

Date Submission Received	Name of Submitter	Submission Number	Submission Point	Topic	Sub Topic	Support/Oppose/Neutral /Amend Plan Text	Decision Sought	Heard at Hearing	Joint Heard where similar submission	Notes and Document Links
2/09/2022	Nick Suckling	1	1.1	PPC81 as Proposed	Proceed as Proposed	S	The submitter requests that PPC81 proceed as proposed. The submitter notes this is a prime opportunity to support the growth of Dargaville, as there is a limited amount of land available for development. The submitter considered this will bring prosperity to Kaipara.	N	Y	
15/09/2022	Daniel Simpkin	2	2.1	PPC81 as Proposed	Proceed as Proposed	S	The submitter requests that Council retain proposed zoning. The submitter considers PPC81 will start the growth of Dargaville and create opportunities. However, the submitter also notes that PPC81 must have adequate Council services/infrastructure including sewerage and water. The submitter request Council not allow a split sewer system. All sewage must come back to town. The submitter considers there must be walking/bicycle/scooter path provided to town as well.	N	Y	
23/09/2022	Leanne Phillips	3	3.1	PPC81 as Proposed	Retain as Rural	O	The submitter request that site is retained as rural zone. The submitter notes PPC81 will result in loss of productive, grade 3 good quality food producing land. The submitter notes the high density development will affect their well being and hauroa due to increased traffic, parties, dogs barking, fireworks etc. The submitter identifies that the proposal will remove peace and quite they enjoy within the current environment along Awakino Point North Road.	N	Y	
		3	3.2	Roading	Safety	O	The submitter has concern that SH14 and Awakino Point North Road intersection is already busy enough without adding another possible 935 traffic movements at peak times. The submitter notes they have lived on Awakino North Point Road most of their life and although there haven't been a lot of accidents there have been lots of near misses. The submitter notes that there is already dangerous driving occurring and some locals stop on the side of the road until it is safe to continue as people drive in the middle of the road. Another concern of the submitter is the bus stop at the top of the road, with the proposed road alteration the submitter questions whether the children be safe catching the bus with the increased volume of traffic, specifically will the children be safe walking to and from the bus stop.	N	Y	
		3	3.3	Infrastructure	Stormwater	O	The submitter expresses concern that if the proposed development goes ahead and 450 homes are built at the Racecourse, there will be more storm water added to an already basic county drain. The drain in the middle of the racecourse links to the county drain that runs directly past the submitters house and down to the farms below with one main flood gate that links to the Northern Wairoa River. The submitter has seen this drain nearly overflow on several occasions and it has flooded the submitters front yard in the past. The submitter has concern this will occur more frequently with the additional development.	N	Y	
23/09/2022	Colin and Joanne Rowse	4	4.1	PPC81 as Proposed	Retain as Rural	O	The submitter considers the land is best suited for food production and should be retained as rural for this purpose. The submitter considers high density of development is impractical situated in a rural district and isolated by 4km of busy state highway.	Y	N	
		4	4.2	Roading	Safety	O	The submitter notes a significant family history associated with the site and surrounds. The submitter recalls an accident from June 2018, along with two accidents from the last few months identifying the dangers of this portion of road including the blind corner, deep roadside drains, and narrow shoulder.	Y	N	
		4	4.3	Roading	Safety	O	The submitter agrees with the Stantec report that Covid 19 has skewed traffic volumes, there has been a significant difference in volume in the last two years. The submitter additionally notes that the traffic counter used to obtain the figures is located at Te Wharau and does not account for Awakino Point traffic or the lost tourist traffic. The submitter has observed tourist traffic missing the SH12 turnout and having to turn back, often resulting in dangerous near misses at North Road and Te Wharau Station Road intersections.	Y	N	
		4	4.4	Roading	Safety	O	The submitter notes the figures in section 6 of the Stantec report calculate traffic volumes of up to around 935 vehicle per hour, two way in the morning and afternoon peaks. The submitter notes this is comparable with the Thursday and Friday traffic numbers of the Northland Agricultural Field Days, which are required to employ traffic management (cones and pointsmen) to control volumes. That is undertaken where Awakino Point East Road intersects with SH14 on a straight and flat section of road, with good visibility at a 100km speed limit, but for a maximum of three days. The proposal will see this dramatically increased volume of traffic every day of the year.	Y	N	
		4	4.5	Roading	Design	O	The submitter notes that during the meeting held 27 May 2021 there was mention that the intersection will need a roundabout to hold the high volumes of traffic. Since then, the submitter notes that there has been no further mention. The submitter states that there is plenty of public land available to build a roundabout. If the proposed development were to progress then the submitter feels that a roundabout is the only real option to both safely marshal the expected volume but to slow through traffic.	Y	N	
23/09/2022	Waka Kotahi New Zealand Transport Agency	5	5.1	Statutory	Crown Entity	N	Waka Kotahi note they are a Crown Entity that take an integrated approach to transport planning, investment and delivery. The statutory objectives of Waka Kotahi are to undertake its functions in a way that contribute to an effective, efficient and safe land transport system in the public interest. The vision is for a sustainable, multi-modal land transport system where public transport, active or shared modes are the first choice for most daily transport needs.	Y	Y	Please refer to notes under Submission 6 regarding statutory relationship between Waka Kotahi and the Northland Transportation Alliance
		5	5.2	Statutory	NPSUD	N	Waka Kotahi note that Policy 1 of the National Policy Statement on Urban Development 2020 (NPSUD) emphasises the need to coordinate land use planning with infrastructure provisions noting that planning decision contribute to a well functioning urban environment that as a minimum have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport.	Y	Y	https://environment.govt.nz/acts-and-regulations/national-policy-statements/national-policy-statement-urban-development/

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		5	5.3	Statutory	Emissions Reduction Plan	N	Waka Kotahi note the Emissions Reduction Plan (ERP) was released in May 2022, but does not have legal weight under the RMA until November 2022. However, Waka Kotahi feel the ERP should be considered under the statutory assessment. Waka Kotahi note the following matters should be considered as part of PPC81 to support emissions reduction as well as achieving other RMA outcomes such as minimising effects on the transportation system and social impacts, including: a. delivery of secure and easy to access cycle parking within both the residential and light industrial development areas; b. delivery of electric vehicle charging spaces/infrastructure to support and encourage the use of electric vehicle use; and c. clear provisions to ensure safe and efficient walking and cycling networks are established within the development site and that they connect to the proposed pedestrian and cycle link.	Y	Y	https://environment.govt.nz/publications/aotearoa-new-zealands-first-emissions-reduction-plan/
		5	5.4	PPC81 as Proposed	Proceed as Proposed	S	Waka Kotahi are in general support of the proposed zoning composition in the structure plan, specifically the industrial zoning fronting the state highway corridor. This inherently avoids reverse sensitivity effects on noise sensitive receivers.	Y	Y	
		5	5.5	Plan Provisions	Signage	Amend Plan Text	Waka Kotahi consider the signage rules in the Trifecta Development Area should refer to the Kaipara District Plan, Rule 14.10.24 Signage (including signs on and adjacent to roads) rather than provide an additional rule for this area only.	Y	Y	
		5	5.6	Roading	Design	Amend Plan Text	Waka Kotahi note within Attachment 2 of their submission being the Technical Note prepared by Flow Transportation Specialists Ltd that: a. that the Trifecta Development Area Chapter be amended to identify that the intersection of SH14 and Awakino Point North Road be upgraded to a roundabout rather than a priority-controlled T intersection; b. proposed amendments to the Trifecta Development Area Chapter; and c. the current intersection should be upgraded prior 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	
		5	5.7	Roading	Design	N	Waka Kotahi note that a development on the state proposed in PPC81 in a greenfield location has the potential to generate relatively high levels of private vehicle movements, which would impact the transport network and generate greenhouse gas emissions. PPC 81 has identified that a pedestrian and cycle link between the plan change site and Dargaville township as a key active mode link to help mitigate private vehicle use and provide greater transport choice. Currently the rule framework in PPC81 requires the provision of a pedestrian and cycle connection from the intersection of State Highway 14 and Awakino Point North Road to Tuna Street. Greater certainty is needed to support this rule, specifically: a. the standard and location of the connection; b. that the applicant is responsible for the funding/delivery of the connection; c. that the connection must also safely and efficiently connect with walking and cycling routes within the plan change site; d. that the design takes into account natural hazard risk for access to the plan change site and in particular ensures the proposed pedestrian and cycle link is appropriately designed to be resilient to those risks; and e. that the design takes into account Crime Prevention Through Environmental Design (CPTED) .	Y	Y	https://www.justice.govt.nz/assets/Documents/Publications/cpted-part-1.pdf
		5	5.8	Roading	Design	N	Waka Kotahi note there are specific site constraints that need to be managed during detailed design specifically, but not limited to: 1. the SH14 bridge over Awakino River; 2. Awakino Point East Road, specifically Lot 22 DP 7811 (NA611/235); and 3. Ensuring grade separation or fencing from the SH corridor.	Y	Y	
		5	5.9	Plan Provisions	Precinct Plan	Amend Plan Text	Waka Kotahi state that a precinct plan should be appended to the Trifecta Development Area chapter that includes the location of the pedestrian and cycle link. This should also include a cross section of the pedestrian and cycle links design. This appendix should be linked to the provisions of the chapter to make implementation of the transport infrastructure clearer.	Y	Y	
		5	5.10	Landscaping	Landscaping	N	Waka Kotahi specify that any landscaping undertaken should be installed within private property boundaries and should not restrict vehicle or pedestrian sightlines.	Y	Y	
		5	5.11	Landscaping	Landscaping	N	Waka Kotahi considers that any landscaping and front boundary treatments along the SH corridor should mitigate any potential effects generated from headlight glare and driver distraction.	Y	Y	
		5	5.12	Light Spill	Light Spill	N	Waka Kotahi considers light spill from the industrial zone onto the SH corridor needs to be considered and appropriately mitigated.	Y	Y	
		5	5.13	Plan Provisions	New Provision	Amend Plan Text	Waka Kotahi seeks that notes be added to the front end of the Trifecta Development Area Chapter to reinforce any additional requirements under separate legislation from the Resource Management Act 1991, specifically Government Roadway Powers Act 1989.	Y	Y	
		5	5.14	Plan Provisions	Objectives and Policies	Amend Plan Text	Waka Kotahi generally supports the objectives and policies of PPC81 insofar as they provide for mixed use zoning, but seek an additional policy to be included to support integrated planning and the provision of necessary transport infrastructure, specifically related to multi-modal connections to the Dargaville town centre and the intersection of Awakino Point North Road and SH14	Y	Y	
		5	5.15	Plan Provisions	Transport	S	Waka Kotahi request that TDA-SUB-R9 Transport and TDA-SUB-S10 Transport (2) are retained as notified.	Y	Y	
		5	5.16	Plan Provisions	Transport	O	Waka Kotahi support an upgrade to the intersection of SH14 and Awakino Point North Road, however the type of intersection proposed is not supported. Waka Kotahi request that TDA-SUB-S10 Transport (3) is amended to provide for a roundabout, which is the best means to mitigate traffic effects.	Y	Y	

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		5	5.17	Plan Provisions	Transport	O	Waka Kotahi request that TDA-SUB-S10 Transport (4) is amended to allow for the upgrade of the intersection of SH14 and Awakino Point North Road to a roundabout and that the pedestrian and cycle link to Tuna Street is completed. Waka Kotahi also request amendments to the matters of discretion under TDA-SUB-S13 to allow for a safe,, efficient and effective transport network and to consider the impact on the transport network and transport outcomes such as a mode shift and emissions reduction.	Y	Y	
		5	5.18	Plan Provisions	Transport	O	Waka Kotahi support an upgrade to the intersection of SH14 and Awakino Point North Road, however the type of intersection proposed is not supported. Waka Kotahi request that TDA-LU-S4 Transport (1) is amended to provide for a roundabout, which is the best means to mitigate traffic effects.	Y	Y	
		5	5.19	Plan Provisions	Transport	O	Waka Kotahi support an upgrade to the intersection of SH14 and Awakino Point North Road, however the type of intersection proposed is not supported. Waka Kotahi request that TDA-LU-S4 Transport (2) is amended to provide for a roundabout, which is the best means to mitigate traffic effects.	Y	Y	
		5	5.20	Plan Provisions	Lighting	Amend Plan Text	Waka Kotahi note that the requirement for artificial lighting to be provided for all streets, walkways and cycleways and roads created by the subdivision is supported. Given a portion of the lighting may be located alongside the SH14 corridor Waka Kotahi request TRA-LIGHT-SS-Subdivision be amended to include Waka Kotahi as a roading authority.	Y	Y	
		5	5.21	Plan Provisions	Signage	O	Waka Kotahi states that standards associated with signage should be consistent with the Kaipara District Plan and guidance provided in the NZTA Traffic Control Devices Manual . If standards as notified are retained, a matter of discretion requiring Waka Kotahi approval should be added.	Y	Y	https://www.nzta.govt.nz/resources/traffic-control-devices-manual/
		5	5.22	Plan Provisions	Signage	Amend Plan Text	Waka Kotahi request amendments to TDA-SIGN-S1 to ensure Waka Kotahi approval is sought for any sign visible from the SH. This includes: here a sign is proposed to be located in a road reserve adjoining the SH network or is visible from the SH network the approval of the Waka Kotahi is also required. Matters of Discretion 8. Whether the sign is visible from the SH and, if so, Waka Kotahi approval has been obtained.	Y	Y	
		5	5.23	Plan Provisions	Signage	Amend Plan Text	Waka Kotahi seeks district plan provisions to ensure that all third-party signs are appropriately designed and located to provide for the safe operation of the land transport system. Waka Kotahi request an amendment to DA-SIGN-S4 to require that approval is sought from Waka Kotahi for any sign visible from the SH.	Y	Y	
		5	5.24	Plan Provisions	Signage	Amend Plan Text	Waka Kotahi request that the activity status for an illuminated sign that is visible beyond the site boundary is more stringent. Waka Kotahi request a change from Discretionary to Non-Complying status for TDA-SIGN-S9 Illuminated Sign (1).	Y	Y	
		5	5.25	Plan Provisions	Signage	Amend Plan Text	Waka Kotahi request that the activity status for an illuminated sign that is visible beyond the site boundary for sites within the Light Industrial Area is more stringent. Illuminated signs are not supported when visible from the SH corridor in high speed environments. Waka Kotahi request a change from Discretionary to Non-Complying status for TDA-SIGN-S9 Illuminated Sign (2).	Y	Y	
		5	5.26	Plan Provisions	Definitions	S	Waka Kotahi note that all definitions should be consistent with the Kaipara District Plan.	Y	Y	
23/09/2022	Northland Transportation Alliance	6	6.1	Plan Provisions	Transport	Amend Plan Text	Northland Transportation Alliance (NTA) generally support PPC81 but seek to amend the zoning as proposed with suitable conditions for the road network to ensure they are safe system compliant. Proposal would support the growth of Dargaville and enable Dargaville to have an active mode connectivity.	Y	Y	<p>Please note that Waka Kotahi are a Crown Entity that manage the SH system. Northland Transportation Alliance (NTA) are a roading department for the Northland Council's. They are separate organisations and manage differing parts of the road network, with Waka Kotahi predominantly managing the SH network and District council managing the local road network (with some exceptions in urban areas).</p> <p>With regard to the nature of the submissions from Waka Kotahi and NTA; NTA have requested that the proposed SUP terminates at Selwyn Park and Waka Kotahi have supported the applicants proposed termination at Tuna Street. Waka Kotahi are not opposed to the SUP extending further into the township, but also did not oppose termination at Tuna Street either. Therefore, the submissions do not contradict one another as Waka Kotahi and NTA are separate authorities (NTA are submitting under the capacity of assessing the urban roading environment within Dargaville whereas Waka Kotahi are focused on the function, efficiency and safety of the state highway network).</p> <p>Additionally, NTA have requested that the Awakino Point North Road/SH14 intersection be upgraded to a Safe System Compliant Primary Treatment Facility type. Waka Kotahi have requested that this intersection be upgraded to a roundabout. A Safe System Compliant Primary Treatment Facility type could be a roundabout, NTA did not undertake modelling at the time of submission and did not clarify a specific treatment type whereas Waka Kotahi engaged a traffic consultant who undertook modelling to determine the appropriate treatment type.</p>
		6	6.2	Roading	Design	N	NTA request that Awakino Point North Road/SH14 intersection to be upgraded to a Give-Way controlled T intersection. NTA have specifically requested that; 1. the intersection is to be upgraded to be Safe System Compliant Primary Treatment facility type; 2. Detailed Design Road Safety Audit and a Post Construction Road Safety Audit as outlined in the Whangarei Road Safety Audit Standard September 2022 of the associated infrastructure upgrades is to be carried out, where all Serious and Significant Risks identified are mitigated to at least a residual risk of Moderate; and 3. The intersection upgrades and Awakino Point North Road upgrades are to be appropriately conditioned for staging.	Y	Y	Austroads - Safe System Assessment Framework.pdf

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		6	6.3	Roading	Design	N	NTA have noted that the termination point of the shared user path connecting Awakino Point North Road to the town centre has not been determined. NTA note that Waka Kotahi have a preference to terminate the link at a quiet street or appealing destination. NTA seek that the shared user path connect with Selwyn Park as a minimum including safe system compliant primary active transport crossing facility for all users. NTA also request that Detailed Design Road Safety Audit and a Post Construction Road Safety Audit as outlined in the Whangarei Road Safety Audit Standard September 2022 of crossing facilities and the associated infrastructure be carried out, where all Serious and Significant Risks identified are mitigated to at least a residual risk of Moderate.	Y	Y	WDC Road Safety Audit Standard - September 2022.pdf
		6	6.4	Roading	Design	N	NTA have requested that Awakino Point North Road/Primary access intersection and Awakino Point North Road/Industrial Access intersection into the proposed site are to be a Give-Way controlled T-intersection. NTA request: 1. Intersection is to be upgraded to be Safe System Compliant Primary Treatment facility type; 2. Detailed Design Road Safety Audit and a Post Construction Road Safety Audit as outlined in the Whangarei Road Safety Audit Standard September 2022 of the associated infrastructure upgrades is to be carried out, where all Serious and Significant Risks identified are mitigated to at least a residual risk of Moderate; 3. Connectivity (Pedestrian crossing) of the shared user path with the proposed residential zone to be Safe System Compliant Primary Treatment facility type; and 4. The upgrades are to be appropriately conditioned for staging and they are to comply with the revised Whangarei District Council Engineering standards.	Y	Y	
		6	6.5	Roading	Design	N	NTA have advised that the Applicant will have to undertake a safe system assessment of the intersections and the crossings where the safe system matrix will be utilised to score the existing conditions and proposed conditions by determining the high levels of risk and if it has been addressed. NTA notes that "Primary Treatments" refers to the consideration of solutions which will eliminate the occurrence of fatal and serious injury crashes. "Austroads – Safe System Assessment Framework" outlines the treatment hierarchy and selection and the "Standard Safety Intervention Toolkit" by Waka Kotahi is to be utilised as a supplement. With regard to the revised "Whangarei District Council Engineering Standards" NTA note that the Applicant had utilised WDC EES as part of their proposal and therefore NTA have referred to the latest standards.	Y	Y	Standard safety intervention toolkit (nzta.govt.nz)
23/09/2022	Ministry of Education	7	7.1	Statutory	Education	N	Ministry of Education (Ministry) is the Government's lead advisor on the New Zealand education system. The Ministry assesses population changes, school roll fluctuations and other trend and challenges impacting on education provision to identify changing needs. The Ministry is responsible for all education property owned by the Crown, including the need to purchase new property. The Ministry considers they are a stakeholder in terms of activities that may impact on existing and future educational facilities and assets in the Northland region.	Y		
		7	7.2	Other Matters	Density	N	The Ministry notes that PPC81 will provide substantial development capacity and, as the area is currently zoned Rural and has been identified in the Kaipara Spatial Plan as land appropriate for industrial development, this residential growth is not anticipated by the Ministry. As PPC81 would enable urban growth at densities that are greater than currently enabled, the demand on the local existing school network at Dargaville will likely increase. Additional capacity within the Ministry's network will likely be required to service the growth of this plan change and the wider growth of Dargaville. The Ministry is seeking enabling provisions for educational facilities be included within the Trifecta Development Area to accommodate future educational facilities to enable the Ministry to service the growth and urban expansion of Dargaville.	Y		
		7	7.3	Statutory	NPSUD	N	The Ministry acknowledges that the proposed plan change will contribute to providing additional housing within the wider Northland Region. This may require additional capacity in the local school network to cater for growth as the area develops and may potentially require a new school in the plan change area. The Ministry understands that the Council must meet the requirements under the National Policy Statement on Urban Development 2020 (NPS-UD). Policy 10 of the NPS-UD states that local authorities should engage with providers of development infrastructure and additional infrastructure (schools are considered additional infrastructure) to achieve integrated land use and infrastructure planning. Subpart 3.5 of the NPS-UD states that local authorities must be satisfied that the additional infrastructure to service the development capacity is likely to be available. The Ministry therefore has an interest in the inclusion of appropriate provisions for educational facilities within the development area. The Ministry requests clarification on how educational facilities will be provided for within the Trifecta Development Area and seeks relief of explicit inclusion of educational facilities in the provisions of the Trifecta Development Area consistent with the draft Kaipara District Plan.	Y		https://environment.govt.nz/acts-and-regulations/national-policy-statements/national-policy-statement-urban-development/
		7	7.4	Plan Provisions	Objectives and Policies	Amend Plan Text	The Ministry seeks an amendment to TDA.1.1 Objective 3 to include educational facilities. The Ministry notes that the development area has provisions for community facilities (which includes educational facilities in the Development Area nesting table). However, the inclusion of educational facilities as part of community facilities is not explicit as the definition for community facilities in the Trifecta Development Area does not include educational facilities. Further, this is inconsistent with the approach taken in the draft Kaipara District Plan, which has separate provisions for community facilities and educational facilities. The Ministry wishes to highlight the gap in the Trifecta Development Area once the draft Kaipara District Plan becomes operative, and requests the inclusion of educational facilities within the objective to specifically enable the establishment of schools.	Y		
		7	7.5	Plan Provisions	Objectives and Policies	Amend Plan Text	The Ministry seeks an amendment to TDA.1.2 Policy 5 to include educational facilities. The policy should "Provide for community facilities and services and educational facilities that support the Haurora (wellbeing) of the neighbourhood."	Y		

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		7	7.6	Plan Provisions	New Provision	Amend Plan Text	The Ministry seeks a new provision to address the need for educational facilities within the Large Lot Residential Area. The Ministry has specified this provision as: TDA-LLRA-R20 Educational Facility (Large Lot Residential Area) Activity Status: Restricted Discretionary Matters of Discretion: a. Character and amenity b. Design and layout c. Transport safety and efficiency d. Scale of activity and hours of operation e. Infrastructure servicing	Y		
		7	7.7	Plan Provisions	New Provision	Amend Plan Text	The Ministry seeks a new provision to address the need for educational facilities within the General Residential Area. The Ministry has specified this provision as: TDA-GRA-R22 Educational Facility (General Residential Area) Activity Status: Restricted Discretionary Matters of Discretion: a. Character and amenity b. Design and layout c. Transport safety and efficiency d. Scale of activity and hours of operation e. Infrastructure servicing	Y		
		7	7.8	Plan Provisions	New Provision	Amend Plan Text	The Ministry seeks a new provision to address the need for educational facilities within the Neighbourhood Central area. The Ministry has specified this provision as: TDA-NCA-R19 Educational Facility (Neighbourhood Centre Area) Activity Status: Restricted Discretionary Matters of Discretion: a. Character and amenity b. Design and layout c. Transport safety and efficiency d. Scale of activity and hours of operation e. Infrastructure servicing	Y		
		7	7.9	Plan Provisions	Definitions	Amend Plan Text	The Ministry has requested the inclusion of Educational Facilities as an independent activity, within the Development Area Definitions Nesting Table.	Y		
23/09/2022	Fire and Emergency New Zealand	8	8.1	Statutory	Fire and Emergency	N	In achieving the sustainable management of natural and physical resources under the Resource Management Act 1991 (RMA), decision makers must have regard to the health and safety of people and communities. There is also a duty to avoid, remedy or mitigate actual and potential adverse effects on the environment. The risk of fire represents a potential adverse effect of low probability but high potential impact. Fire and Emergency has a responsibility under the Fire and Emergency New Zealand Act 2017 to provide for firefighting activities to prevent or limit damage to people, property and the environment. As such, Fire and Emergency has an interest in the land use provisions of the District Plan to ensure that, where necessary, appropriate consideration is given to fire safety and operational firefighting requirements. Fire and Emergency requires adequate water supply be available for firefighting activities; and adequate access for new developments and subdivisions to ensure that Fire and Emergency can respond to emergencies. The provision for adequate water supply is therefore critical. It is important to Fire and Emergency that any new subdivision or land use has access to adequate water supply (whether reticulated or non-reticulated). This essential emergency supply will provide for the health, safety and wellbeing of people and the wider community, and therefore contributes to achieving the purpose of	Y		https://www.legislation.govt.nz/act/public/2017/0017/latest/DLM6712701.html
		8	8.2	Infrastructure	Fire and Emergency	N	Fire and Emergency identify the proposal's civil engineering assessment notes the proposed connection to the reticulated Council water supply may not meet firefighting flows at adequate pressure to service the development and so further design/analysis will be required at development stage to ensure adequate provision of water for firefighting purposes.	Y		
		8	8.3	Infrastructure	Fire and Emergency	N	Fire and Emergency note that PPC81 provides for on-site water collection as a means of increasing resilience. In particular, the Large Lot Residential Area would not be connected to Council's reticulated system and instead would rely on on-site water collection and storage by way of rainwater harvesting and groundwater supply. Fire and Emergency support the enablement of on-site collection and storage as a way to mitigate the impacts of droughts but for these to be adequate for firefighting they must be designed in accordance with SNZ 4509:2008 New Zealand Fire Service Firefighting Water Supplies Code of Practice .	Y		https://fireandemergency.nz/assets/Documents/Files/N5a-SNZPAS-4509-2008-NZFS-Firefighting-water-supplies-Code-of-practice.pdf
		8	8.4	Plan Provisions	Subdivision	O	To strengthen implementation of Policy 12 Fire and Emergency request explicit reference to emergency servicing needs. Fire and Emergency request the addition of a reference to TDA-SUB-R9 (transport and Three Waters) in TDA-SUB-S1 (1).	Y		
		8	8.5	Plan Provisions	Transport	S	Fire and Emergency request an addition to TDA-SUB-S10 to require that "Every allotment provides for emergency service response access".	Y		
		8	8.6	Plan Provisions	Subdivision	S	Fire and Emergency request an addition to TDA-SUB-S11 matters of discretion to allow for the "Provision of firefighting water supply in accordance with SNZ 4509:2008 New Zealand Fire Service Firefighting Water Supplies Code of Practice."	Y		

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		8	8.7	Plan Provisions	Subdivision	S	Fire and Emergency request an addition to TDA-SUB-S13 matters of control and discretion to allow for the inclusion of emergency service responses to the provision of infrastructure.	Y		
		8	8.8	Plan Provisions	Transport	S	Fire and Emergency request an addition to TDA-LU-S4 - Transport matters of discretion to allow for the provision for emergency service response access.	Y		
		8	8.9	Plan Provisions	Three Waters	S	Fire and Emergency request an addition to TDA-LU-S5 - Three Waters an additional point 6. requiring that "Where reticulated water supply does not provide adequate water supply and pressure for firefighting, an alternative firefighting water supply is provided in accordance with SNZ 4509:2008 New Zealand Fire Service Firefighting Water Supplies Code of Practice.	Y		https://fireandemergency.nz/assets/Documents/Files/N5a-SNZPAS-4509-2008-NZFS-Firefighting-water-supplies-Code-of-practice.pdf
25/09/2022	George McGowan	9	9.1	PPC81 as Proposed	Modify	Amend Plan Text	The submitter notes the proposal supports the growth of Dargaville, but seeks an amendment to provide less housing and more green space. The submitter notes there will be too many vehicles accessing onto SH14 and no practical linkage to Dargaville township.	N	N	
		9	9.2	Infrastructure	Three Waters	O	The submitter notes that Dargaville is struggling now with water and sewerage and wonders how existing infrastructure could cope with such a large increase. The submitters questions if the applicant intends to build their own facility where will this be located? The submitter notes that the sections are two small for individual treatment systems.	N	N	
26/09/2022	CJ Farms 2020 Limited	10	10.1	PPC81 as Proposed	Retain as Rural	O	The submitter notes that the proposed high density development is on productive food producing land in a rural area and is surrounded by working farms, and as such it is impractical. The submitter notes that while the applicant says it will work, the submitter thinks that reality will be vastly different.	N	Y	
		10	10.2	Reverse Sensitivity	Reverse Sensitivity	O	The submitter notes they are a fifth generation dairy farming family, having lived adjoining the site for 67 years. The submitter advises their mental health and well being will be significantly impacted with the change in landscape from the proposed 450 house development being built on our three boundaries. The submitter states that their cowshed is situated approximately 60-80 meters from this proposed development, and directly opposite our cowshed entrance is the proposed retirement village entrance. The submitter has concerns regarding roaming dogs and highly possible dog attacks on our stock. The submitter also has concerns that children with idle time and nothing to do could decide that a working farm, that has many potentially dangerous hazards, is a playground for them. The submitter also notes that the operation of the farm may be compromised by complaints from the new residents, for the noise associated with normal rural activity including tractors, motorbikes, trucks, firearms and harvesting machinery and also the smells that are associated with farming.	N	Y	
		10	10.3	Roading	Safety	O	The submitter is concerned with the potential increase in traffic movements from Awakino North Point Road (which is a No Exit Road) out onto an already busy SH14. The submitter notes that Awakino Point North Road is especially busy during the kumara season, some of the kumara workers travel on the metal road at speeds of up to 100km/hr. The submitter notes their grandchildren frequently use the road (many times a day) to walk or bike across from their home to their grandparents and their safety is already in danger.	N	Y	
26/09/2022	Graeme Lawrence	11	11.1	PPC81 as Proposed	Modify	O	The submitter notes that they oppose the zoning of the site for residential use, but support the use of the site for a retirement village with hospital, healthcare centre, green space and activity area to support the elderly community. The submitter also supports light industrial to help grow business and employment. The submitter notes that residential development should be retained within the Dargaville boundaries with improvement to existing infrastructure.	N	Y	
26/09/2022	Awakino Point Rate Payers Inc	12	12.1	Statutory	Planning Documents	O	Awakino Point Rate Payers Inc (APRP) supports the growth and development of Dargaville, and in particular residential development, that is consolidated around existing settlements, and is consistent with the patterns of growth planned for in the Kaipara District Plan, the Northland Regional Policy Statement (RPS) and the Dargaville Spatial Plan. However, APRP considers that PPC81 will encourage ad hoc development, that is contrary to provisions in Chapter 3 of the Operative Kaipara District Plan. APRP considers that PPC81 fails to give effect to the provisions of the RPS which seek inter alia, to manage the regional form of growth and development, to avoid sterilising productive and industrial land, and to maximise the benefits and efficient use of existing infrastructure.	Y	Y	https://www.nrc.govt.nz/resource-library-summary/plans-and-policies/regional-policy-statement/regional-policy-statement/
		12	12.2	Statutory	Planning Documents	O	APRP note that Kaipara District Council (KDC) have recently invested significant resources into consulting on and preparing the Dargaville Spatial Plan . This document underpins the preparation of the upcoming review of the District Plan. APRP considers that by providing for residential development in this area, rather than the area to the northwest and southern areas of Dargaville (as agreed on by the community) the proposal will not give effect to, and effectively undermines the Spatial Plan.	Y	Y	https://www.kaipara.govt.nz/spatial
		12	12.3	Statutory	Planning Documents	O	APRP consider that PPC81 will effectively sterilise the area of proposed heavy industrial land before it has been zoned by the upcoming district plan review. The assessment of costs and benefits fails to address the costs involved with developing land for heavy industry for other uses, and the lack of capacity for industrial land this will create. APRP acknowledge the draft District Plan is still in its early stages of development, however it is considered that the proposal is contrary to the desired direction of urban form and development in the exposure draft of the District Plan, which KDC have recently been consulting on.	Y	Y	

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		12	12.4	Reverse Sensitivity	Reverse Sensitivity	O	APRP note that they support growth in the Dargaville area that avoids more intensive development in unsuitable areas, such as hazard zones or areas used for horticultural and agricultural production. APRP note they are particularly concerned about the loss of agricultural land and the potential for PPC81 to increase reverse sensitivity effects by introducing incompatible activities like residential development into productive rural areas. APRP consider that the provision of residential development and aged care facilities on the racecourse land will adversely affect existing farming operations by creating new reverse sensitivity effects. Rural production activities in the Awakino Point area involve various seasonal activities that may create conflicts with sensitive residential activities. New residents in the area are likely to be sensitive to livestock noises, heavy vehicle movements, spraying of horticultural crops, aircraft noise, bird scaring devices, shooting, and activities creating dust.	Y	Y	
		12	12.5	Reverse Sensitivity	Set Backs	O	APRP note that to address this issue the applicant has proposed screen plantings and 'generous' setbacks between buildings in the General Residential Area of 20m from the Rural Zone, and 10m from Awakino Point North Road. APRP consider that these setbacks are inadequate and will be ineffective in mitigating reverse sensitivity effects associated with rural activities, eventually leading to restrictions on existing rural production activities on the surrounding land. In comparison the Operative District Plan's rural zone provisions require a separation distance between noise sensitive activities and noise generating activities such as a dairying shed or feed storage area of 300m.	Y	Y	
		12	12.6	Reverse Sensitivity	Economic Effect	O	APRP consider that introducing incompatible activities under PPC81 will restrict opportunities for rural activities, create ongoing costs to the rural economy, and will force food production activities further out of town to less suitable areas, requiring higher inputs, higher transport costs and increased emissions. The economic analysis supporting PPC81 considers the loss of income from grazing the racecourse land, however it fails to consider the costs and lost opportunities that will be created by reverse sensitivity impacts on the existing farming operations of surrounding landowners. The assessment of alternative options for the site also fails to consider these costs.	Y	Y	
		12	12.7	Roading	Design	O	APRP note that PPC81 is expected to significantly increase congestion on SH14 between the PPC81 site and Dargaville. The applicants traffic modelling suggests that the development will create a significant increase in traffic movements at the intersection of SH14 and Awakino Point North Road. APRP note that the mitigation measures recommended in the integrated transport assessment include upgrading the intersection, sealing Awakino Point North Road, and creating a Pedestrian/Cycle Link into Dargaville. APRP has significant concerns with the assumption that a 4 km walking/cycling track into Dargaville will be utilised by new residents enough to mitigate any adverse effects on the transport network between the PPC81 site and Dargaville, particularly when a significant proportion of the residents are likely to be elderly and will need to drive to town to access groceries, health and social services.	Y	Y	
		12	12.8	Roading	Design	O	APRP is concerned if PPC81 is approved, the provisions as proposed do not provide any certainty that traffic and transport effects will be mitigated through the physical works recommended by Stantec. It is noted that Waka Kotahi have only provided their agreement in principle to provide for the walking/cycling link into town from the site.	Y	Y	
		12	12.9	Roading	Timing	O	APRP note that the PPC81 subdivision provisions require upgrades to intersections and the provision of pedestrian connections into Dargaville where subdivision is of any allotment in the proposed General Residential Area. However APRP consider it is unclear how the requirement for these mitigation measures would be triggered if the applicant applied for land use consent to establish multiple residential units without subdividing. APRP consider that the PPC81 provisions that trigger infrastructure upgrades must be strengthened to ensure that the costs of infrastructure upgrades are borne by the developer, and not ratepayers and occur in a sequenced manner before any residential development takes place.	Y	Y	
		12	12.10	Infrastructure	Stormwater	O	APRP notes a significant concern regarding the increase in impervious surfaces and the ability to manage increased stormwater flows on the PPC81 site. APRP note that there are already significant flooding concerns in the areas surrounding the site, particularly at high tide, and these may be exacerbated due to predicted sea level rise in the future. APRP consider that the proposed stormwater controls are inadequate and that any development on the site should ensure that post development stormwater flows from the property are managed so that they do not exceed predevelopment flows.	Y	Y	
		12	12.11	Other Matters	Pony Club	O	APRP note concerns with the potential loss of the Silver Pine Pony Club which leases part of the racecourse land. APRP note this is a valued sporting facility which will have to relocate and could potentially be lost if the PPC81 is approved. APRP consider that accommodations should be made for the pony club to continue operations on an area of the site, recognising the history of equestrian and racing activities that have taken place on the site over a long period of time.	Y	Y	
		12	12.12	Other Matters	Council Decision	O	APRP seeks that the KDC make the following decisions in relation to PPC81: 1. Reject the plan change; 2. Retain the Rural Zone zoning at Awakino Point; and 3. Consider the costs to the economy associated with introducing sensitive activities into a productive rural environment. If the Council is of a mind to approve PPC81 APRP seeks that plan provisions are included that: 1. Restrict the amount of residential development on the site and include effective provisions to avoid the creation of reverse sensitivity effects; 2. Include appropriate provisions that require upgrades to transport and other infrastructure prior to the establishment of residential activities; and 3. Ensure that provisions are included to manage the impacts of stormwater runoff on surrounding properties.	Y	Y	

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26/09/2022	Donald and Adrienne McLeod	13	13.1	Other Matters	Community Facilities	O	The submitter notes that with the high intensity of housing they are concerned about the lack of amenities for Tamariki and Rangatahi housed within the site if PPC81 were successful. While the submitter acknowledges PPC81 proposes some green space areas (mainly on hilly areas) there is nothing proposed in the way of sports facilities that would keep Tamariki and Rangatahi active. The submitter considers it is vitally important that Kaipara District Council ensure that there is adequate and suitable facility to allow Tamariki and Rangatahi to engage in an active lifestyle.	Y	N	
		13	13.2	Other Matters	Community Facilities	O	The submitter notes that during various meetings that tripartite group did not want to take away from Dargaville township and mirror the facilities that are already in place. The submitter notes that Tripartite group constantly stressed that the residents of PPC81 would use sporting facilities in Dargaville. Although the submitter fully understands the applicants thought process the submitter believes it is flawed. With no public transport between Dargaville township and the PPC81 site the submitters question how these 400 odd Tamariki and Rangatahi will be able to use these Dargaville facilities. The submitter notes the proposal for a footpath between Dargaville township and the racecourse, however, the submitter considers this would need some extremely good planning as not many parents would encourage children to walk or ride on a footpath close to a 100kmph SH. The submitter notes that Mum and Dad taxi could cater to these transportation woes but note that the Tripartite group indicated on more than one occasion that many of the 600 adults would probably be employed in the Whangarei District, as such the Mum and Dad taxi's will not be available to ferry Tamariki and Rangatahi to their sporting activities. The submitter notes that herein comes the issue in that Tamariki and Rangatahi who are unoccupied and bored and find nothing to do	Y	N	
26/09/2022	Shane and Megan Phillips	14	14.1	PPC81 as Proposed	Retain as Rural	O	The submitter opposes rezoning as proposed by PPC81 to residential and light commercial. The submitter considers this land is best suited to food production and recommends it be kept as such. the submitter believes the proposed high-density development is impractical, being situated in a rural district isolated 4km from Dargaville township by at times a very busy SH.	N	Y	
		14	14.2	Roading	Safety	O	The submitter notes specific concerns with PPC81 in relation to the school bus service pick up and drop off area (Bus stop), the submitter notes their children use the service with the stop currently sited at the intersection of SH14 and Awakino Point North Road. The submitter notes there is currently sufficient turning space while still maintaining high safety standards, with plenty of space for family vehicles that drop off and pick up their children . With PPC81 this area would require significant redevelopment and subsequently use considerably more land along with the significant increase in traffic movements (935 traffic movements per hour in peak times, morning, afternoon). The submitter feels that the safety of the children using this service will be severely compromised. The submitter notes that if PPC81 were to go ahead the safety concerns raised may result in children being fearful of the pick up and drop off area and result in a reduced attendance rate at school.	N	Y	
27/09/2022	Leo Glamuzina and Kim Harrison	15	15.1	PPC81 as Proposed	Retain as Rural	O	The submitter notes they are in opposition to PPC81 as a high density development situated in a rural farming area is illogical given it is 4km distance from the central hub of Dargaville township on a busy SH, which is used by heavy vehicles transporting goods between Dargaville and the rest of Northland. The submitter believes that land has been used for food production in the past and should remain as such.	N	Y	
		15	15.2	Roading	Safety	O	The submitter has grave concerns with regard to the impact of increased traffic from PPC81 on SH14 and Awakino Point North Road. The submitter notes since moving to the area they have seen a staggering increase in traffic volumes especially logging trucks, tankers and general heavy traffic. The submitter notes the amount of people commuting to Whangarei for employment, medical and other services that are no longer in Dargaville has increased exponentially. The submitter has witnessed accidents and increased speed incidents. The submitter has increased apprehension at a calculated increase of 935 vehicles per hour at peak as shown in the Stantec report and the impact this will have on an already busy and dangerous SH. The submitter believes poor road conditions do not support this level of increase.	N	Y	
		15	15.3	Infrastructure	Three Waters	O	The submitter has noted significant concern with struggling infrastructure. The submitter notes supply issues in relation to water with three to five interruptions to home water supply per year. The submitter notes that use at Silverfern can affect water pressure, but acknowledges improvement since the new water line was laid. The submitter also notes that summer water restrictions have been ongoing for years and this will be further impacted by intensive build of 450 homes. The submitter has concerns for future management of infrastructure by KDC and notes that given the size of the sections that it is doubtful the installation of water tanks would be viable.	N	Y	
		15	15.4	Infrastructure	Three Waters	O	The submitter also has concerns with sewage disposal given the size of the sections is too small to accommodate tanks. The submitter notes issues in relation to on site treatment of sewage vs use of existing infrastructure will require careful consideration.	N	Y	
		15	15.5	Other Matters	Community Facilities	O	The submitter has concerns in relation to the additional burden PPC81 will create on existing medical, school, fire brigade, ambulance and police services. The submitter considers that these services are struggling to support Dargaville and the wider community as it stands today. The submitter notes that there is already a struggle to secure qualified staff for these facilities. Growth needs strong and resilient services in place.	N	Y	
		15	15.6	Roading	Safety	O	The submitter believes that the development of PPC81 for housing, 4km from town is not viable due to its isolation from services. The submitter notes that access to town by walking, cycling or car is problematic given the busy SH, wide roadside drains, and barrier of Awakino River. The submitter also notes not everyone is able to afford cars. The submitter considers that infrastructure costs to provide access to town from PPC81 will be an enormous and fall as a burden on ratepayers.			

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27/09/2022	Janice and Michael Brenstrum	16	16.1	PPC81 as Proposed	Retain as Rural	O	The submitter supports growth for Dargaville but opposes rezoning of high food producing land for housing and commercial activities.	N	N	
		16	16.2	Roading	Safety	O	The submitter considers that the corner at Awakino Point North road/SH14 has a high accident rate and PPC81 will make this worse.	N	N	
27/09/2022	Dargaville Community C/- Roger Rowse	17	17.1	PPC81 as Proposed	Retain as Rural	O	The submitter has concerns regarding the loss of food producing land. The submitter believes the proposed high-density development as a satellite suburb separate from Dargaville is impractical.	N	Y	This submission is represented by Roger Rowse on behalf of the "Dargaville Community". Although this submission contains 304 signatories it is being treated as a single submission for the purpose of this process.
		17	17.2	Infrastructure	Three Waters	O	The submitter has concerns regarding additional pressures on existing and aged infrastructure, water and sewage from PPC81.	N	Y	
		17	17.3	Reverse Sensitivity	Reverse Sensitivity	O	The submitter has concerns with the high density of housing adjacent to working farms and general farming activities, given the noise from livestock, harvesting machinery, heavy trucks, firearms, tractors, motorbikes and aircraft, along with the smells from silage, dairy effluent, agri-chemicals and dust.	N	Y	
		17	17.4	Roading	Design	O	The submitter has concerns with the lack of connectivity to Dargaville township, including the distance, lack of footpath, narrow width of the road, open council drains, lack of pedestrian access on Awakino River Bridge and the 100kmph speed limit.	N	Y	
		17	17.5	Roading	Safety	O	The submitter notes major changes will be required to the intersection of SH14 and Awakino Point North Road to accommodate significant increase in traffic. Submitter notes poor quality of current roads prior to the addition of an extra 450 households.	N	Y	
		17	17.6	Other Matters	Economic Effect	O	The submitter has concerns in relation to the potential increase in rates to accommodate required infrastructure upgrades.	N	Y	
		17	17.7	Other Matters	Community Facilities	O	The submitter has concerns with regard to the lack of green space for playgrounds and recreational activity for children within the PPC81 area and the loss of the equestrian facility.	N	Y	
		17	17.8	Other Matters	Community Facilities	O	The submitter has concerns with regard to the additional pressure placed on existing facilities such as supermarket and medical centres, which already struggle to meet existing community needs.	N	Y	
27/09/2022	Jarrold McKelvie and Stephanie Rockell	18	18.1	PPC81 as Proposed	Retain as Rural	O	The submitter opposes rezoning as proposed by PPC81 to residential and light commercial. The submitter considers this land is best suited to food production and recommends it be kept as such. The submitter believes the proposed high-density development is impractical, being situated in a rural district isolated 4km from Dargaville township by a very busy SH.	Y	Y	
		18	18.2	Other Matters	Economic Effect	O	The submitter notes they had intended to develop their site for small scale food crops and complimentary products, to reduce food miles and assist in a reduction of imports. However, the submitter notes they have put this development on hold, as PC81 provides significant uncertainty.	Y	Y	
		18	18.3	Other Matters	Density	O	The submitter notes that the density of a satellite settlement to Dargaville with suggested dwellings over 20% the amount of dwellings in nearby Dargaville is absurd without the serious addressing of schooling, medical facilities, or grocery stores. The submitter considers that PPC81 is a development concept better suited to a city fringe than that of a charming rural hub.	Y	Y	
		18	18.4	Roading	Safety	O	The submitter notes they already we struggle to cross the road to set out our rubbish for collection on the side of the road requested by the refuse collectors, and having been one of the first on the scene to the Tangiteroria pedestrian casualty earlier this year, every time we do so we are reminded of this horrific event.	Y	Y	
		18	18.5	Other Matters	Economic Effect	O	The submitter notes that the size of the commercial proponent of the proposed redevelopment does not appear to support the workforce the PPC81 area would contain, likely resulting in further increases to traffic on SH14 as people travel to Whāngarei for work. The submitter notes that those having to commute to Whāngarei for work are likely to spend their money in Whāngarei, not within the local community, given the competition for grocery prices and so on.	Y	Y	