	13.2	Other Matters	Community Facilities	S	Tripartite group stressed that PPC81 site residents would use sporting facilities but there is no public transport so access would be limited.	Y	N	
		17. Dargaville Community	17.2	Infrastructure	Three Waters	S in part	Concerns with additional pressure on existing and aged infrastructure, water and sewage.	Y	N	
		17. Dargaville Community	17.4	Roading	Design	S in part	Lack of connectivity to Dargaville township.	Y	N	
		17. Dargaville Community	17.5	Roading	Safety	S in part	Needs to be changes to intersection to accommodate increase in traffic.	Y	N	
		17. Dargaville Community	17.7	Other Matters	Community Facilities	S in part	Lack of green space for playgrounds and recreational activity.	Y	N	
15/11/2022	Te Kuihi	13. Donald and Adrienne McLeod	13.1	Other Matters	Community Facilities	S	Te Kuihi support the submitter in their concerns for Tamariki and Rangatahi housed within the site if PPC81 were successful. Tamariki and Rangatahi need enough whenua and room to grow and be active to uphold basic dignities and sustain active and healthy lifestyles. Without these spaces for our Tamariki and Rangatahi, we would be heading in the direction of bygone eras; seeing poverty, crime, and worsening mental health statistics, often resulting in suicide — inducing a decrease in opportunity, and inability to reach their full potential. Without these spaces, we would be heading and continuing to create unsustainable pathways for the next generation. They are the future, and our future as a wider community, and with a lack of care for their growth and development as humans we will continue to see the same statistics that are not only worsening but, incredibly heartbreaking. Without active lifestyles and enough space to thrive in, we will see the underdevelopment and continued halt in key Tamariki and Rangatahi development — an active lifestyle is crucial and key for mental health and wellbeing. It is most important as a community and an older generation that we encourage healthy mindsets and our Tamariki to engage in maintaining active lifestyles. Without a prioritised plan for their development, we will continue to see shocking mental health statistics and poor wellbeing across the Kaipara. The next generation should be considered first and foremost, and should be nurtured and provided with enough capabilities and opportunities to fully enhance and maintain pristine mental and physical health and overall hauora. But, most importantly they must be supported in healthy lifestyle choices to further make change and break intergenerational patterns.	Y	Y	Te Kuihi has a strong interest in ensuring the whenua is protected and upheld with the mana it already holds. Our tūpuna have walked here for generations, since the first arrival from Hawaiki. As a whānau we have strong visions and beliefs about the betterment of the land, for the betterment of our Hapu, wider Māoridom, the Kaipara District, the wider community — but, most importantly the sustenance of this whenua for future generations — our Tamariki and Rangatahi. Our hapu have an unprecedented interest in this whenua highlighted by the PPC81 and the activity which takes place there. Our whānau has a pending WAI 188 claim with the Waitangi Tribunal as this was originally land that was gifted for the purpose of a racecourse. It is our understanding that once the whenua was no longer used for that purpose then it would revert back to the Parore whānau. There is still ongoing discussion about land status. If this proposal is to go ahead then we would require that the interests of the whanau and the wider community, particularly Māori are served with utmost respect, and offered strong opportunities for development and the sustenance of our culture, mauri, mana and wairua as not only a whānau, but also Kaitiakitanga of the wider whenua. We have been inadequately consulted with since the beginning of this PPC81 submission process, hence this application. Therefore, this means adequate and appropriate provision for rangatahi and tamariki needs as stated earlier, and further work on infrastructure and connectivity to the township. Additionally, if an area is tagged for educational purposes our hapu (Te Kuihi) have an interest in this. As a hapu, we have our own visions of community development strategies. These ideas are some that we plan to achieve over the next ten years and beyond to actively support the wairua and wellbeing of our people and wider community. We see the sustenance of our tradition, stories and culture as a vital element of what we hope to activate and nurture on the ground. We see a genuine kōrero, and open adult communication as an urgent action with all parties before any proceedings take place. It is our absolute right as direct descendants of this whenua, and the original people of this land to have our say and our voice heard. Ignorance is no longer an excuse. It is now essential we return back to our roots, with community-minded approaches, weaved with beliefs strongly held in whānau, and connection to the whenua, not individuality and ego. Our people, namely, Te Whanau Parore have long suffered the effects of our land being taken from us here in Kaipara. This land, this whenua, the mana it omits, and the wairua that is held here, holds much more significance to us than we believe, you could ever begin to imagine or comprehend. We have tirelessly fought for our sustenance as people, our dignity as mana whenua, and our rights as tangata wheuna. We have fought for respect as people first and foremost. However, we have continuously seen a lack of consideration for our whanau, our stories, our people and the future of our mokopuna. We wholeheartedly deserve this respect to be heard, and we offer our heart as food for thee, to come to an agreement of sorts to
		13. Donald and Adrienne McLeod	13.2	Other Matters	Community Facilities	S	Te Kuihi support the submitter on their discussion around how Tripartite Group have stressed that PPC81 site residents would use sporting facilities, but with no public transport facilities, we deem this as problematic. Relying on the idea of ‘Mum and Dad taxi’s’ is unreliable, and unrealistic. In today’s climate and modern world, parents of all households, but specifically lower socio-economic households are expected to work and may be unable to drop off, and pick up their tamariki. This causes added stress on parents and whānau, and further creates unsustainable pathways for the development of the people in the region and wider communities. There should be safe transport options, and a proposed plan for this commute that supports parents and their children for the betterment of the community, and wider wellbeing of all involved. For Rangatahi and Tamariki to be left to their own accord by a state highway where a set speed limit is 100km/h is unsafe and thoughtless. This is only one problem that sits within a multitude of safety factors in this area. Above anything else, Tamariki and Rangatahi should be top of mind, and their safety a top priority.	Y	Y	These ideas are some that we plan to achieve over the next ten years and beyond to actively support the wairua and wellbeing of our people and wider community. We see the sustenance of our tradition, stories and culture as a vital element of what we hope to activate and nurture on the ground. We see a genuine kōrero, and open adult communication as an urgent action with all parties before any proceedings take place. It is our absolute right as direct descendants of this whenua, and the original people of this land to have our say and our voice heard. Ignorance is no longer an excuse. It is now essential we return back to our roots, with community-minded approaches, weaved with beliefs strongly held in whānau, and connection to the whenua, not individuality and ego. Our people, namely, Te Whanau Parore have long suffered the effects of our land being taken from us here in Kaipara. This land, this whenua, the mana it omits, and the wairua that is held here, holds much more significance to us than we believe, you could ever begin to imagine or comprehend. We have tirelessly fought for our sustenance as people, our dignity as mana whenua, and our rights as tangata wheuna. We have fought for respect as people first and foremost. However, we have continuously seen a lack of consideration for our whanau, our stories, our people and the future of our mokopuna. We wholeheartedly deserve this respect to be heard, and we offer our heart as food for thee, to come to an agreement of sorts to
		17. Dargaville Community	17.2	Infrastructure	Three Waters	S in part	No further specific comment.	Y	Y	

Date Further Submission Received	Name of Further Submitter	Original Submission Number and Name	Original Submission Point	Topic	Sub Topic	Support / Oppose / Neutral	Reasons for Further Submission	Heard at Hearing	Joint Heard where similar submission	Additional Comments
		17. Dargaville Community	17.4	Roading	Design	S in part	No further specific comment.	Y	Y	<p>ultimately have the best impact, for the greater good. We will provide an evidence you may need, and have strong research to support any korero and bring to the table. Our whakapapa is strong, and it is backed with the mauri of our whanau, whenua and beyond. We look forward to meeting with you and communicating our alliance to our whenua, and hope to come to a decision that sits well with all stakeholders.</p>
		17. Dargaville Community	17.5	Roading	Safety	S in part	No further specific comment.	Y	Y	
		17. Dargaville Community	17.7	Other Matters	Community Facilities	S in part	No further specific comment.	Y	Y	
15/11/2022	Te Whanau Parore	13. Donald and Adrienne McLeod	13.1	Other Matters	Community Facilities	S	Lack of amenities for tamariki and rangatahi and insufficient green space areas within site (to allow their engagement in active lifestyles).	Y	N	<p>Our Parore whanau are descended from Parore Te Awha who was a paramount chief in the Northern Wairoa area. As one of the long standing and respected whanau in the Dargaville/Northern Wairoa and Kaipara Districts we have an unprecedented interest in this whenua highlighted by the PPC81 and the activity which takes place here. Our whanau has a pending WAI 188 claim in with the Waitangi Tribunal as this was originally whanau land that was gifted by our tupuna for the purpose of a racecourse. It is our understanding that once the whenua was no longer used for that specific purpose then it would revert back to the Parore whanau to honour that original agreement. There is still ongoing discussion about land status with the Tripartite group and whanau. Our tupuna and his children, (particularly Pouaka and Te Pouritanga in terms of gifted whenua to the racecourse) were generous in assisting the community to fulfill its aspirations by gifting land for the hospital, pools, town water reservoir and racecourse to name a few. Te Houhanga a Rongo Marae is the predominant marae for the Parore whanau and was built in 1914 and one of the first carved meeting houses in Te Taitokerau. Marae whanau have whakapapa links to Ngati Whatua, Te Roroa and Ngapuhi with mana whenua status through Te Kuihi. We have legal status as a Marae Reservation under Te Ture Whenua Act. We have longevity in our community and are kaitiaki of our whenua and awa. Te Houhanga has an interest in ensuring the health and wellness of our whanau whanau, especially in the areas of housing and kai sovereignty, hauora, matauranga and sustainable ways of living. Maintaining our cultural identity, customs and practices are paramount for us.</p> <p>If this proposal is to go ahead then we would require that the interests of the whanau and the wider community, particularly Maori are served. We have been inadequately consulted with at the beginning of the submission process, hence this application. For the purpose of this submission this means adequate and appropriate provision for whanau, rangatahi and tamariki needs as stated earlier and further work on infrastructure and connectivity to the township. Additionally, if an area is tagged for educational purposes our hapu (Te Kuihi) have an interest in having early engagement with relevant parties. We require ongoing involvement with this project. Mauri Ora.</p>
		13. Donald and Adrienne McLeod	13.2	Other Matters	Community Facilities	S	Tripartite group stressed that PPC81 site residents would use sporting facilities but there is no public transport so access would be limited.	Y	N	
		17. Dargaville Community	17.2	Infrastructure	Three Waters	S in part	Concerns with additional pressure on existing and aged infrastructure, water and sewage.	Y	N	
		17. Dargaville Community	17.4	Roading	Design	S in part	Lack of connectivity to Dargaville township.	Y	N	
		17. Dargaville Community	17.5	Roading	Safety	S in part	Needs to be changes to intersection to accommodate increase in traffic.	Y	N	
		17. Dargaville Community	17.7	Other Matters	Community Facilities	S in part	Lack of green space for playgrounds and recreational activity.	Y	N	