



ENERGY, INFRASTRUCTURE AND TRANSPORT

SUBMISSION FEEDBACK

The feedback received for the Energy, Infrastructure and Transport Discussion Document has been split into each topic.

Energy

Feedback on this topic focused on renewable energy, with comments supporting the promotion of renewable energy in the District. However, there was also concern over pollution caused by the creation and disposal of renewable energy sources such as solar panels. There is a need to recognise that some forms of renewable energy are limited geographically and may be location-specific like mineral resources or highly versatile soils. The absence of wind farms and associated landscape visual amenity impacts was also noted.

Northpower highlighted areas that are not adequately addressed and could benefit from being more appropriately managed such as:

- protecting Northpower's assets due to their vital nature to the social and economic wellbeing, and safety of the District,
- vegetation setbacks from Electricity Transmission Corridor and the associated management within proximity to the Electricity Transmission Corridor,
- inclusion of provision for the protection of underground lines from earthworks,
- current zones and policy direction need to be clearer to appropriately protect existing infrastructure,

- ensuring the new provisions provide for greater compliance with The Electricity Act 1992 and the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001).

Transport

The comments regarding transport support aligning transport provisions with the strategic outcomes sought by the Government Policy Statement as well as the integration of transport and land use to provide for active transport outcomes.

The current District Plan does not accommodate traffic associated Fonterra's Maungaturoto site because existing traffic movements easily exceed the 200 per day threshold, so a restricted discretionary activity land use consent is technically triggered for any future development which generates additional traffic movements. It was also noted that under the National Policy Statement on Urban Development 2020 (NPS-UD), all Councils are required to remove minimum carpark requirements from their District Plans, however, typical minimum carpark requirements are not appropriate for dairy manufacturing sites as they are usually based gross floor area ("gfa") of buildings, not peak numbers of staff and visitors.

Infrastructure

The feedback stated that infrastructure planning should be coordinated and integrated in growth and development areas. Infrastructure should be planned

and constructed in an adaptive manner that allows for predicted sea level rise and other effects of climate change. It was also mentioned that Councils need to ensure that infrastructure is built appropriately to ensure that unlawful discharges into the environment do not occur noting that farmers and private companies are held to account for their actions whereas Council is not. The Environmental Engineering Standards 2011 are considered restrictive in terms of innovative approaches and need updating. Te Mana o te Wai was also raised regarding drinking water supply and other activities such as drainage and flood protection.

The New Zealand Defence Force noted that while they have no permanent facilities in the District, this does not preclude the need for regionally significant defence infrastructure in the future.

Kaipara District Plan Review Feedback Summary **ENERGY, INFRASTRUCTURE AND TRANSPORT**



RECOMMENDATIONS

Energy

- Adopt a systems approach, recognise that all components of the system from generation, transmission, distribution, to the connection to the home or business are interconnected and integral,
- apply current provisions beyond the transmission lines,
- address and manage areas outlined by Northpower more appropriately,
- promote sustainable renewable energy and introduce enabling pathways under restricted land classifications.

Transport

- Align with the transport outcomes outlined in the GPS Land Transport and Waka Kotahi strategic documents,
- enable the One Network Framework (ONF),
- address car parking and reflect the NPS-UD,
- prioritise safety for all transport users,
- Consider freight movements and zoning for commercial activity. that the ONF is reflected in the District Plan rather than the ONRC,

- support opportunities to develop and promote public transport and active transport modes consideration of impacts on the freight network,
- develop specific provisions to address the relevant issues at the Maungaturoto Fonterra Site remove parking requirements as the unnecessarily trigger for restricted discretionary activities,
- create better connections and diversions for better traffic flow and easier access to Mangawhai from the North.

Infrastructure

- Clear policy recognition of nationally and regionally significant infrastructure and the need to protect this infrastructure from inappropriate development,
- inclusion of a definition of regionally significant infrastructure in the District Plan that includes defence facilities,
- infrastructure requirements and commitments to be confirmed at plan change stage so that conditions and standards to be met are known ahead of subdivision.