

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
S521.004	Vision Kerikeri (Vision for Kerikeri and Environs, VKK)	General / Plan Content / Miscellaneous	Support in part	We seek PDP provisions that will support active modes of transport, including pedestrians, cyclists, disability scooters etc. The PDP needs revised/additional policies and rules to ensure that active transport modes will be support in practice when consents are assessed/granted.	Amend PDP to promote and support active transport and multi modal integrated transport.		Accept in part
FS36.005	Waka Kotahi NZ Transport Agency		Support	Supports the provision of active and multi modal of transport as this recognises accessibility, safety and integration of land use and transport planning which also aligns with the Government Policy Statement on Land Transport and Waka Kotahi strategies such as Arataki - 30 Year Plan.	Allow	Allow the original submission	Accept in part
FS277.16	Jenny Collison		Support	Kerikeri is very car-focused. This needs to change	Allow		Accept in part
FS566.1714	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
S454.034	Transpower New Zealand Ltd	General / Plan Content / Miscellaneous	Not Stated	The transport chapter of the FNPDP contains provisions that provide for infrastructure, including the National Grid, however not all provisions relating the infrastructure are located within the chapter. The FNPDP contains provisions in a number of other chapters that relate to infrastructure, including the National Grid. These include for example: - Natural Hazards - Hazardous substances - Historic Heritage - Ecosystems and indigenous biodiversity - Natural character - Natural features and landscapes - Subdivision - Earthworks - Notable trees Where necessary, Transpower has made more specific submission on provisions throughout the FNPDP as drafted seeking to ensure that critical infrastructure, such as the National Grid, is	Retain the transport chapter but amend it to ensure that all provisions relating to infrastructure, including the National Grid, are contained within that chapter and cross references within all other chapters of the FNPDP make it clear that the infrastructure provisions apply, or have primacy where necessary. Should the FNPDP not be amended as requested, ensure that the District Wide Matters, Zones and Overlays and other relevant sections of the Plan (such as the How the Plan Works chapter) are amended to ensure that infrastructure is appropriately provided for and the cross-referencing between chapters clearly directs the plan user to the provisions of the Infrastructure chapter that apply to an activity and where these have primacy.		Accept in part

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				appropriately provided for and the NPSET is given effect to efficiently and effectively. However, Transpower's preference is for a standalone set of provisions for infrastructure, including the National Grid, within the Infrastructure Chapter as it avoids duplication (for example in the zone rules) and provides a coherent set of rules which applicants/users can refer to. The ability of the EPlan to provide links within the plan would ensure plan users can be directed to the Infrastructure chapter as required, when looking in other chapters. It could also be made clear that the objectives, policies and rules in the infrastructure chapter have primacy, in accordance with the requirements of the NPSET for example, where there is a conflict.			
partFS36.012	Waka Kotahi NZ Transport Agency		Support	Supports the clarification of cross references to ensure that infrastructure is appropriately provided for and that provisions apply or have primacy where necessary.	Allow	Allow the original submission	Accept in part
FS346.022	Royal Forest and Bird Protection Society of New Zealand Inc.		Oppose	Forest & Bird opposes amendments that would give Infrastructure and transport provisions primacy over other sections of the plan, particularly IB, NATC, ONFLs and Notable Trees.	Disallow	Disallow the original submission	Accept in part
FS369.013	Top Energy		Support	Top Energy supports appropriate cross-referencing between the Transport Chapter and other District Wide Chapters and that provisions are consistently applied across topics	Allow	Allow the original submission	Accept in part
S529.074	Carbon Neutral NZ Trust	General / Plan Content / Miscellaneous	Support	Seek to ensure that Council and Developers are required to ensure that land use and development considers transportation effects beyond the site. That cul-de-sac roads are generally discouraged unless provision has been made for future connectivity, and that multi modal transport planning is encouraged.	Amend to seek changes to provisions within the plan that direct a high level of connectivity, integrated land use and transport planning, and multi modal transport networks.		Accept in part
FS36.013	Waka Kotahi NZ Transport Agency		Support	Supports the provision of an integrated land use and transport system that includes multi modal transport options.	Allow	Allow the original submission	Accept in part

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FS570.1962	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Accept in part
FS566.1976	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
FS569.1998	Vision Kerikeri 2		Support		Allow	Allow the original submission	Accept in part
S431.155	John Andrew Riddell	General / Plan Content / Miscellaneous	Not Stated	The amendment is necessary in order to achieve the purpose of the Act.	Amend all objectives, policies, rules and standards relating to providing for vehicles and roading to place much more emphasis on providing for cycling and for walking		Accept in part
FS332.155	Russell Protection Society		Support	The original submission aligns with our values. The Russell Protection Society has a purpose of promoting wise and sustainable development that compliments the historic and special character of Russell and its surrounds.	Allow	Allow the original submission	Accept in part
S427.024	Kapiro Residents Association	General / Plan Content / Miscellaneous	Support in part	Many new subdivisions in Kerikeri and the surrounding rural area have greatly increased the volume of traffic using the central shopping/service area and roads leading to/from the CBD (e.g. Kerikeri Road, Waipapa Road, Landing Road, Kapiro Road, Purerua Road). When new developments are approved, insufficient account is taken of the total/cumulative impact of multiple developments on traffic. Other negative impacts on the community are not taken into account - such as such additional levels of noise, disruption and other changes that can affect people, amenity values and the character of the area.	Amend Plan to require full consideration of cumulative/combined traffic effects, congestion, emissions, noise etc. in townships and roads, especially roads leading to/from a CBD or service centres, and policies/rules should allow development proposals to be rejected on the grounds of significant adverse effects from traffic [inferred].		Reject
FS320.1	Elizna Bates		Support	We are writing to submit a request for amendment to the District Plan regarding hours of operation as well as additional control of noise and light pollution limits within the Rural Production Zone. The property at 2329 SH10, Waipapa has been in our family since 2013 and we would like to begin by expressing our appreciation for the attention and dedication the Council gives to the welfare and harmony of our community. It is in this spirit that we	Allow		Reject

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				bring our concerns and recommendations for changes to the current District Plan. In the Rural Production Zone, various agricultural and production activities play a vital role in our local economy. However, the existing district plan regulations concerning hours of operation and noise control have not kept pace with the evolving needs and expectations of our community. Since 2013 we have seen a significant increase in development in this area. Although this has brought increased amenities it has also led to significant increases in business traffic and the attendant noise and light pollution. It appears that many businesses in this area are considerate of local residents. Unfortunately, some businesses have seen this as an opportunity to expand business operations past what is reasonable considerate of their residential neighbours. This has led to disruption in the daily lives of nearby residents, including excessive noise during unconventional hours and significant sleep deprivation and the accompanying mental health and health impacts that come along with that. This not only impacts the quality of life but also raises concerns about the long-term well-being of our community. By way of example, the Allied Kapiro gas station and associated garage has historically operated within reasonable hours of 7 a.m. to 5 p.m. from Monday to Friday. This caused no disturbances to the peaceful nighttime hours that our community cherishes. However, as of January this year, the nature of their business underwent a transformation. They now work on - and retail - various two-stroke equipment, including chainsaws, motor mowers, and weed-eaters. These equipment repairs and sales have introduced a significant increase in noise levels and disruptions to the surrounding area. Along with these increased work hour flood lights are now also kept on through a large portions of the night creating significant light pollution and disturbance.			

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				The most distressing aspect of this change is that works is now undertaken seven days a week and often well into the late hours of the night (often until 4am). Between the noise and the flood light disturbance there is simply no respite for local residents. Prior to these activities it was possible to hear local night life such as local kiwi birds in the area. This activity now appears to have ceased altogether. As a resident and stakeholder in this community, I believe it is crucial to strike a balance between supporting rural production activities and ensuring the peace and well-being of our residents. In light of the aforementioned concerns, we respectfully propose the following amendments to the district plan: 1. Revised Hours of Operation: We urge the City Council to implement new regulations that define reasonable hours of operation for businesses within the Rural Production Zone. These hours should strike a balance between accommodating commercial activities and preserving the tranquillity of residential areas. A set of guidelines tailored to the specific nature of businesses, such as the Allied Kapiro gas station and Garage, should be established. 2. Noise Control Limits: To mitigate noise disturbances for nearby residents, we propose the implementation of stricter noise control limits. This could include limits on decibel levels, as well as the use of noise-reducing technologies or practices by businesses operating within the Rural Production Zone. 3. Light pollution at boundary: Perhaps this could also be addressed in some way under suitable regulation.			

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				4. Fitting in with nature: Perhaps this could also be addressed in some way under suitable regulation. By adopting these proposed amendments, the Council can protect the well-being of residents while encouraging responsible business practices within our community. Clearer regulations will provide businesses with guidance and predictability, facilitating responsible growth and investment within our community. We are hopeful that this would foster a harmonious coexistence between local businesses and residents, which is essential for the overall prosperity and happiness of our community. In conclusion, we respectfully ask the Council to consider and endorse these proposed amendments to the District Plan. By striking a fair balance between the needs of local businesses and the quality of life for residents we can ensure the continued growth and prosperity of our community. We are more than willing to provide any additional information or participate in any public consultations or hearings to further discuss these proposals. Thank you for your time and attention to this matter. We believe that by working together, we can find a solution that benefits both our local businesses and our community's peaceful way of life.			
FS277.13	Jenny Collison		Support	Strongly support, and comes back to the need for an overall plan.	Allow		Reject
S560.002	Jane E Johnston	General / Plan Content / Miscellaneous	Oppose	The parking requirements under TRAN-Table 1 are excessive and counter to the policies and objectives for sustainable transport networks, and the promotion of alternative modes of transport (to private car use).	Seeks alternative method to rules in the PDP of encouraging public transport use by advocating other divisions within Council notify requirements (to designate) public transport hubs, and associated facilities along key routes to enable public transport use and alternative modes of transport.		Accept in part
FS348.081	Alec Brian Cox		Oppose	The submission was not made by the closing date and is therefore not a valid submission under RMA.	Disallow	I seek that the whole of the submission be disallowed	Accept in part

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S42.007	Te Whatu Ora - Health New Zealand, Te Tai Tokerau	BED	Support in part	The definition of bed in the proposed district plan currently refers to watercourses.	Insert definition of bed. That the definition of bed be included as it relates to the carparking provisions in the Proposed District Plan.		Accept in part
FS570.024	Vision Kerikeri 3		Oppose	Oppose to the extent that the submission is inconsistent with our original submissions.	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part
FS566.038	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part
FS569.060	Vision Kerikeri 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part
S356.001	Waka Kotahi NZ Transport Agency	LIMITED ACCESS ROAD	Support in part	The definition is not quite accurate as specified in the Government Rounding Powers Act 1989. A large portion of the State Highway network is LAR but not all.	Amend definition as follows: "LARs are not a road for the purposes of subdivision unless the Minister of Transport agrees in a particular instance upon a recommendation from Transit New Zealand that it can be used as such. a notice is issued under s93 of the Government Rounding Powers Act 1989. LARs in the district also include most of the State Highway network, all Strategic Roads and urban portions of Arterial Roads (those parts within speed restriction signs).		Accept
S271.005	Our Kerikeri Community Charitable Trust	New Definition	Support in part	This is a term that is used often throughout the PDP but is not defined. The principal of integrated transportation networks is supported, and it considered useful to have this term defined to ensure that it is clear to plan users what is meant.	Insert a definition for 'Integrated transport network'.		Reject
FS25.040	Kiwi Fresh Orange Company Limited		Support	Supports the proposal to clarify what is intended by an integrated transport network.	Allow	Allow the original submission, subject to appropriate wording	Reject

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FS36.015	Waka Kotahi NZ Transport Agency		Support	Supports the use of a definition for "integrated transport network" and requests to be involved in the drafting.	Allow	Allow the original submission	Reject
FS325.021	Turnstone Trust Limited		Support	TT supports the proposal to clarify what is intended by an integrated transport network.	Allow	Allow the original submission subject to appropriate wording	Reject
FS277.51	Jenny Collison		Support	I support Our Kerikeri submission	Allow		Reject
FS570.728	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Reject
FS566.742	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Reject
FS569.764	Vision Kerikeri 2		Support		Allow	Allow the original submission	Reject
S529.070	Carbon Neutral NZ Trust	New Definition	Support in part	This is a term that is used often throughout the PDP but is not defined. The principal of integrated transportation networks is supported, and it considered useful to have this term defined to ensure that it is clear to plan users what is meant.	Insert a definition for 'Integrated transport network'.		Reject
FS570.1958	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Reject
FS566.1972	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Reject
FS569.1994	Vision Kerikeri 2		Support		Allow	Allow the original submission	Reject
S524.005	Vision Kerikeri (Vision for Kerikeri and Environs, VKK)	New Definition	Support in part	This is a term that is used often throughout the PDP but is not defined. The principal of integrated transportation networks is supported, and it considered useful to have this term defined to ensure that it is clear to plan users what is meant.	Insert a definition for 'Integrated transport network'.		Reject
FS566.1823	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Reject

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S446.005	Kapiro Conservation Trust	New Definition	Not Stated	This is a term that is used often throughout the PDP but is not defined. The principal of integrated transportation networks is supported, and it considered useful to have this term defined to ensure that it is clear to plan users what is meant. The definition should include enforce the importance of connectivity, and multi modal transport options.	Insert a definition for 'Integrated transport network'.		Reject
FS569.1764	Vision Kerikeri 2		Support		Allow		Reject
FS570.1763	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow		Reject
S271.009	Our Kerikeri Community Charitable Trust	Overview	Support	Seek to ensure that Council and Developers are required to ensure that land use and development considers transportation effects beyond the site. That cul-de-sac roads are generally discouraged unless provision has been made for future connectivity, and that multi modal transport planning is encouraged.	Amend to seek changes to provisions within the plan that direct a high level of connectivity, integrated land use and transport planning, and multi modal transport networks.		Accept in part
FS25.067	Kiwi Fresh Orange Company Limited		Support in part	Supports the intent of the proposed amendments, subject to considering the most appropriate wording.	Allow in part	Allow the original submission in part, subject to appropriate wording	Accept in part
FS111.036	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT support provisions of the plan which achieve a high level of connectivity, integrated land use and transport planning and support multi modal transport networks.	Allow	Allow the original submission	Accept in part
FS325.043	Turnstone Trust Limited		Support in part	TT supports the intent of the proposed amendments, subject to considering the most appropriate wording.	Allow	Allow the original submission subject to appropriate wording	Accept in part
FS570.732	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Accept in part
FS566.746	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
FS569.768	Vision Kerikeri 2		Support		Allow	Allow the original submission	Accept in part

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S524.009	Vision Kerikeri (Vision for Kerikeri and Environs, VKK)	Overview	Support	Seek to ensure that Council and Developers are required to ensure that land use and development considers transportation effects beyond the site. That cul-de-sac roads are generally discouraged unless provision has been made for future connectivity, and that multi modal transport planning is encouraged.	Amend to seek changes to provisions within the plan that direct a high level of connectivity, integrated land use and transport planning, and multi modal transport networks.		Accept in part
FS111.037	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT support provisions of the plan which achieve a high level of connectivity, integrated land use and transport planning and support multi modal transport networks.	Allow	Allow the original submission	Accept in part
FS566.1827	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
S428.004	Kapiro Residents Association	Overview	Support in part	We seek PDP provisions that will support active modes of transport, including pedestrians, cyclists, disability scooters etc. The PDP needs revised/additional policies and rules to ensure that active transport modes will be support in practice when consents are assessed/granted.	Amend PDP to promote and support active transport and multi modal integrated transport.		Accept in part
FS111.038	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT support the request for revised/additional policies and rules to ensure that active transport modes will be support in practice.	Allow	Allow the original submission	Accept in part
S529.050	Carbon Neutral NZ Trust	Overview	Support in part	We seek PDP provisions that will support active modes of transport, including pedestrians, cyclists, disability scooters etc. The PDP needs revised/additional policies and rules to ensure that active transport modes will be support in practice when consents are assessed/granted.	Amend PDP to promote and support active transport and multi modal integrated transport.		Accept in part
FS111.039	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT support the request for revised/additional policies and rules to ensure that active transport modes will be support in practice.	Allow	Allow the original submission	Accept in part
FS570.1939	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Accept in part

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FS566.1953	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
FS569.1975	Vision Kerikeri 2		Support		Allow	Allow the original submission	Accept in part
S443.004	Kapiro Conservation Trust	Overview	Support in part	We seek PDP provisions that will support active modes of transport, including pedestrians, cyclists, disability scooters etc. The PDP needs revised/additional policies and rules to ensure that active transport modes will be support in practice when consents are assessed/granted.	Amend PDP to promote and support active transport and multi modal integrated transport.		Accept in part
FS111.040	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT support the request for revised/additional policies and rules to ensure that active transport modes will be support in practice.	Allow	Allow the original submission	Accept in part
FS569.1749	Vision Kerikeri 2		Support		Allow		Accept in part
FS570.1729	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow		Accept in part
S425.014	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust	Objectives	Not Stated	In general, PHTTCCT seek to ensure that Council and Developers are required to ensure that land use and development considers transportation effects beyond the site. That cul-de-sac roads are generally discouraged unless provision has been made for future connectivity, that provision for future transport networks (see sub#4) is provided at the time of subdivision and land use, and that multi modal transport planning is encouraged	Amend provisions within the plan that direct a high level of connectivity, integrated land use and transport planning, provision for future transport networks and multi modal transport networks.		Accept in part
S425.012	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust	Objectives	Support in part	PHTTCCT consider that the Transport Chapter fails to sufficiently recognise and provide for regional significant transport infrastructure. It is considered that: - Including the enablement of the provisions for the Trail in this chapter confuses its purpose which otherwise predominantly appears to be providing private development performance standard triggers for traffic parking and access. The Infrastructure Chapter	Insert the Trail in the maps as an overlay and that the suit of provisions provided as Attachment 2 be incorporated into the Plan (see section 2.0 of this submission). in the event that Council does not accept PHHTTCCT primary relief: - Review the drafting of the chapter to make its purpose clear.		Reject

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				appears the logical place, however, as currently drafted the Infrastructure Chapter only applies to works undertaken by a 'network utility operator' which PHTTCCT is not, and while FNDC are the definition of network utility operator does not extend to construction or operation of cycleways. - There are no provisions that seek to protect the trail from reverse sensitivity which as regionally significant infrastructure, is directed by 5.1.3 and 5.3.1 of the RPS, even though the overview suggests that the chapter regulates 'the impacts of land use and subdivision on the transportation network'. - The objectives and policies do not adequately recognise or provide for the development, operation, maintenance or upgrading of the Trail as regionally significant infrastructure in the mapped sensitive areas (e.g. SNA's, outstanding natural features or landscapes, and coastal environment) as is achieved in the infrastructure chapter for other regionally significant infrastructure.	- Provide direction in a clear and consistent throughout the plan in terms of how chapters are meant to interact. - Ensure that appropriate objective and policy direction is included to recognise and provide for the Trail as Regionally Significant Infrastructure		
FS299.4	KiwiRail Holdings Limited		Oppose	See separate email	Disallow		Accept
S483.103	Top Energy Limited	Objectives	Not Stated	The Transport Chapter is not of significant interest to Top Energy. However, it is important that recognition is made for the appropriate provision of infrastructure (e.g., electricity and telecommunications) in the transport network, in particular the roading corridor, as often this infrastructure is located within it. Rather than making detailed submissions on the chapter, Top Energy seek that this is adequately addressed across the objectives, policies and rules in this chapter	Amend the transport provisions to provide for objectives, policies and rules that enable the operation, maintenance, repair and upgrading the appropriate provision of infrastructure within the transport network, in particular the roading corridor.		Reject
FS196.195	Joe Carr		Support	tautoko	Allow		Reject

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FS345.154	Ngawha Generation Limited		Support	NGL is a subsidiary of Top Energy Limited. NGL supports all submission points made by Top Energy.	Allow	Allow all of the relief sought by Top Energy Limited in its submission (S483).	Reject
S516.036	Ngā Tai Ora - Public Health Northland	Objectives	Not Stated	Ngā Tai Ora note that the PDP is silent on the issue of the health impacts of unsealed rural roads. There are significant concerns regarding the effects that dust generated from unsealed rural roads can have on adjacent sensitive activities (e.g., residential units) that are not appropriately setback from the road. Effects include the adverse health effects such as respiratory illness (e.g., asthma) that dust generation can have for on-site water supply (e.g., rainwater harvesting). Ngā Tai Ora have strongly advocated to other Councils in Te Tai Tokerau regarding this, and recommend that FNDC should consider including mandatory setbacks for sensitive activities from unsealed rural roads, or other methods that are not cost prohibitive for property owners but can address the significant adverse health effects associated with this issue. Ngā Tai Ora would welcome meeting with FNDC staff to discuss how this matter can be sufficiently addressed in the eventual PDP.	Insert the following objectives, policies and rules into either the Transport Chapter or relevant zone chapters: Objective: Manage the risk from unsealed roads to public health. Policy: To ensure sensitive activities are appropriately setback from unsealed roads to reduce the adverse effects to public health from the exposure to dust. Rule XXX Sensitive Activity: Activity Status: Permitted Where: PER-1 The sensitive activity is setback at least 20m from any unsealed road. Activity status where compliance is not achieved: Discretionary		Reject
FS196.237	Joe Carr		Support in part	Activity breach should be restricted discretionary	Allow in part		Accept in part
S446.009	Kapiro Conservation Trust	Objectives	Support in part	In general, our group seeks to ensure that Council and Developers are required to ensure that land use and development considers transportation effects beyond the site. That cul-de-sac roads are generally discouraged unless provision has been made for future connectivity, and that multi modal transport planning is encouraged.	Amend provisions within the plan that direct a high level of connectivity, integrated land use and transport planning, and multi modal transport networks.		Accept in part
FS111.041	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT support provisions of the plan which achieve a high level of connectivity, integrated land use and transport planning and support multi modal transport networks	Allow	Allow the original submission	Accept in part
FS569.1768	Vision Kerikeri 2		Support		Allow		Accept in part

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FS570.1767	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow		Accept in part
S82.013	Good Journey Limited	Objectives	Oppose	The objectives are opposed to the extent that car parking minimums are still specified in the Mixed Use zone. Should existing operations wish to more intensively develop their sites in the Mixed Use zone by increasing the amount of "gross business area" and / or the provision of residential accommodation then additional carparks are required. Additional controls such as bicycle parks and end of trip facilities are also required. Intensification and development of Mixed Use areas should be encouraged by the removal of minimum car parking standards in recognition of the benefits that Mixed Use zones can bring in terms of both land use outcomes and travel patterns.	Delete car park minimums in the Mixed Use Zone and other relief that will satisfy the concerns of the submitter.		Accept
FS542.017	Foodstuffs North Island Limited		Support	Foodstuffs generally supports the deletion of car park minimums	Allow	Allow the original submission	Accept
S431.151	John Andrew Riddell	Objectives	Not Stated	The amendment is necessary in order to achieve the purpose of the Act.	Amend all objectives, policies, rules and standards relating to providing for vehicles and roading to place much more emphasis on providing for cycling and for walking		Accept in part
FS332.151	Russell Protection Society		Support	The original submission aligns with our values. The Russell Protection Society has a purpose of promoting wise and sustainable development that compliments the historic and special character of Russell and its surrounds.	Allow	Allow the original submission.	Accept in part
S356.034	Waka Kotahi NZ Transport Agency	TRAN-O1	Support	Not stated	Retain TRAN-O1 as notified		Accept in part
S561.022	Kāinga Ora Homes and Communities	TRAN-O1	Support	Integration of land use and transport networks is essential to enable connected, safe, efficient and affordable urban growth and development.	Retain TRAN-O1 as notified.		Accept in part
FS32.076	Jeff Kemp		Oppose	The original submission seeks to amend the FNDP in a way which changes how the FNDP has previously managed the district's natural and physical resources. The nature and scale of the	Disallow	Disallow the original submission.	Accept in part

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				outcomes sought have no supporting documents which address the appropriateness of the changes such as the costs and benefits involved. As a minimum, the submitter should have provided a s32 analysis of the proposed changes. The amenity, values and character of the district's urban areas have developed over time through various district plans. The wider community and applicants have an understanding of and have appreciated the consenting process. The original submission seeks a completely different planning framework away from an effects-based district plan and is essentially reallocating the goal posts. The original submission heralds the application for a private plan change which would provide the opportunity for those most affected to be involved.			
FS23.294	Des and Lorraine Morrison		Support	Generally support for the reasons set out in the submission of Kāinga Ora. It is important that peoples' wellbeing, and in particular their ability to establish housing on their land is enabled. Also particularly support the changes proposed for recognition of and development on Māori land.	Allow	Allow the relief sought to the extent consistent with our primary submission	Accept in part
FS47.036	Our Kerikeri Community Charitable Trust		Oppose	The KO submission contravenes our original submission throughout, as we are seeking a shift from the permissive approach to a more prescriptive DP supported by Master Plans for central areas and Spatial Plans (still under preparation and long overdue), while KO suggests a considerably more permissive plan. Our submission states "We are concerned that the PDP, as currently drafted, would support development in the form that undermines character, amenity values and other aspects of the environment that our communities value", but KO's proposals would further reduce the limited opportunity for the public to have input into resource consent applications..... etc see FS document.	Disallow	Disallow the entire original submission	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS348.109	Alec Brian Cox		Oppose	The submission was not made by the closing date and is therefore not a valid submission under RMA.	Disallow	I seek that the whole of the submission be disallowed	Accept in part
S416.024	KiwiRail Holdings Limited	TRAN-O1	Support	KiwiRail supports the objective in that the rail network, as a transport network is regionally significant infrastructure and supports community welfare.	Retain Objective TRAN-O1		Accept
FS111.042	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT supports the objective in that the cycle network, as a transport network is regionally significant infrastructure and supports community welfare.	Allow	Allow the original submission	Accept
S463.018	Waiaua Bay Farm Limited	TRAN-O2	Support	WBF supports an effects management focus, rather than a narrow avoidance focus, for the development of the transportation network.	Retain Objective TRAN-O2		Reject
FS91.6	Moana Kiff		Oppose	The word "avoid" better aligns with our commitment to preserving our cultural heritage and natural environment.	Disallow		Accept
S394.018	Haitaitamarangai Marae Kaitiaki Trust	TRAN-O2	Support in part	Sustainable management may require avoidance of adverse effects (as opposed to minimisation) in some instances.	Amend Objective TRAN-O2 as follows: The transport network is designed and located to avoid or minimise adverse effects on historical, cultural and natural values.		Accept in part
FS363.018	Liz Rowena Maki Hetaraka.		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS538.018	Awhina Fiaui		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS537.018	Maryanne June Harrison		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS536.018	Bradley Tauhara Rupapera		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS535.018	Dyrell Akavi		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS533.018	Sidney John Rupapera		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS532.018	Wiremu Hetaraka		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS531.018	Phyllis Marie Hetaraka		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS530.018	Norma Evans		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS529.018	Aaron Rupapera		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS528.018	Erana Samuels		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS527.018	David Matiu		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS526.018	Michelle Chase		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS525.018	Vaughn Piripi Duvell Evans		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS524.018	Tania Morunga		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS523.018	Brett Larkin		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS522.018	Stacey Matiu		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS521.018	Marie Matiu		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS520.018	Maureen Maheno		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS519.018	Huia Solomon		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS518.018	William Boyd Rupapera		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS517.018	Mereana Alma Houkamau		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS516.018	Rebecca Jan Stensness		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS515.018	Anaru Poharama		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS514.018	Robert Reihana		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS513.018	Ester Rangi Doyle		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS512.018	Ellen Appleby		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS511.018	Cedric Lawrence		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS510.018	Raniera Matiu		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS509.018	Clinton Matiu		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS508.018	Sana Ryan		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS507.018	Te TeArani Lawrence		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS506.018	Selwyn Reihana		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS505.018	Thomson Lawrence		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS504.018	Ngarei Reihana		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS503.018	Nina Raharuhi		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS502.018	Rebecca Rutene		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS501.018	Patricia Ellen Buddy		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS500.018	Whetu Rutene		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS499.018	Paki Daniel Lawrence		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS498.018	Aaron George Lawrence		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS497.018	Tayla Bamber		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS496.018	Cheryl Bamber		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS495.018	Jasmine Cook		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS494.018	Ian Ethan Bamber		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS493.018	Albert Tawhio Cook		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS492.018	Sarah Kati Cook		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS491.018	Mark J Broad		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS490.018	Julia Middleton		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS489.018	Josephine Lawrence		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS487.018	Timothy Matiu		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS486.018	John Barry Horan		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS485.018	Travis Horan		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS483.018	Mate Simon Covich Horan		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS482.018	Waikura Maungaia Marriott		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS481.018	Peggy Joanne Matiu		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS480.018	Cheryl Chase		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS479.018	Jacob Hohaia		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS478.018	Grayson Fleur Horan		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS477.018	Chase McIndoe		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS476.018	Jessica Solomon		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS475.018	Marina Chase		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS474.018	Steven Matiu		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS473.018	Beryl Chase		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS472.018	Krystal-Jade Matiu		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS471.018	William Gary Butt		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS470.018	Michael Matiu		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS469.018	Anne-maree Morrissey		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS468.018	Elias Reihana-Hetaraka		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS467.018	Carol Matiu		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS466.018	Janet Myra Bennett		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS465.018	Rangimarie Muri		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS464.018	Glennis Lawrence		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS463.018	Jayden Murray		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS462.018	Roharia Hepi		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS461.018	Vincent C Matiu		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS460.018	Tawhai Motu		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS459.018	Maria Kim Hetaraka		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS458.018	Alexander John Busby		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS457.018	Ena Lesley Rupapera		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS456.018	Rhys Alexander Lawrence-Busby		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS455.018	Rangi Matthew Marriott		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS454.018	Turei John Rupapera		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS453.018	Marlaine Ulrich		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS452.018	Reikura Joan Boyd		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS451.018	Ariana Bellingham		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS450.018	Georgina Laing		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS447.018	Rangaunu Taua		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS440.018	Hongi Laing		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS439.018	Rahera Fiaui		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS436.018	Parehuia Jane Williams		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS435.018	George Hori Lawrence		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS434.018	Anthony Murphy		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS433.018	Christian Horan		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS432.018	Makarita Rutene		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS431.018	Valarie Rutene		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS430.018	Kaeo Lawrence		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS429.018	Cedric Rutene		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS428.018	Shane Horan		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS427.018	Jacey Horan		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS426.018	Toni Maheno		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS425.018	Florence Campbell		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS423.018	Joseph Maheno		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS422.018	Sharmaine Hepi		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS421.018	Gia-Dene Gardiner		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS420.018	Josephine Doyle		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS418.018	Mary Watkins		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS417.018	Maddison Lawrence		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS416.018	Isobel Fitzgibbon		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS415.018	Michelle Lawrence		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS408.018	Jason Gardiner		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS388.018	Crystal Myra Broad		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS387.018	Aroha Whitinui		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS386.018	Tynan Hokimate Mark		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS385.018	Victoria Murphy		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS382.018	Yvonne Meta Desmond		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS381.018	Lorraine Joan Hetaraka		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS380.018	Asleigh Hetaraka-Tawhai		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS379.018	Kaya Hetaraka-Tawhai		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS378.018	Maanu Reihana		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS365.018	Roberta Hetaraka		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS360.018	Cameron Mccaskill		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS359.018	Mark Brannen		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS358.018	Kailah Raharuhi - Alatiipi		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS357.018	Raharuhi Fiaui		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS356.018	Katharine Kino		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS568.018	Bonnie Hepi		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS567.018	Blaze Maraki		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS563.018	Hohepa Fletcher		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS562.018	Rhonda Raharuhi		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS561.018	Ivan Wimoka Hetaraka		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS560.018	Dylan Hetaraka		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS559.018	Clinton Albert Doyle		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS558.018	Timothy John Doyle		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS557.018	Patricia Kate Broad		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS556.018	Louis Aluishis Brabant		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS555.018	Kelly Sharee Doyle		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS553.018	Kenape Saupese		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS552.018	Barbara May Hetaraka		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS551.018	Alamein Drummond		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS546.018	Shona Hetaraka		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS545.018	Peter Charles Rupapera		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS544.018	Te Waata Lawrence Kara		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS178.018	Hera Johns		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS413.018	Charles Lawrence		Support	I support the entire submission to protect waahi tapu site of significance and rights of tangata whenua	Allow	Allow the original submission	Accept in part
FS588.018	Ian Taylor Bamber		Support	Support original submission to protect our wāhi tapu sites of significance and rights as tangata whenua.	Allow	Allow the original submission.	Accept in part
S425.015	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust	TRAN-O3	Support in part	The intent of the objective is unclear but given TRAN P2 & P1 it is likely intended to encourage integrated transport planning concurrently with development. Assuming this is the case (which would be supported) it could be made clearer.	Amend TRAN-O3 as follows: Land use and development planning , and transport planning all modes of transport are integrated ~~so that the~~ to ensure an efficient pattern of land use and transport networks that are transport network is , safe, efficient and well-connected. Or		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
					Add new policy that specifically addresses integrated land use and transport planning.		
S416.025	KiwiRail Holdings Limited	TRAN-O3	Support	The objective supports the safe and efficient operation of the rail transport network through ensuring development at its interface is appropriately managed.	Retain Objective TRAN-O3		Accept in part
S331.020	Ministry of Education Te Tāhuhu o Te Mātauranga	TRAN-O3	Support	The submitter supports objective TRAN-O3 as it will enable a safe, efficient, and well-connected transport network. In addition, the objective supports the provision of social infrastructure within the community that it serves to reduce travel times and distances and congestion, while also encouraging alternative modes of transport.	Retain objective TRAN-O3 as proposed.		Accept in part
S271.010	Our Kerikeri Community Charitable Trust	TRAN-O3	Support in part	The intent of the objective is unclear, but given TRAN - P2 & P1 it is likely intended to encourage integrated transport planning concurrently with development. Assuming this is the case (which would be supported) it could be made clearer.	Amend TRAN-O3 Land use and development planning , and transport planning all modes of transport are integrated so that the to ensure an efficient pattern of land use and transport networks that are transport network is , safe, efficient and well-connected. Or Insert a new policy that specifically addresses integrated land use and transport planning.		Accept in part
FS25.068	Kiwi Fresh Orange Company Limited		Support in part	Supports the intent of the proposed amendments, subject to considering the most appropriate wording.	Allow in part	Allow the original submission in part, subject to appropriate wording.	Accept in part
FS111.043	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT supports the clarification of this objective.	Allow	Allow the original submission	Accept in part
FS325.044	Turnstone Trust Limited		Support in part	TT supports the intent of the proposed amendments, subject to considering the most appropriate wording.	Allow	Allow the original submission subject to appropriate wording.	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS570.733	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Accept in part
FS566.747	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
FS569.769	Vision Kerikeri 2		Support		Allow	Allow the original submission	Accept in part
S446.011	Kapiro Conservation Trust	TRAN-O3	Support in part	The intent of the objective is unclear, but given TRAN - P2 & P1 it is likely intended to encourage integrated transport planning concurrently with development. Assuming this is the case (which would be supported) it could be made clearer. See suggested amendment	Amend TRAN-O3 as follows: Land use and development planning , and transport planning all modes of transport are integrated ~~so that the~~ to ensure an efficient pattern of land use and transport networks that are transport network is, safe, efficient and well-connected. Or Insert new policy that specifically addresses integrated land use and transport planning.		Accept in part
FS111.044	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT supports the clarification of this objective.	Allow	Allow the original submission	Accept in part
FS569.1770	Vision Kerikeri 2		Support		Allow		Accept in part
FS570.1769	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow		Accept in part
S529.075	Carbon Neutral NZ Trust	TRAN-O3	Support in part	The intent of the objective is unclear but given TRAN - P2 & P1 it is likely intended to encourage integrated transport planning concurrently with development. Assuming this is the case (which would be supported) it could be made clearer.	Amend TRAN-O3 Land use and development planning , and transport planning all modes of transport are integrated ~~so that the~~ to ensure an efficient pattern of land use and transport networks that are transport network is, safe, efficient and well-connected. Or Insert a new policy that specifically addresses integrated land use and transport planning.		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS111.045	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT supports the clarification of this objective.	Allow	Allow the original submission	Accept in part
FS570.1963	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Accept in part
FS566.1977	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
FS569.1999	Vision Kerikeri 2		Support		Allow	Allow the original submission	Accept in part
S524.010	Vision Kerikeri (Vision for Kerikeri and Environs, VKK)	TRAN-O3	Support in part	The intent of the objective is unclear, but given TRAN - P2 & P1 it is likely intended to encourage integrated transport planning concurrently with development. Assuming this is the case (which would be supported) it could be made clearer.	Amend TRAN-O3 Land use and development planning, and transport planning all modes of transport are integrated ~~so that the~~ to ensure an efficient pattern of land use and transport networks that are transport network is, safe, efficient and well-connected. Or Insert a new policy that specifically addresses integrated land use and transport planning		Accept in part
FS111.046	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT supports the clarification of this objective.	Allow	Allow the original submission	Accept in part
FS566.1828	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
S271.011	Our Kerikeri Community Charitable Trust	TRAN-O5	Support in part	The intended outcome of this objective is not entirely clear.	Amend TRAN-O5 as follows: The transport network provides for the safe and efficient movement of vehicular, cycle and pedestrian traffic, and ~~that~~ also meets the needs of persons with a disability or limited mobility		Accept

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS570.734	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Accept
FS566.748	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept
FS569.770	Vision Kerikeri 2		Support		Allow	Allow the original submission	Accept
S529.076	Carbon Neutral NZ Trust	TRAN-O5	Support in part	The intended outcome of this objective is not entirely clear.	Amend TRAN-O5 as follows: The transport network provides for the safe and efficient movement of vehicular, cycle and pedestrian traffic, and ~~that~~ also meets the needs of persons with a disability or limited mobility		Accept
FS570.1964	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Accept
FS566.1978	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept
FS569.2000	Vision Kerikeri 2		Support		Allow	Allow the original submission	Accept
S524.011	Vision Kerikeri (Vision for Kerikeri and Environs, VKK)	TRAN-O5	Support in part	The intended outcome of this objective is not entirely clear.	Amend TRAN-O5 as follows: The transport network provides for the safe and efficient movement of vehicular, cycle and pedestrian traffic, and ~~that~~ also meets the needs of persons with a disability or limited mobility.		Accept
FS566.1829	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept
S446.012	Kapiro Conservation Trust	TRAN-O5	Support in part	As per above, the intended outcome of this objective is not entirely clear. see suggested wording	Amend TRAN-O5 as follows: The transport network provides for the safe and efficient movement of vehicular, cycle and pedestrian traffic, and ~~that~~ also meets the needs of persons with a disability or limited mobility		Accept
FS569.1771	Vision Kerikeri 2		Support		Allow		Accept

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS570.1770	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow		Accept
S184.001	Northland Transport Alliance ¹	TRAN-O6	Support in part	Consider rephrasing climate change objective to include active and public transport	Amend Objective TRAN-O6 as follows - The transport network is resilient to the likely current and future effects of climate change, and supports urban environments designed to reduce greenhouse gas emissions, by encouraging development of active mode and public transport networks. OR insert a new objective to give effect to relief sought.		Accept in part
S211.001	Borders Real Estate Northland	TRAN-O6	Support in part	The submitter supports in part TRAN-O6 (implied) but contends that the objective should explicitly include the development of safe networks of walkways and cycleways (separated from motorised traffic) that will actively promote alternative modes of transport in urban areas and beyond.	Amend TRAN-O6 to explicitly include the development of safe networks of walkways and cycleways (separated from motorised traffic) that will actively promote alternative modes of transport in urban areas and beyond.		Accept in part
S399.036	Te Hiku Iwi Development Trust	Policies	Not Stated	Objective TRAN-O2 is the only objective which recognises that roading can have long term and permanent effects on the natural environment, including biodiversity. Effects including those due to lighting, road deaths, noise and vibration, habitat fragmentation and modification, air emissions and run off are permanent and are often underestimated (see recent Manaaki Whenua report available at: https://www.nzta.govt.nz/resources/research/reports/692). These effects can be managed and/or addressed to some degree via appropriate design and other methods (such as rehabilitation or weed control).	Insert a new objective TRAN-O6 to ensure recognition of adverse effects on biodiversity are adequately addressed. We suggest the following: The maintenance and expansion of the transport network is managed so as to recognise adverse effects on indigenous biodiversity and address these effects to the extent practicable.		Reject
S427.051	Kapiro Residents Association	Policies	Support in part	Many new subdivisions in Kerikeri and the surrounding rural area have greatly increased the volume of traffic using the central shopping/service area and roads leading to/from the CBD (e.g. Kerikeri Road, Waipapa Road, Landing Road, Kapiro Road, Purerua Road). When new developments are approved, insufficient account is	Amend the policies to: - Include full consideration of cumulative/combined traffic effects, congestion, emissions, noise etc. in townships and roads, especially roads leading to/from a CBD or service centres, and		Reject

¹ Far North District Council / explain referencing

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				taken of the total/cumulative impact of multiple developments on traffic. Other negative impacts on the community are not taken into account - such as such additional levels of noise, disruption and other changes that can affect people, amenity values and the character of the area.	- Allow development proposals to be rejected on the grounds of significant adverse effects from traffic [inferred].		
S338.033	Our Kerikeri Community Charitable Trust	Policies	Not Stated	Many new subdivisions in Kerikeri and the surrounding rural area have greatly increased the volume of traffic using the central shopping/service area and roads leading to/from the CBD (e.g. Kerikeri Road, Waipapa Road, Landing Road, Kapiro Road, Purerua Road). When new developments are approved, insufficient account is taken of the total/cumulative impact of multiple developments on traffic. Other negative impacts on the community are not taken into account - such as such additional levels of noise, disruption and other changes that can affect people, amenity values and the character of the area.	Amend policies to address adverse effects of traffic on those in the neighbourhood and, where relevant, the wider community.		Reject
FS88.10	Stephanie Lane		Support		Allow		Reject
FS394.004	Michael Francis Toft, Robert George Vellenoweth and Colleen Wendy, Wardlaw, AJ Maloney Trustee Limited, Donald Frank Orr, Vivien Marie Coad, Deanna Lee MacDonald, Dianne Catherine Hamilton, Robert Hamilton, Timothy George Sopp, Mathew Robert Hill,		Support	For the reasons given within the Original Submission	Allow	Allow the original submission	Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
	Barry Charles Young, Joan Catherine Young, Campbell Family Trustee Limited						
FS570.971	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Reject
FS566.985	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Reject
FS569.1007	Vision Kerikeri 2		Support		Allow	Allow the original submission	Reject
S425.013	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust	Policies	Support in part	PHTTCCT consider that the Transport Chapter fails to sufficiently recognise and provide for regional significant transport infrastructure. It is considered that: - Including the enablement of the provisions for the Trail in this chapter confuses its purpose which otherwise predominantly appears to be providing private development performance standard triggers for traffic parking and access. The Infrastructure Chapter appears the logical place, however, as currently drafted the Infrastructure Chapter only applies to works undertaken by a 'network utility operator' which PHTTCCT is not, and while FNDC are the definition of network utility operator does not extend to construction or operation of cycleways. - There are no provisions that seek to protect the trail from reverse sensitivity which as regionally significant infrastructure, is directed by 5.1.3 and 5.3.1 of the RPS, even though the overview suggests that the chapter regulates 'the impacts of land use and subdivision on the transportation network'.	Insert the Trail in the maps as an overlay and that the suit of provisions provided as Attachment 2 be incorporated into the Plan (see section 2.0 of this submission). in the event that Council does not accept PHHTCCT primary relief: - Review the drafting of the chapter to make its purpose clear - Provide direction in a clear and consistent throughout the plan in terms of how chapters are meant to interact. - Ensure that appropriate objective and policy direction is included to recognise and provide for the Trail as Regionally Significant Infrastructure		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				- The objectives and policies do not adequately recognise or provide for the development, operation, maintenance or upgrading of the Trail as regionally significant infrastructure in the mapped sensitive areas (e.g. SNA's, outstanding natural features or landscapes, and coastal environment) as is achieved in the infrastructure chapter for other regionally significant infrastructure.			
FS299.5	KiwiRail Holdings Limited		Oppose	See separate email	Disallow		Accept
S446.010	Kapiro Conservation Trust	Policies	Support in part	In general, our group seeks to ensure that Council and Developers are required to ensure that land use and development considers transportation effects beyond the site. That cul-de-sac roads are generally discouraged unless provision has been made for future connectivity, and that multi modal transport planning is encouraged.	Amend provisions within the plan that direct a high level of connectivity, integrated land use and transport planning, and multi modal transport networks.		Accept in part
FS196.177	Joe Carr		Oppose	what on earth is wrong with cul de sacs? They are wonderful for house with children, and far more desirable than living on a through road. Every dead end road, and there are thousands of them is a cul de sac.	Disallow		Accept in part
FS111.047	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT support provisions of the plan which achieve a high level of connectivity, integrated land use and transport planning and support multi modal transport networks.	Allow	Allow the original submission	Accept in part
FS569.1769	Vision Kerikeri 2		Support		Allow		Accept in part
FS570.1768	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow		Accept in part
S516.037	Ngā Tai Ora - Public Health Northland	Policies	Not Stated	Ngā Tai Ora note that the PDP is silent on the issue of the health impacts of unsealed rural roads. There are significant concerns regarding the effects that dust generated from unsealed rural roads can have on adjacent sensitive activities (e.g., residential units) that are not appropriately setback from the road. Effects include the adverse health effects such as respiratory illness (e.g., asthma)	Insert the following objectives, policies and rules into either the Transport Chapter or relevant zone chapters: Objective: Manage the risk from unsealed roads to public health.		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				that dust generation can have for on-site water supply (e.g., rainwater harvesting). Ngā Tai Ora have strongly advocated to other Councils in Te Tai Tokerau regarding this, and recommend that FNDC should consider including mandatory setbacks for sensitive activities from unsealed rural roads, or other methods that are not cost prohibitive for property owners but can address the significant adverse health effects associated with this issue. Ngā Tai Ora would welcome meeting with FNDC staff to discuss how this matter can be sufficiently addressed in the eventual PDP.	Policy: To ensure sensitive activities are appropriately setback from unsealed roads to reduce the adverse effects to public health from the exposure to dust. Rule XXX Sensitive Activity: Activity Status: Permitted Where: PER-1 The sensitive activity is setback at least 20m from any unsealed road. Activity status where compliance is not achieved: Discretionary		
FS196.236	Joe Carr		Support in part	Activity breach should be restricted discretionary	Allow in part		Reject
S82.014	Good Journey Limited	Policies	Oppose	The policies are opposed to the extent that car parking minimums are still specified in the Mixed Use zone. Should existing operations wish to more intensively develop their sites in the Mixed Use zone by increasing the amount of "gross business area" and / or the provision of residential accommodation then additional carparks are required. Additional controls such as bicycle parks and end of trip facilities are also required. Intensification and development of Mixed Use areas should be encouraged by the removal of minimum car parking standards in recognition of the benefits that Mixed Use zones can bring in terms of both land use outcomes and travel patterns.	Delete car park minimums in the Mixed Use Zone and other relief that will satisfy the concerns of the submitter.		Accept
FS542.018	Foodstuffs North Island Limited		Support	Foodstuffs generally supports the deletion of car park minimums	Allow	Allow the original submission	Accept
S431.152	John Andrew Riddell	Policies	Not Stated	The amendment is necessary in order to achieve the purpose of the Act.	Amend all objectives, policies, rules and standards relating to providing for vehicles and roading to place much more emphasis on providing for cycling and for walking		Accept in part
FS332.152	Russell Protection Society		Support	The original submission aligns with our values. The Russell Protection Society has a purpose of promoting wise and sustainable development that	Allow	Allow the original submission.	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				compliments the historic and special character of Russell and its surrounds.			
S522.023	Vision Kerikeri (Vision for Kerikeri and Environs, VKK)	Policies	Oppose	Many new subdivisions in Kerikeri and the surrounding rural area have greatly increased the volume of traffic using the central shopping/service area and roads leading to/from the CBD (e.g. Kerikeri Road, Waipapa Road, Landing Road, Kapiro Road, Purerua Road). When new developments are approved, insufficient account is taken of the total/cumulative impact of multiple developments on traffic. Other negative impacts on the community are not taken into account - such as such additional levels of noise, disruption and other changes that can affect people, amenity values and the character of the area.	Amend policies to address adverse effects of traffic on those in the neighbourhood and, where relevant, the wider community.		Reject
FS62.009	Kapiro Conservation Trust 1		Support	It is clear that urban/residential development at Lot 1001 DP 532487 (productive farmland) and the surrounding rural area would be inappropriate for many reasons – - National Policy Standards recognise the need for district plans to support a well-functioning urban environment in towns, such as Kerikeri, and achieve a compact urban footprint that is accessible by active transport (i.e. walking, cycling), and protect productive rural land from inappropriate urban/residential sprawl. - Lot 1001 DP 532487 has a large area of good quality soil. It has one of the few remaining large blocks of Class 2 soil/land in the District. This is a strictly finite resource. - Keeping good land for agricultural production is essential for feeding ourselves and a growing world population in future decades, and necessary for local jobs and economic well-being. - FNDC has recognised that: 'Kerikeri has converted large areas of horticulture land into residential and rural lifestyle activities over the last 20 years. Therefore it is vital to protect this remaining finite resource	Allow	Allow the original submission	Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				and other rural land that is highly productive' (FNDC (2019) submission to MPI on productive land). - Government reports and studies have concluded that the creation of lifestyle blocks and residential development on productive land should be avoided because it fragments rural areas and leads to the permanent loss of productive capability. - The farmland at Lot 1001 DP 532487 adjoins the Horticulture zone on its west and southwest boundaries, so it is logical to include it in the Horticulture zone. Alternatively, Rural Production zoning would also protect the essential natural resource at this site. - Lot 1001 lies adjacent to a large irrigation pipeline (underground network) that serves productive land on Kapiro Road; this irrigation infrastructure is a valuable economic asset for the area. - In legal terms, there is no 'functional need' to build residential development on this particular site. There are alternative sites more appropriate for residential development. e.g. S522.004 Vision Kerikeri noted a large alternative site next to SH10 Sports Hub that would provide a compact urban footprint and would actually improve connectivity with central Kerikeri. - Residential development of Lot 1001 farmland would create reverse sensitivity effects on neighbouring properties and lawfully established activities. - Residential/urban development in this location would generate cumulative adverse effects - including urban sprawl in a rural environment that lacks appropriate infrastructure; school at capacity; one-lane bridge in Landing Road; large volumes of traffic; effects on			

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				at-risk native species, kiwi & ecological values, water quality, landscape, rural character and amenity values.			
FS566.1762	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Reject
S529.035	Carbon Neutral NZ Trust	Policies	Oppose	Many new subdivisions in Kerikeri and the surrounding rural area have greatly increased the volume of traffic using the central shopping/service area and roads leading to/from the CBD (e.g. Kerikeri Road, Waipapa Road, Landing Road, Kapiro Road, Purerua Road). When new developments are approved, insufficient account is taken of the total/cumulative impact of multiple developments on traffic. Other negative impacts on the community are not taken into account - such as additional levels of noise, disruption and other changes that can affect people, amenity values and the character of the area.	Amend policies to address adverse effects of traffic on those in the neighbourhood and, where relevant, the wider community.		Reject
FS570.1925	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Reject
FS566.1939	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Reject
FS569.1961	Vision Kerikeri 2		Support		Allow	Allow the original submission	Reject
S449.036	Kapiro Conservation Trust	Policies	Oppose	Many new subdivisions in Kerikeri and the surrounding rural area have greatly increased the volume of traffic using the central shopping/service area and roads leading to/from the CBD (e.g. Kerikeri Road, Waipapa Road, Landing Road, Kapiro Road, Purerua Road). When new developments are approved, insufficient account is taken of the total/cumulative impact of multiple developments on traffic. Other negative impacts on the community are not taken into account - such as such additional levels of noise, disruption and other changes that can affect people, amenity values and the character of the area.	Amend policies to address adverse effects of traffic on those in the neighbourhood and, where relevant, the wider community.		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS569.1835	Vision Kerikeri 2		Support		Allow		Reject
FS570.1852	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow		Reject
S416.026	KiwiRail Holdings Limited	TRAN-P1	Support	KiwiRail supports policy recognition for the positive benefits provided by new transport networks/infrastructure.	Retain Policy TRAN-P1		Accept
S184.002	Northland Transport Alliance	TRAN-P2	Support in part	Road classification (listed as under most current National Transport Network Classification system - does this incorporate ONF as ONRC is phased out?	Amend clause c of Policy TRAN-P2 to include both ONF and ONRC as follows: c. recognises the different movement and place functions and the design requirements for each road classification under the most current National Transport Network classification, which may include both the One Network Framework (ONF) or One Network Road Classification (ONRC) system;		Accept in part
S184.003	Northland Transport Alliance	TRAN-P2	Support in part	For safety reasons, amend clause a of Policy TRAN-P2 to recognise national Road To Zero policy	Amend clause a of Policy TRAN-P2 as follows: a. provides safe and efficient linkages and connections for all users using Safe System Principles .		Accept in part
S425.016	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust	TRAN-P2	Support in part	Support acknowledgment of Twin Coast Trail and future transport networks (see sub#4), particularly where they contribute to connectivity. Inclusion of multi modal transport options to ensure social and economic wellbeing of our communities, and to respond to climate change	Amend TRAN-P2 Establish and maintain a transport network that: a. provides safe efficient linkages and connections; b. avoids and mitigates adverse effects on historical, cultural and natural environment values to the extent practicable; c. recognises the different functions and design requirements for each road classification under the most current National Transport Network classification system; d. supports reductions of greenhouse gases from vehicle movements including through implementation or multi modal transport options ;		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
					e. considers the likely current and future impacts of climate change when new sections of the network are proposed or existing sections upgraded; and f. provides for existing and future pedestrian and cycling pathways that are well connected, including the Pou Herenga Tai Twin Coast Cycle Trail.		
S331.021	Ministry of Education Te Tāhuhu o Te Mātauranga	TRAN-P2	Support	The submitter supports policy TRAN-P2 to maintain a transport network that provides safe efficient linkages and connections and provides for existing and future pedestrian and cycling pathways.	Retain policy TRAN-P2 as proposed.		Accept in part
S271.012	Our Kerikeri Community Charitable Trust	TRAN-P2	Support in part	Support acknowledgment of Twin Coast Trail and future cycling pathways, particularly where they contribute to connectivity. Seek inclusion of multi modal transport options to ensure social and economic wellbeing of our communities, and to respond to climate change.	Amend TRAN-P2 Establish and maintain a transport network that: a. provides safe efficient linkages and connections; b. avoids and mitigates adverse effects on historical, cultural and natural environment values to the extent practicable; c. recognises the different functions and design requirements for each road classification under the most current National Transport Network classification system; d. supports reductions of greenhouse gases from vehicle movements including through implementation or multi modal transport options; e. considers the likely current and future impacts of climate change when new sections of the network are proposed or existing sections upgraded; and f. provides for existing and future pedestrian and cycling pathways that are well connected, including the Pou Herenga Tai Twin Coast Cycle Trail.		Accept in part
FS25.069	Kiwi Fresh Orange		Support	Supports the amendments for the reason given in the submission.	Allow	Allow the original submission.	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
	Company Limited						
FS111.048	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT support inclusion of multi modal transport options to ensure social and economic wellbeing of our communities, and to respond to climate change.	Allow	allow the original submission	Accept in part
FS325.045	Turnstone Trust Limited		Support	TT supports the amendments for the reason given in the submission. Support acknowledgment of Twin Coast Trail and future cycling pathways, particularly where they contribute to connectivity. Seek inclusion of multi modal transport options to ensure social and economic wellbeing of our communities, and to respond to climate change. See suggested amended change to better reflect this.	Allow	Allow the original submission.	Accept in part
FS570.735	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Accept in part
FS566.749	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
FS569.771	Vision Kerikeri 2		Support		Allow	Allow the original submission	Accept in part
S463.019	Waiaua Bay Farm Limited	TRAN-P2	Oppose	The requirement under sub-clause (b) to avoid and mitigate effects is unfeasible and does not reflect the requirement under TRAN-O2 to "minimise" effects.	Amend points b. and f. of Policy TRAN-P2 as follows: b. ~~avoids and mitigates~~ manages adverse effects on historical, cultural and natural environment values to the extent practicable; f. provides for existing and future pedestrian and cycling pathways, including the Pou Herenga Tai Twin Coast Cycle Trail where appropriate .		Accept in part
FS51.134	Heritage New Zealand Poutere Taonga		Oppose	HNZPT considers the proposed amended text removes the necessary direction to ensure the giving effect to Part 2 of the RMA relating to historic heritage.	Disallow		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS91.7	Moana Kiff		Oppose	"Avoids" and "mitigates", better aligns with our commitment to preserving our cultural heritage and natural environment.	Disallow		Accept in part
S446.013	Kapiro Conservation Trust	TRAN-P2	Support in part	Support acknowledgment of Twin Coast Trail and future cycling pathways, particularly where they contribute to connectivity. Seek inclusion of multi modal transport options to ensure social and economic well being of our communities, and to respond to climate change. See suggested amended change to better reflect this.	Amend TRAN-P2 Establish and maintain a transport network that: a. provides safe efficient linkages and connections; b. avoids and mitigates adverse effects on historical, cultural and natural environment values to the extent practicable; c. recognises the different functions and design requirements for each road classification under the most current National Transport Network classification system; d. supports reductions of greenhouse gases from vehicle movements including through implementation or multi modal transport options; e. considers the likely current and future impacts of climate change when new sections of the network are proposed or existing sections upgraded; and f. provides for existing and future pedestrian and cycling pathways that are well connected, including the Pou Herenga Tai Twin Coast Cycle Trail.		Accept in part
FS111.049	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT support inclusion of multi modal transport options to ensure social and economic wellbeing of our communities, and to respond to climate change.	Allow	Allow the original submission	Accept in part
FS569.1772	Vision Kerikeri 2		Support		Allow		Accept in part
FS570.1771	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
S529.077	Carbon Neutral NZ Trust	TRAN-P2	Support in part	Support acknowledgment of Twin Coast Trail and future cycling pathways, particularly where they contribute to connectivity. Seek inclusion of multi modal transport options to ensure social and economic wellbeing of our communities, and to respond to climate change.	Amend TRAN-P2 Establish and maintain a transport network that: - provides safe efficient linkages and connections; - avoids and mitigates adverse effects on historical, cultural and natural environment values to the extent practicable; - recognises the different functions and design requirements for each road classification under the most current National Transport Network classification system; - supports reductions of greenhouse gases from vehicle movements including through implementation or multi modal transport options; - considers the likely current and future impacts of climate change when new sections of the network are proposed or existing sections upgraded; and - provides for existing and future pedestrian and cycling pathways that are well connected, including the Pou Herenga Tai Twin Coast Cycle Trail.		Accept in part
FS111.050	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT support inclusion of multi modal transport options to ensure social and economic wellbeing of our communities, and to respond to climate change.	Allow	Allow the original submission	Accept in part
FS570.1965	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Accept in part
FS566.1979	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
FS569.2001	Vision Kerikeri 2		Support		Allow	Allow the original submission	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
S524.012	Vision Kerikeri (Vision for Kerikeri and Environs, VKK)	TRAN-P2	Support in part	Support acknowledgment of Twin Coast Trail and future cycling pathways, particularly where they contribute to connectivity. Seek inclusion of multi modal transport options to ensure social and economic wellbeing of our communities, and to respond to climate change.	Amend TRAN-P2 Establish and maintain a transport network that: - provides safe efficient linkages and connections; - avoids and mitigates adverse effects on historical, cultural and natural environment values to the extent practicable; - recognises the different functions and design requirements for each road classification under the most current National Transport Network classification system; - supports reductions of greenhouse gases from vehicle movements including through implementation or multi modal transport options; - considers the likely current and future impacts of climate change when new sections of the network are proposed or existing sections upgraded; and - provides for existing and future pedestrian and cycling pathways that are well connected, including the Pou Herenga Tai Twin Coast Cycle Trail.		Accept in part
FS111.051	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT support inclusion of multi modal transport options to ensure social and economic wellbeing of our communities, and to respond to climate change.	Allow	allow the original submission	Accept in part
FS566.1830	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
S399.035	Te Hiku Iwi Development Trust	TRAN-P2	Not Stated	Policy TRAN-P2 is ambiguous - it is not possible to simultaneously avoid and mitigate adverse effects.	Amend point b. of Policy TRAN-P2 as follows: avoids significant and remedies and/or mitigates other adverse effects on historical,		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
					cultural and natural environment values to the extent practicable;		
FS339.029	Haititaimarangai Marae Kaitiaki Trust		Support	Setting clear directives as to what level of adverse effect is acceptable is vital to achieving sustainable management.	Allow	Allow the original submission.	Accept in part
S522.036	Vision Kerikeri (Vision for Kerikeri and Environs, VKK)	TRAN-P2	Support	A large survey conducted by Our Kerikeri found that traffic is the single biggest issue for the Kerikeri community. Each new subdivision outside the urban area generates additional traffic. However, intensification of the urban area would allow many more people to live, work or go to school withing a walkable or cyclable distance from home. But this ideal can only be achieved if PDP requires new subdivisions and developments to provide connected walkways and cycleways that will contribute to future networks of walkways and cycleways.	Retain Policy TRAN-P2 (inferred)		Accept in part
FS62.005	Kapiro Conservation Trust 1		Support	it is clear that urban/residential development at Lot 1001 DP 532487 (productive farmland) and the surrounding rural area would be inappropriate for many reasons – - National Policy Standards recognise the need for district plans to support a well-functioning urban environment in towns, such as Kerikeri, and achieve a compact urban footprint that is accessible by active transport (i.e. walking, cycling), and protect productive rural land from inappropriate urban/residential sprawl. - Lot 1001 DP 532487 has a large area of good quality soil. It has one of the few remaining large blocks of Class 2 soil/land in the District. This is a strictly finite resource. - Keeping good land for agricultural production is essential for feeding ourselves and a growing world population in future decades, and necessary for local jobs and economic well-being. - FNDC has recognised that: 'Kerikeri has converted large areas of horticulture land	Allow	Allow the original submission	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				into residential and rural lifestyle activities over the last 20 years. Therefore it is vital to protect this remaining finite resource and other rural land that is highly productive' (FNDC (2019) submission to MPI on productive land). - Government reports and studies have concluded that the creation of lifestyle blocks and residential development on productive land should be avoided because it fragments rural areas and leads to the permanent loss of productive capability. - The farmland at Lot 1001 DP 532487 adjoins the Horticulture zone on its west and southwest boundaries, so it is logical to include it in the Horticulture zone. Alternatively, Rural Production zoning would also protect the essential natural resource at this site. - Lot 1001 lies adjacent to a large irrigation pipeline (underground network) that serves productive land on Kapiro Road; this irrigation infrastructure is a valuable economic asset for the area. - In legal terms, there is no 'functional need' to build residential development on this particular site. There are alternative sites more appropriate for residential development. e.g. S522.004 Vision Kerikeri noted a large alternative site next to SH10 Sports Hub that would provide a compact urban footprint and would actually improve connectivity with central Kerikeri. - Residential development of Lot 1001 farmland would create reverse sensitivity effects on neighbouring properties and lawfully established activities. - Residential/urban development in this location would generate cumulative adverse effects - including urban sprawl in a rural environment that lacks			

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				appropriate infrastructure; school at capacity; one-lane bridge in Landing Road; large volumes of traffic; effects on at-risk native species, kiwi & ecological values, water quality, landscape, rural character and amenity values.			
FS566.1775	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
S338.014	Our Kerikeri Community Charitable Trust	TRAN-P2	Not Stated	A large survey conducted by Our Kerikeri found that traffic is the single biggest issue for the Kerikeri community. Each new subdivision outside the urban area generates additional traffic. However, intensification of the urban area would allow many more people to live, work or go to school withing a walkable or cyclable distance from home. But this ideal can only be achieved if PDP requires new subdivisions and developments to provide connected walkways and cycleways that will contribute to future networks of walkways and cycleways.	Retain Policy TRAN-P2 (inferred)		Accept in part
FS570.955	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Accept in part
FS566.969	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
FS569.991	Vision Kerikeri 2		Support		Allow	Allow the original submission	Accept in part
S529.014	Carbon Neutral NZ Trust	TRAN-P2	Support	A large survey conducted by Our Kerikeri found that traffic is the single biggest issue for the Kerikeri community. Each new subdivision outside the urban area generates additional traffic. However, intensification of the urban area would allow many more people to live, work or go to school withing a walkable or cyclable distance from home. But this ideal can only be achieved if PDP requires new subdivisions and developments to provide connected walkways and cycleways that will contribute to future networks of walkways and cycleways.	Retain Policy TRAN-P2 (inferred)		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS570.1904	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Accept in part
FS566.1918	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
FS569.1940	Vision Kerikeri 2		Support		Allow	Allow the original submission	Accept in part
S449.015	Kapiro Conservation Trust	TRAN-P2	Support	A large survey conducted by Our Kerikeri found that traffic is the single biggest issue for the Kerikeri community. Each new subdivision outside the urban area generates additional traffic. However, intensification of the urban area would allow many more people to live, work or go to school withing a walkable or cyclable distance from home. But this ideal can only be achieved if PDP requires new subdivisions and developments to provide connected walkways and cycleways that will contribute to future networks of walkways and cycleways.	Retain Policy TRAN-P2 (inferred)		Accept in part
FS569.1814	Vision Kerikeri 2		Support		Allow		Accept in part
FS570.1831	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow		Accept in part
S184.004	Northland Transport Alliance	TRAN-P3	Support in part	Amend policy TRAN-P3 to address connectivity and discourage the design and construction of "no exit" roads	Amend policy TRAN-P3 to discourage the design and construction of "no exit" roads, particularly in commercial and industrial areas (see WDC District Plan Policy TRA-P1, Item 5).		Accept
S211.002	Borders Real Estate Northland	TRAN-P3	Support in part	The submitter supports in part TRAN-P3 (implied) but contends that the policy should explicitly include the development of safe networks of walkways and cycleways (separated from motorised traffic) that will actively promote alternative modes of transport in urban areas and beyond.	Amend TRAN-P3 to explicitly include the development of safe networks of walkways and cycleways (separated from motorised traffic) that will actively promote alternative modes of transport in urban areas and beyond.		Reject
S416.027	KiwiRail Holdings Limited	TRAN-P3	Support in part	Largely support the Policy but needs to be amended to provide for level crossing accessway setbacks and sightline controls. Sub clauses (f) and (g)are particularly supported.	Amend subsection a. of Policy TRAN-P3 as follows: the subdivision layout, location of buildings, structures and other potential visual obstructions that may impact on sightlines and the integrity of the road		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
					carriageway and railway lines.		
S512.015	Fire and Emergency New Zealand	TRAN-P3	Support in part	For Fire and Emergency to be able to respond to emergencies, it is important that the transportation network is designed, constructed and operated in a way that ensures a safe, efficient, effective, integrated, resilient and sustainable transport system.	Amend TRAN -P3 b. the design of access (including emergency response access) and parking; c. vehicular access to and from sites, including emergency appliances; ...Note: For further guidance on providing for emergency response access please see Fire and Emergency New Zealand F5-02 GD Designers' Guide to Firefighting Operations: Emergency Vehicle Access		Accept in part
S331.022	Ministry of Education Te Tāhuhu o Te Mātauranga	TRAN-P3	Support	The submitter supports policy TRAN-P3 as it ensures the safe, efficient and well connected operation of the transport network through the management of the listed aspects.	Retain policy TRAN-P3 as proposed		Accept in part
S338.015	Our Kerikeri Community Charitable Trust	TRAN-P3	Not Stated	A large survey conducted by Our Kerikeri found that traffic is the single biggest issue for the Kerikeri community. Each new subdivision outside the urban area generates additional traffic. However, intensification of the urban area would allow many more people to live, work or go to school withing a walkable or cyclable distance from home. But this ideal can only be achieved if PDP requires new subdivisions and developments to provide connected walkways and cycleways that will contribute to future networks of walkways and cycleways.	Retain Policy TRAN-P3 (inferred)		Accept in part
FS570.956	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Accept in part
FS566.970	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
FS569.992	Vision Kerikeri 2		Support		Allow	Allow the original submission	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
S529.015	Carbon Neutral NZ Trust	TRAN-P3	Support	A large survey conducted by Our Kerikeri found that traffic is the single biggest issue for the Kerikeri community. Each new subdivision outside the urban area generates additional traffic. However, intensification of the urban area would allow many more people to live, work or go to school withing a walkable or cyclable distance from home. But this ideal can only be achieved if PDP requires new subdivisions and developments to provide connected walkways and cycleways that will contribute to future networks of walkways and cycleways.	Retain Policy TRAN-P3 (inferred)		Accept in part
FS570.1905	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Accept in part
FS566.1919	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
FS569.1941	Vision Kerikeri 2		Support		Allow	Allow the original submission	Accept in part
S522.037	Vision Kerikeri (Vision for Kerikeri and Environs, VKK)	TRAN-P3	Support	A large survey conducted by Our Kerikeri found that traffic is the single biggest issue for the Kerikeri community. Each new subdivision outside the urban area generates additional traffic. However, intensification of the urban area would allow many more people to live, work or go to school withing a walkable or cyclable distance from home. But this ideal can only be achieved if PDP requires new subdivisions and developments to provide connected walkways and cycleways that will contribute to future networks of walkways and cycleways.	Retain Policy TRAN-P3 (inferred)		Accept in part
FS566.1776	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
S449.016	Kapiro Conservation Trust	TRAN-P3	Support	A large survey conducted by Our Kerikeri found that traffic is the single biggest issue for the Kerikeri community. Each new subdivision outside the urban area generates additional traffic. However, intensification of the urban area would allow many more people to live, work or go to school withing a	Retain Policy TRAN-P3 (inferred)		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested	Hearings Panel Recommendation
				walkable or cyclable distance from home. But this ideal can only be achieved if PDP requires new subdivisions and developments to provide connected walkways and cycleways that will contribute to future networks of walkways and cycleways.		
FS569.1815	Vision Kerikeri 2		Support		Allow	Accept in part
FS570.1832	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Accept in part
S184.005	Northland Transport Alliance	TRAN-P4	Support in part	Is it Council's intent to move towards the national policy statement on parking? If so, add new clause g.	Amend Policy TRAN-P4 to include new clause as follows: g. recognise NPS-UD car parking	Reject
S336.004	Z Energy Limited	TRAN-P4 ²	Support	Z Energy supports the strategic direction of the Proposed District Plan in the Energy, Infrastructure and Transport Chapters that seek resilience to the effects of climate change and supports reduction in greenhouse gas emissions. Z considers the use of electric vehicles (EVs) to be a key utilisation of new renewable technologies that will help achieve the Council's greenhouse gas reduction and climate change goals. Policy TRAN-P5 encourages new land uses to support, inter alia, the provision of charging stations for electric vehicles. Z Energy supports this policy subject to ensuring it also is applicable to existing land uses, for example, installation of an EV charging station at an existing service station.	Retain Policy TRAN-P4	Accept in part
S331.023	Ministry of Education Te Tāhuhu o Te Mātauranga	TRAN-P4	Support	The submitter supports policy TRAN-P4 as it manages the design, location and supply of parking to achieve the safe, efficient and effective operation of the transport network and to support the operational and functional requirements of activities.	Retain policy TRAN-P4 as proposed	Accept in part
S184.008	Far North District Council	TRAN-P5	Support in part	TRAN-P5 (inferred) calls for "safe and secure" bike parking. Is design of bike parking included in the	Amend TRAN-P5 to include new clause e as follows: e. safe and secure parking.	Reject

² Note that this submission point was incorrectly allocated to TRAN-P4 in the summary of submissions when it clearly relates to TRAN-P5.

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				Engineering Standards? Suggest that safe and secure parking should also be covered.			
S524.023	Vision Kerikeri (Vision for Kerikeri and Environs, VKK)	TRAN-P5	Support	The intent of the objective is supported, but amendments are suggested to make this policy more impactful.	Encourage new land uses and development to support an integrated and well connected and diverse multi modal transport network by: a. Requiring consideration of promoting alternative transport modes at the time of land use and development; b. Ensuring that the construction of new transportation infrastructure aligns with relevant spatial or strategic document c. Encouraging the provision of safe and secure parking facilities for bicycles and associated changing or showering facilities for staff; d. Requiring allocation of parking facilities for motorcycles, mobility scooters, car share vehicles, pick up/drop off areas for ride share services and charging stations for electric vehicles; and e. supporting the establishment and operation of accommodation and tourism related activities in close proximity to the Pou Herenga Tai Twin Coast Cycle Trail, provided reverse sensitivity effects can be avoided.		Reject
FS93.38	Leonie M Exel		Support in part	I support any additional means of transport for those needing to travel with their pets. Please consider how far dog owners must walk to get to the nearest area where their dog can run freely - a requirement for a happy dog life. Add dog parks, allow dogs on a lead and cats in carry cages onto buses. Think about pet owners when you think about transport.	Allow in part		Accept in part
FS111.055	Pou Herenga Tai Twin Coast		Support	PHTTCCT support the suggested amendments	Allow	Allow the original submission	Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
	Cycle Trail Charitable Trust (PHTTCCT)						
FS403.106	Te Whatu Ora - Nga Tai Ora		Support in part	Te Whatu Ora support amendment of this policy to provide for multi-modal transport methods.	Allow in part	Te Whatu Ora support amendment of this policy to provide for multi-modal transport methods.	Accept in part
FS566.1841	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Reject
S271.023	Our Kerikeri Community Charitable Trust	TRAN-P5	Support	The intent of the objective is supported, but amendments are suggested to make this policy more impactful.	Encourage new land uses and development to support an integrated and well connected and diverse multi modal transport network by: a. Requiring consideration of promoting alternative transport modes at the time of land use and development; b. Ensuring that the construction of new transportation infrastructure aligns with relevant spatial or strategic document c. Encouraging the provision of safe and secure parking facilities for bicycles and associated changing or showering facilities for staff; d. Requiring allocation of parking facilities for motorcycles, mobility scooters, car share vehicles, pick up/drop off areas for ride share services and charging stations for electric vehicles; and e. supporting the establishment and operation of accommodation and tourism related activities in close proximity to the Pou Herenga Tai Twin Coast Cycle Trail, provided reverse sensitivity effects can be avoided.		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS25.070	Kiwi Fresh Orange Company Limited		Support	Supports the amendments for the reason given in the submission.	Allow	Allow the original submission.	Reject
FS111.052	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT support the suggested amendments	Allow	Allow the original submission	Reject
FS403.099	Te Whatu Ora - Nga Tai Ora		Support in part	Te Whatu Ora support amendment of this policy to provide for multi-modal transport methods.	Allow in part	Te Whatu Ora support amendment of this policy to provide for multi-modal transport methods.	Accept in part
FS570.746	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Reject
FS566.760	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Reject
FS569.782	Vision Kerikeri 2		Support		Allow	Allow the original submission	Reject
S463.020	Waiaua Bay Farm Limited	TRAN-P5	Support in part	WBF supports the use of the term "Encourage" in this policy. It would be inappropriate to "Require" the stated approach because in the Special Purpose Zones it may not be appropriate or possible to support a "diverse transport network" or "alternative transport notes". WBF suggests amending the policy to include a sub-clause (e) that reflects this context. Alternatively, the policy could be amended to confine its scope to certain zones, excluding the Special Purpose Zones.	Insert new point e. into Policy TRAN-P5 as follows: e. Recognising that in Special Purpose Zones, a bespoke response to transport network design may be appropriate.		Reject
FS36.039	Waka Kotahi NZ Transport Agency		Oppose	Opposes the proposed wording as it sets unclear direction for Special Purpose Zones as to what a 'bespoke response to transport network design' is.	Disallow	Disallow the original submission.	Accept
FS403.105	Te Whatu Ora - Nga Tai Ora		Support in part	Te Whatu Ora support amendment of this policy to provide for multi-modal transport methods.	Allow in part	Te Whatu Ora support amendment of this	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
						policy to provide for multi-modal transport methods.	
S561.023	Kāinga Ora Homes and Communities	TRAN-P5	Support	Integration of land use and transport networks is essential to enable connected, efficient and affordable urban growth and development.	Retain TRAN-P5 as notified.		Accept in part
FS32.077	Jeff Kemp		Oppose	The original submission seeks to amend the FNDC in a way which changes how the FNDC has previously managed the district's natural and physical resources. The nature and scale of the outcomes sought have no supporting documents which address the appropriateness of the changes such as the costs and benefits involved. As a minimum, the submitter should have provided a s32 analysis of the proposed changes. The amenity, values and character of the district's urban areas have developed over time through various district plans. The wider community and applicants have an understanding of and have appreciated the consenting process. The original submission seeks a completely different planning framework away from an effects-based district plan and is essentially reallocating the goal posts. The original submission heralds the application for a private plan change which would provide the opportunity for those most affected to be involved.	Disallow	Disallow the original submission	Accept in part
FS23.295	Des and Lorraine Morrison		Support	Generally support for the reasons set out in the submission of Kāinga Ora. It is important that peoples' wellbeing, and in particular their ability to establish housing on their land is enabled. Also particularly support the changes proposed for recognition of and development on Māori land.	Allow	Allow the relief sought to the extent consistent with our primary submission	Accept in part
FS47.037	Our Kerikeri Community Charitable Trust		Oppose	The KO submission contravenes our original submission throughout, as we are seeking a shift from the permissive approach to a more prescriptive DP supported by Master Plans for central areas and Spatial Plans (still under preparation and long overdue), while KO suggests a considerably more permissive plan.	Disallow	Disallow the entire original submission	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				Our submission states "We are concerned that the PDP, as currently drafted, would support development in the form that undermines character, amenity values and other aspects of the environment that our communities value", but KO's proposals would further reduce the limited opportunity for the public to have input into resource consent applications..... etc see FS document			
FS348.110	Alec Brian Cox		Oppose	The submission was not made by the closing date and is therefore not a valid submission under RMA.	Disallow	I seek that the whole of the submission be disallowed.	Accept in part
S446.014	Kapiro Conservation Trust	TRAN-P5	Support in part	The intent of the objective is supported, but amendments are suggested to make this policy more impactful.	Amend TRAN-P5 as follows Encourage new land uses and development to support an integrated and well connected and diverse multi modal transport network by: a. Requiring consideration of promoting alternative transport modes at the time of land use and development; b. Ensuring that the construction of new transportation infrastructure aligns with relevant spatial or strategic document c. Encouraging the provision of safe and secure parking facilities for bicycles and associated changing or showering facilities for staff; d. Requiring allocation of parking facilities for motorcycles, car share vehicles, pick up/drop off areas for ride share services and charging stations for electric vehicles; and e. supporting the establishment and operation of accommodation and tourism related activities in close proximity to the Pou Herenga Tai Twin		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
					Coast Cycle Trail, provided reverse sensitivity effects can be avoided.		
FS111.053	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT support the suggested amendments	Allow	Allow the original submission	Reject
FS569.1773	Vision Kerikeri 2		Support		Allow		Reject
FS570.1772	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow		Reject
S529.088	Carbon Neutral NZ Trust	TRAN-P5	Support	The intent of the objective is supported, but amendments are suggested to make this policy more impactful.	Amend TRAN-P5 as follows Encourage new land uses and development to support an integrated and well connected and diverse multi modal transport network by: a. Requiring consideration of promoting alternative transport modes at the time of land use and development; b. Ensuring that the construction of new transportation infrastructure aligns with relevant spatial or strategic document c. Encouraging the provision of safe and secure parking facilities for bicycles and associated changing or showering facilities for staff; d. Requiring allocation of parking facilities for motorcycles, car share vehicles, pick up/drop off areas for ride share services and charging stations for electric vehicles; and e. supporting the establishment and operation of accommodation and tourism related activities in close proximity to the Pou Herenga Tai Twin		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
					Coast Cycle Trail, provided reverse sensitivity effects can be avoided.		
FS111.054	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT support the suggested amendments	Allow	Allow the original submission	Reject
FS570.1976	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Reject
FS566.1990	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Reject
FS569.2012	Vision Kerikeri 2		Support		Allow	Allow the original submission	Reject
S516.035	Ngā Tai Ora - Public Health Northland	TRAN-P5	Not Stated	Ngā Tai Ora consider that the objectives and policies need to be stronger and more directive regarding the use of active and public transportation methods, which are beneficial to not just public health outcomes, but general environmental outcomes (e.g., reduced greenhouse gas admissions). Ngā Tai Ora acknowledge TRAN-P5 includes provision for alternative transport modes but weak language such as "encourage" and "promote" is used and there is no clear overall objective to directly require an increase in the provision of, and use of alternative transport modes. On this basis, Ngā Tai Ora consider that current objectives and policies will ultimately result in the continuation of a car centric transportation network in the Far North. Greater direction is needed within this chapter to help increase the role that alternative modes of transport play in the future of the Far North.	Amend Policy TRAN-P5 as follows: Ensure subdivision and development achieve Encourage new land uses to support an integrated and diverse transport network by: 1. ~~promoting alternative transport modes~~ providing multi-modal forms of transport that provides for the needs of all users, as appropriate for the surrounding environment and the function of the road within the transport network hierarchy; 		Reject
FS243.064	Kainga Ora Homes and Communities		Support in part	Kāinga Ora supports provisions that enable housing with good access to jobs, amenities and services and the co-location of activities to contribute to economic, social, environmental and	Allow in part	Amend Policy TRAN-P5 as follows: Ensure subdivision and development achieve Encourage new land	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				cultural wellbeing. Kāinga Ora supports provisions that promote multi- nodal transport options.		uses to support an integrated and diverse transport network by: 1. promoting alternative transport modes providing multi-modal forms of transport that provides for the needs of all users, as appropriate for the surrounding environment and the function of the road within the transport network hierarchy...	
S184.006	Northland Transport Alliance	TRAN-P5	Support in part	Public transport not specifically mentioned in any of the rules. Consider incorporating within Policy TRAN-P5	Amend clause a of Policy TRAN-P5 to include public transport		Reject
FS403.097	Te Whatu Ora - Nga Tai Ora		Support in part	Te Whatu Ora support amendment of this policy to provide for multi-modal transport methods.	Allow in part	Te Whatu Ora support amendment of this policy to provide for multi-modal transport methods.	Accept in part
S184.007	Northland Transport Alliance	TRAN-P5	Support in part	Not specified	Amend clause b of Policy TRAN-P5 as follows: b. the provision of safe and secure parking facilities for bicycles and ~~associated changing or showering facilities for staff~~ provision of active transport end of trip facilities		Accept in part
FS403.098	Te Whatu Ora - Nga Tai Ora		Support in part	Te Whatu Ora support amendment of this policy to provide for multi-modal transport methods.	Allow in part	Te Whatu Ora support amendment of this policy to provide for multi-modal transport methods.	Accept in part
S331.024	Ministry of Education Te	TRAN-P5	Support	The submitter supports policy TRAN-P5 as it encourages new land uses to support an integrated	Retain policy TRAN-P5 as proposed.		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
	Tāhuhu o Te Mātauranga			and diverse transport network by promoting and providing facilities for alternative transport modes.			
FS403.0100	Te Whatu Ora - Nga Tai Ora		Support in part	Te Whatu Ora support amendment of this policy to provide for multi-modal transport methods.	Allow in part	Te Whatu Ora support amendment of this policy to provide for multi-modal transport methods.	Accept in part
S335.027	BP Oil New Zealand Limited, Mobil Oil New Zealand Limited, Z Energy Limited	TRAN-P5	Support	Policy TRAN-P5 encourages new land uses to support, inter alia, the provision of charging stations for electric vehicles. The Fuel Companies support this policy subject to ensuring it also is applicable to existing land uses, for example, installation of an EV charging station at an existing service station.	Retain Policy TRAN-P5 as notified		Accept
FS403.101	Te Whatu Ora - Nga Tai Ora		Support in part	Te Whatu Ora support amendment of this policy to provide for multi-modal transport methods.	Allow in part	Te Whatu Ora support amendment of this policy to provide for multi-modal transport methods.	Accept in part
S356.035	Waka Kotahi NZ Transport Agency	TRAN-P5	Support	Not stated	Retain TRAN-P5 as notified		Accept in part
FS403.102	Te Whatu Ora - Nga Tai Ora		Support in part	Te Whatu Ora support amendment of this policy to provide for multi-modal transport methods.	Allow in part	Accept in part	Accept in part
S425.017	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust	TRAN-P5	Support in part	PHTTCCT consider that the objectives and policies need to be stronger and more directive regarding the use of active and public transportation methods, which are beneficial in terms of social environmental outcomes (e.g., reduced greenhouse gas admissions). PHTTCCT acknowledge TRAN-P5 includes provision for alternative transport modes but weak language such as "encourage" and "promote" is used and there is no clear overall objective to directly require an increase in the provision of, and use of alternative transport modes. On this basis, PHTTCCT consider that current objectives and policies will ultimately result in the continuation of a car centric transportation network in the Far North. Greater direction is needed within this chapter to help increase the role that	Amend TRAN-P5 Encourage new land uses and development to support an integrated and well connected and diverse multi modal transport network by: Requiring consideration of promoting alternative transport modes at the time of land use and development; Ensuring that the construction of new transportation infrastructure aligns with relevant spatial or strategic document Encouraging the provision of safe and secure parking facilities for bicycles and		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				alternative modes of transport play in the future of the Far North.	associated changing or showering facilities for staff; d. Requiring allocation of parking facilities for motorcycles, car share vehicles, pick up/drop off areas for ride share services and charging stations for electric vehicles; and e. supporting the establishment and operation of accommodation and tourism related activities in close proximity to the Pou Hereanga Tai Twin Coast Cycle Trail, provided reverse sensitivity effects can be avoided.		
FS403.103	Te Whatu Ora - Nga Tai Ora		Support in part	Te Whatu Ora support amendment of this policy to provide for multi-modal transport methods.	Allow in part	Te Whatu Ora support amendment of this policy to provide for multi-modal transport methods.	Accept in part
S356.037	Waka Kotahi NZ Transport Agency	TRAN-P6	Neutral	Consideration could be had to incentivise more electric charging stations to be provided, i.e., a reduction in parking spaces if a % of electric charging stations were provided. See comments on TRAN-R4 below.	Amend for consideration of a reduction in parking if a % of electric charging stations are provided.		Neutral – No incentivisation recommended
S42.014	Te Whatu Ora - Health New Zealand, Te Tai Tokerau	TRAN-P7	Oppose	The proposed car parking standard is too generous as the size of facilities increase to meet Australasian Health Facility Guidelines which are much larger than existing facilities.	Amend policy TRAN-P7 so that development within the Hospital Zone is not required to undertake Integrated Transport Assessments.		Reject
FS36.040	Waka Kotahi NZ Transport Agency		Oppose	Supports the use of Integrated Transport Assessments for high traffic generating activities, and exemptions to this requirement may promote unsafe accessways/ developments which will adversely effect the safety of the wider transport system.	Disallow	Disallow the original submission.	Accept
FS570.031	Vision Kerikeri 3		Oppose	Oppose to the extent that the submission is inconsistent with our original submissions.	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS566.045	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
FS569.067	Vision Kerikeri 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
S331.025	Ministry of Education Te Tāhuhu o Te Mātauranga	TRAN-P7	Support	The submitter supports policy TRAN-P7 as it promotes the safe and efficient operation of the transport network and accept the requirement to provide an ITA when trip generation is exceeded.	Retain policy TRAN-P7 as proposed.		Accept
FS402.008	Te Whatu Ora - Health New Zealand		Oppose	Te Whatu Ora seek to amend policy TRAN-P7 to provide for the efficient operation of Hospitals without the requirement for ITA, noting that the car parking standard is too onerous.	Disallow in part	Seek provision detail as above.	Reject
S356.036	Waka Kotahi NZ Transport Agency	TRAN-P7	Support	Not stated	Retain TRAN-P7 as notified		Accept
FS402.009	Te Whatu Ora - Health New Zealand		Oppose	Te Whatu Ora seek to amend policy TRAN-P7 to provide for the efficient operation of Hospitals without the requirement for ITA, noting that the car parking standard is too onerous.	Disallow in part	Seek provision detail as above.	Reject
S331.026	Ministry of Education Te Tāhuhu o Te Mātauranga	TRAN-P8	Support	The submitter supports policy TRAN-P8 as it promotes the safe and efficient operation of the transport network.	Retain policy TRAN-P8 as proposed.		Accept in part
S178.008	Reuben Wright	Rules	Support in part	None of the Rules in the Chapter include any direct reference to requirements for subdivision. It is therefore not clear which (if any) rules require consideration as part of any subdivision application. A separate section for Transport rules that require consideration as part of any subdivision consent may be required and suitable cross referencing between the Transport and Subdivision Chapters included.	[Amend Transport Rules to include a separate section for Transport rules that require consideration as part of any subdivision consent may be required and suitable cross referencing between the Transport and Subdivision Chapters included].		Reject
S351.008	Carrington Estate Jade LP	Rules	Not Stated	The submitter identifies that the operative district plan rule 18.6.6.1.7 Access, Parking and Loading within the Carrington Estate Zone has not been	Amend the transportation rules to include reference to the Carrington Estate Development Plan and		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
	and Carrington Farms Jade LP			replicated in the transport rules in the proposed district plan and submits that it should be included within the Carrington Estate zone or an exemption within the transportation chapter.	Schedule as per operative district plan rule 18.6.6.1.7 Access, Parking and Loading.		
S483.105	Top Energy Limited	Rules	Not Stated	The Transport Chapter is not of significant interest to Top Energy. However, it is important that recognition is made for the appropriate provision of infrastructure (e.g., electricity and telecommunications) in the transport network, in particular the roading corridor, as often this infrastructure is located within it. Rather than making detailed submissions on the chapter, Top Energy seek that this is adequately addressed across the objectives, policies and rules in this chapter	Amend the transport provisions to provide for objectives, policies and rules that enable the operation, maintenance, repair and upgrading the appropriate provision of infrastructure within the transport network, in particular the roading corridor.		Reject
FS196.196	Joe Carr		Support		Allow		Reject
FS345.156	Ngawha Generation Limited		Support	NGL is a subsidiary of Top Energy Limited. NGL supports all submission points made by Top Energy.	Allow	Allow all of the relief sought by Top Energy Limited in its submission (S483).	Reject
S483.108	Top Energy Limited	Rules	Not Stated	Include a new rule providing for the operation, maintenance, repair and upgrading of electricity and telecommunications infrastructure as a permitted activity	Insert a new rule in the Transport Chapter making the operation, maintenance, repair and upgrading of electricity and telecommunications infrastructure a permitted activity.		Reject
FS196.198	Joe Carr		Support		Allow		Reject
FS36.042	Waka Kotahi NZ Transport Agency		Oppose	The submitter notes the upgrading and maintenance of telecommunications infrastructure has the potential to increase the scale of existing facilities in a manner that could lead to adverse safety effects on the transport system. Permitted activity pathway for upgrading telecommunications infrastructure should follow National Environmental Standards for Telecommunication Facilities.	Disallow	Disallow the original submission.	Accept
FS351.022	A.W and D.M Simpson		Oppose	Top Energy appears to be seeking discretion to override existing constrains the PDP endeavours to use to protect Notable trees.	Disallow	Status Quo. No change to wording or PDP.	Accept
FS371.022	Oromahoe 18R2B2B2 Trust and its		Oppose	Top Energy appears to be seeking discretion to override existing constrains the PDP endeavours to use to protect Notable trees.	Disallow	Status Quo. No change to wording or PDP.	Accept

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
	associated Hapu, Ngati Kawa, Te Ngare Hauata, Te Matarahurahu, Te Whanaurara, Ngati Kaihoru, Ngati Rahiri						
FS449.021	The Proprietors of Tapuaetahi Incorporation		Oppose	Top Energy appears to be seeking discretion to override existing constraints the PDP endeavours to use to protect Notable trees	Disallow	Status Quo. No change to wording or PDP.	Accept
FS346.071	Royal Forest and Bird Protection Society of New Zealand Inc.		Oppose	Upgrading can have adverse effects on natural values, and it is not appropriate for provisions to enable this activity as a permitted activity.	Disallow	disallow the original submission	Accept
FS345.159	Ngawha Generation Limited		Support	NGL is a subsidiary of Top Energy Limited. NGL supports all submission points made by Top Energy.	Allow	Allow all of the relief sought by Top Energy Limited in its submission (S483).	Reject
S516.038	Ngā Tai Ora - Public Health Northland	Rules	Not Stated	Ngā Tai Ora note that the PDP is silent on the issue of the health impacts of unsealed rural roads. There are significant concerns regarding the effects that dust generated from unsealed rural roads can have on adjacent sensitive activities (e.g., residential units) that are not appropriately setback from the road. Effects include the adverse health effects such as respiratory illness (e.g., asthma) that dust generation can have for on-site water supply (e.g., rainwater harvesting). Ngā Tai Ora have strongly advocated to other Councils in Te Tai Tokerau regarding this, and recommend that FNDC should consider including mandatory setbacks for sensitive activities from unsealed rural roads, or other methods that are not cost prohibitive for property owners but can address the significant adverse health effects associated with this issue. Ngā Tai Ora would welcome meeting with FNDC staff to discuss how	Insert the following objectives, policies and rules into either the Transport Chapter or relevant zone chapters: Objective: Manage the risk from unsealed roads to public health. Policy: To ensure sensitive activities are appropriately setback from unsealed roads to reduce the adverse effects to public health from the exposure to dust. Rule XXX Sensitive Activity: Activity Status: Permitted Where: PER-1 The sensitive activity is setback at least 20m from any unsealed road. Activity status where compliance is not achieved: Discretionary		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				this matter can be sufficiently addressed in the eventual PDP.			
FS196.234	Joe Carr		Support		Allow		Reject
FS196.235	Joe Carr		Support	Activity breach should be restricted discretionary	Allow		Reject
S215.016	Haigh Workman Limited	Rules	Not Stated	The District Plan should also specify which roads must be sealed. The Engineering Standards imply that all urban roads should be sealed but some rural roads (ES Table 3-4) may be unsealed. The process for determining which public roads may be unsealed is unclear. Engineering Standards Table 3-4 and Clause 3.2.12.2.3 imply that FNDC's asset engineers will determine which roads may be unsealed by classifying the road under the One Network Road Band Number road classification system. Greater certainty should be given by including standards in the District Plan.	Insert rules on when public roads should be sealed, such as: All urban roads and Rural roads off an existing sealed public road; other Rural roads may be unsealed.		Reject
FS309.11	Brad Hedger		Support	Public roads and private roads if accessing a sealed road should be sealed to reduce the maintenance of the public road from development.	Allow in part		Reject
FS403.109	Te Whatu Ora - Nga Tai Ora		Support in part	Te Whatu Ora consider that clarity of road sealing requirements is important. There are health impacts associated with unsealed rural roads. There are significant concerns regarding the effects that dust generated from unsealed rural roads can have on adjacent sensitive activities (e.g., residential units) that are not appropriately setback from the road.	Allow in part	Seek provision details as above.....	Reject
FS570.505	Vision Kerikeri 3		Oppose	Oppose to the extent that the submission is inconsistent with our original submissions.	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
FS566.519	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
FS569.541	Vision Kerikeri 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
S271.018	Our Kerikeri Community Charitable Trust	Rules	Not Stated	An information requirement be included that details what information must be included in an integrated transport assessment. Being specific in the information required, can help direct the outcomes sought by the objectives and policies in this chapter and targeted to larger development.	Insert information that specifies matters that must be addressed, including the following: - Indication as to how connection will be made with any future transportation networks identified in any spatial/strategic planning documents/how the proposal is consistent with such documents including the Transport Strategy - Assessment of the suitability and connectivity of the development including for pedestrians and cyclists, and how the development will be encourage walking and cycling - Evaluation of the effects of the development on surrounding transport networks including any pedestrian/vehicle/cyclist conflicts likely to occur.		Reject
FS36.041	Waka Kotahi NZ Transport Agency		Support	Supports expanded direction for robust Integrated Transport Assessments that are consistent with best practice. The submitter would like to be involved the development of information requirements to ensure consistency of approach.	Allow	Allow the original submission. Waka Kotahi seeks to be involved in the development of ITA information requirements.	Reject
FS111.067	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT supports the inclusion of information requirements to direct effective integrated transport assessments.	Allow	Allow the original submission	Reject
FS570.741	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Reject
FS566.755	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Reject
FS569.777	Vision Kerikeri 2		Support		Allow	Allow the original submission	Reject
S573.002	Te Kawariki me Te Wānanga o	Rules	Not Stated	All Iwi involved with Te Kahu o Taonui criticise the FNDC for breaching the statutory consultation	Amend the rules in the transport chapter to make provision for all marae as public event centres to		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
	Te Rangi Aniwanawa			obligations under Schedule 1, clause 3(d) of the RMA by not properly consulting over its development of the annual plan. That the Maori Ward councillors work alongside Iwi, Hapu and Ropu Maori within FNDC boundaries to develop a Mana Whakahono a Rohe Agreement that strengthens the rangatiratanga and influence of Twi and HapO in local government and the management of te taiao as outlined in section 33 of Resource Management Act . That Iwi/ Hapu plans sit parallel alongside FNDC Annual plans in 2023 onwards. That the task of FNDC is to stop the alienation of remaining Maori lands , abandoned Maori lands. That all SNAs be removed from the FNDC annual plan. That the Maori Ward Councillors broker, link and network with many agencies to bring about necessary improvement works for Iwi (as listed p41) , hapu and Maori Social Service agencies. That the Maori Ward Councillors consult with Iwi, Hapu and Ropu Maori within FNDC to confirm 4 takiwa for Maori ward councillors to manaaki/ mahi tahi in dealings with the FNDC. That the Maori Ward Councillors engage with Maori in four designated takiwa in a 8 months trial period, before final consultation Matariki 2023. That 200 homes be built in the next 3 years for struggling whanau . That all marae as public event centres have 500m tar seal either side of the marae . That Councillors seek funding to train tertiary students to develop resource consents for the FNDC. That Maori and local contractors be given opportunities to submit tenders for Council projects.	have 500m tar seal either side of the marae (inferred).		
FS36.043	Waka Kotahi NZ Transport Agency		Neutral	The submitter is unclear on the outcomes of the proposed relief to require 500m of tar seal on either side of marae. The submitter seeks further clarification on what the submitter is seeking to gain	Not stated	The submitter seeks further clarification to better understand what the submission is seeking.	Neutral

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				a better understanding of the potential transport effects.			
S524.018	Vision Kerikeri (Vision for Kerikeri and Environs, VKK)	Rules	Not Stated	An information requirement be included that details what information must be included in an integrated transport assessment. Being specific in the information required, can help direct the outcomes sought by the objectives and policies in this chapter and targeted to larger development.	Insert information that specifies matters that must be addressed, including the following: - Indication as to how connection will be made with any future transportation networks identified in any spatial/strategic planning documents/how the proposal is consistent with such documents including the Transport Strategy - Assessment of the suitability and connectivity of the development including for pedestrians and cyclists, and how the development will be encourage walking and cycling - Evaluation of the effects of the development on surrounding transport networks including any pedestrian/vehicle/cyclist conflicts likely to occur.		Reject
FS111.056	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT support the suggested amendments	Allow	Allow the original submission	Reject
FS111.069	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT supports the inclusion of information requirements to direct effective integrated transport assessments.	Allow	Allow the original submission	Reject
FS566.1836	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Reject
S529.083	Carbon Neutral NZ Trust	Rules	Not Stated	An information requirement be included that details what information must be included in an integrated transport assessment. Being specific in the information required, can help direct the outcomes sought by the objectives and policies in this chapter and targeted to larger development.	Insert information that specifies matters that must be addressed, including the following: - Indication as to how connection will be made with any future transportation networks identified in any spatial/strategic planning documents/how the proposal is		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
					consistent with such documents including the Transport Strategy - Assessment of the suitability and connectivity of the development including for pedestrians and cyclists, and how the development will be encourage walking and cycling - Evaluation of the effects of the development on surrounding transport networks including any pedestrian/vehicle/cyclist conflicts likely to occur.		
FS111.068	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT supports the inclusion of information requirements to direct effective integrated transport assessments.	Allow	Allow the original submission	Reject
FS570.1971	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Reject
FS566.1985	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Reject
FS569.2007	Vision Kerikeri 2		Support		Allow	Allow the original submission	Reject
S82.015	Good Journey Limited	Rules	Oppose	The rules are opposed to the extent that car parking minimums are still specified in the Mixed Use zone. Should existing operations wish to more intensively develop their sites in the Mixed Use zone by increasing the amount of "gross business area" and / or the provision of residential accommodation then additional carparks are required. Additional controls such as bicycle parks and end of trip facilities are also required. Intensification and development of Mixed Use areas should be encouraged by the removal of minimum car parking standards in recognition of the benefits that Mixed Use zones can bring in terms of both land use outcomes and travel patterns.	Delete car park minimums in the Mixed Use Zone and other relief that will satisfy the concerns of the submitter.		Accept

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS542.019	Foodstuffs North Island Limited		Support	Foodstuffs generally supports the deletion of car park minimums	Allow	Allow the original submission	Accept
S431.153	John Andrew Riddell	Rules	Not Stated	The amendment is necessary in order to achieve the purpose of the Act.	Amend all objectives, policies, rules and standards relating to providing for vehicles and roading to place much more emphasis on providing for cycling and for walking		Accept in part
FS332.153	Russell Protection Society		Support	The original submission aligns with our values. The Russell Protection Society has a purpose of promoting wise and sustainable development that compliments the historic and special character of Russell and its surrounds.	Allow	Allow the original submission.	Accept in part
S416.028	KiwiRail Holdings Limited	Rules	Support in part	KiwiRail supports provisions that retain visibility of trains at level crossings for road user safety. KiwiRail seeks that accessways are required to be located where there is no conflict with the safety and efficiency of the adjoining road and wider transport network. The location of vehicle crossings in relation to level crossings is a matter KiwiRail seek to manage, particularly as this can help to address stacking issues and conflict between vehicles waiting to enter/exit a property and those waiting to cross a level crossing in the event a train passes. Driver frustration can result in unsafe driving practices at crossings and the standard reduces this risk. It is noted that some district plans locate setbacks from level crossings and level crossing sightline restriction, in the infrastructure section. In this case standards relating to accessway location and sightlines for level crossings are proposed to be added to the 'Transport' section as this is where most transport safety diagrams are located and there is some logic to having the rail related safety controls located here also. If more appropriate, KiwiRail would accept the standard located in the infrastructure section with a cross reference to 'Transport'.	Insert new rules for permitted and restricted discretionary activities as follows: All zones Activity status: Permitted All new vehicle access points, on roads that cross a railway crossing shall be located a minimum of 30m from a railway level crossing. The 30m shall be measured from the edge of the closest rail track to the edge of seal on the proposed vehicle access point Activity status where compliance not achieved: Restricted discretionary All zones Activity status: Restricted discretionary Matters of discretion are restricted to: The extent to which the safety and efficiency of railway and road operations will be adversely affected. The outcome of any consultation with KiwiRail. Any characteristics of the proposed use that will make compliance unnecessary. Notification: Application for resource consent under this rule will be decided without public		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
					notification. KiwiRail is likely to be the only affected person determined in accordance with section 95B of the Resource Management Act 1991.		
FS243.062	Kainga Ora Homes and Communities		Oppose	Kāinga Ora opposes the amendment which is overly prescriptive. The proposed amendments can be simplified.	Disallow	Insert new rules for permitted and restricted discretionary activities.	Accept in part
S363.011	Foodstuffs North Island Limited	Rules	Not Stated	The submitter considers that in the Transport chapter there is inconsistent application of the Far North District Council Engineering Standards and that the referenced Engineering Standards do not ensure sustainable, safe and efficient provision of roading infrastructure.	Amend the Transport Chapter to ensure that the relationship of the District Plan to the Environmental Engineering Standards achieves the following: a. Ensures the District Plan requires the delivery of infrastructure in a manner that achieves sustainable, safe and efficient provision of infrastructure. b. Ensures referencing of the Environmental Engineering Standards in the District Plan is appropriate and results in clear and measurable rules. c. Ensures cross-referencing to Environmental Engineering Standards is consistent across all chapters.		Accept
FS403.111	Te Whatu Ora - Nga Tai Ora		Support	Te Whatu Ora agree that the proposed referencing to Engineering Standards should be amended and the relationship between documents should be reviewed.	Allow	Te Whatu Ora agree that the proposed referencing to Engineering Standards should be amended and the relationship between documents should be reviewed.	Accept
S338.034	Our Kerikeri Community Charitable Trust	Rules	Not Stated	Many new subdivisions in Kerikeri and the surrounding rural area have greatly increased the volume of traffic using the central shopping/service area and roads leading to/from the CBD (e.g. Kerikeri Road, Waipapa Road, Landing Road, Kapiro Road, Purerua Road). When new developments are approved, insufficient account is taken of the total/cumulative impact of multiple	Amend rules to address adverse effects of traffic on those in the neighbourhood and, where relevant, the wider community.		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				developments on traffic. Other negative impacts on the community are not taken into account - such as such additional levels of noise, disruption and other changes that can affect people, amenity values and the character of the area.			
FS570.972	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Reject
FS566.986	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Reject
FS569.1008	Vision Kerikeri 2		Support		Allow	Allow the original submission	Reject
S529.036	Carbon Neutral NZ Trust	Rules	Oppose	Many new subdivisions in Kerikeri and the surrounding rural area have greatly increased the volume of traffic using the central shopping/service area and roads leading to/from the CBD (e.g. Kerikeri Road, Waipapa Road, Landing Road, Kapiro Road, Purerua Road). When new developments are approved, insufficient account is taken of the total/cumulative impact of multiple developments on traffic. Other negative impacts on the community are not taken into account - such as such additional levels of noise, disruption and other changes that can affect people, amenity values and the character of the area	Amend rules to address adverse effects of traffic on those in the neighbourhood and, where relevant, the wider community.		Reject
FS570.1926	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Reject
FS566.1940	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Reject
FS569.1962	Vision Kerikeri 2		Support		Allow	Allow the original submission	Reject
S522.044	Vision Kerikeri (Vision for Kerikeri and Environs, VKK)	Rules	Oppose	Many new subdivisions in Kerikeri and the surrounding rural area have greatly increased the volume of traffic using the central shopping/service area and roads leading to/from the CBD (e.g. Kerikeri Road, Waipapa Road, Landing Road, Kapiro Road, Purerua Road). When new developments are approved, insufficient account is	Amend rules to address adverse effects of traffic on those in the neighbourhood and, where relevant, the wider community.		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				taken of the total/cumulative impact of multiple developments on traffic. Other negative impacts on the community are not taken into account - such as such additional levels of noise, disruption and other changes that can affect people, amenity values and the character of the area.			
FS566.1783	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Reject
S449.037	Kapiro Conservation Trust	Rules	Oppose	Many new subdivisions in Kerikeri and the surrounding rural area have greatly increased the volume of traffic using the central shopping/service area and roads leading to/from the CBD (e.g. Kerikeri Road, Waipapa Road, Landing Road, Kapiro Road, Purerua Road). When new developments are approved, insufficient account is taken of the total/cumulative impact of multiple developments on traffic. Other negative impacts on the community are not taken into account - such as such additional levels of noise, disruption and other changes that can affect people, amenity values and the character of the area.	Amend rules to address adverse effects of traffic on those in the neighbourhood and, where relevant, the wider community.		Reject
FS569.1836	Vision Kerikeri 2		Support		Allow		Reject
FS570.1853	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow		Reject
S425.022	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust	Notes	Not Stated	PH TTCCT seek that an information requirement be included that details what information must be included in an integrated transport assessment. Being specific in the information required, can help direct the outcomes sought by the objectives and policies in this chapter and targeted to larger development. Without this direction, there is a high risk that very high-level documents, and potentially of limited use, will be provided resulting in the same marginal outcomes when it comes to transport network design at the time of development. TRAN - S4 could then be amended to require an ITA prepared in accordance with the information requirement.	Amend to Include information that specifies matters that must be addressed, including the following: - Indication as to how connection will be made with any future transportation networks identified in any spatial/strategic planning documents/how the proposal is consistent with such documents including the Transport Strategy - Assessment of the suitability and connectivity of the development including for pedestrians and cyclists, and how the development will encourage walking and cycling - Evaluation of the effects of the development on surrounding transport		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
					networks including any pedestrian/vehicle/cyclist conflicts likely to occur.		
S215.009	Haigh Workman Limited	Notes	Support in part	Arterial roads are defined in the One Network Road Classification System. TRAN-Table 10 describes the classes of road, however, the Plan does make it clear how the One Network Road Classification system can be accessed to determine if a road is Arterial or not. A note in the introduction to the rules would clarify this issue.	Insert a Note in the introduction to the rules on the One Network Road Classification system (or any similar system adopted by NZTA), referring to TRAN-Table 10 and detailing how the system can be accessed.		Accept in part
FS44.55	Northland Planning & Development 2020 Ltd		Support	Helpful for members of the public to use the plan.	Allow		Accept in part
FS570.498	Vision Kerikeri 3		Oppose	Oppose to the extent that the submission is inconsistent with our original submissions.	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part
FS566.512	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part
FS569.534	Vision Kerikeri 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part
S446.017	Kapiro Conservation Trust	Notes	Not Stated	Seek that an information requirement be included that details what information must be included in an integrated transport assessment. Being specific in the information required, can help direct the outcomes sought by the objectives and policies in this chapter and targeted to larger development. Without this direction, there is a high risk that very high-level documents, and potentially of limited use, will be provided resulting in the same marginal outcomes when it comes to transport network design at the time of development. TRAN - S4 could then be amended to require a ITA prepared in accordance with the information requirement.	Insert information that specifies matters that must be addressed, including the following: - Indication as to how connection will be made with any future transportation networks identified in any spatial/strategic planning documents/how the proposal is consistent with such documents including the Transport Strategy - Assessment of the suitability and connectivity of the development including for pedestrians and cyclists, and how the development will be encourage walking and cycling		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
					- Evaluation of the effects of the development on surrounding transport networks including any pedestrian/vehicle/cyclist conflicts likely to occur.		
FS111.070	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT supports the inclusion of information requirements to direct effective integrated transport assessments.	Allow	Allow the original submission	Reject
FS569.1776	Vision Kerikeri 2		Support		Allow		Reject
FS570.1776	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow		Reject
S184.010	Northland Transport Alliance	Notes	Support in part	General question on the following statement "Roads to be in compliance with April 2022 Engineering Standards". Have these been adopted yet or will they be adopted along with the District Plan? Consider revising language to be "most recently adopted Engineering Standards" to avoid minor updates to the DP if the standards change or are updated.	Amend Note 2 as follows: Design and construction standards for access, new roads, footpaths, and car parking will be in accordance with ~~Far North District Council~~ the most recently adopted Engineering Standards April 2022		Accept in part
FS403.112	Te Whatu Ora - Nga Tai Ora		Support	Te Whatu Ora agree that the proposed referencing to Engineering Standards should be amended and the relationship between documents should be reviewed.	Allow	Te Whatu Ora agree that the proposed referencing to Engineering Standards should be amended and the relationship between documents should be reviewed.	Accept in part
S45.009	Puketona Business Park Limited	TRAN-R1	Not Stated	There are some existing discrepancies in the Transport chapter of the PDP as notified whereby stacked parking spaces provided for anything other than a residential use require discretionary activity consent. It is considered this is likely to be inadvertent drafting and that stacked spaces should be enabled as a permitted activity for industrial activity, particularly where they are designated for staff use.	Amend PER-2 of Rule TRAN-R1 to extend to industrial activities.		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
S45.012	Puketona Business Park Limited	TRAN-R1	Support	PBPL supports the requirement for a restricted discretionary activity where transport standards are infringed.	Retain the restricted discretionary activity status where transport standards are infringed.		Accept
S502.093	Northland Planning and Development 2020 Limited	TRAN-R1	Support in part	Clarification is sought on how parking is assessed for activities that are not listed within the rule or table. Where an activity does not fit in any one particular category do we utilize the closest activity or does a person need to engage a traffic engineer to determine the number of carparking spaces. Can clarity please be provided on this in the form of a note.	Amend TRAN-R1 to clarify how parking is assessed for activities that are not listed within the rule or table.		Accept in part
S503.039	Waitangi Limited	TRAN-R1	Not Stated	Clarification is sought on how parking is assessed for activities that are not listed within the rule or table. It is noted that in the Operative District Plan there was a category called places of entertainment which captured activities such as museums which is no longer required. Where an activity does not fit in any one particular category do we utilize the closest activity or does a person need to engage a traffic engineer to determine the number of carparking spaces. Can clarity please be provided on this in the form of a note.	Amend Rule TRAN-R1 to clarify how parking is assessed where an activity does not fit in any one particular category.		Accept in part
S45.007	Puketona Business Park Limited	TRAN-R1	Not Stated	Despite the Far North District not falling within Tier 1, 2 or 3 local authority status relative to the National Policy Statement on Urban Development 2020, the PDP should consider removing car parking minima for non-residential activities. Instead, activities should demonstrate that they can accommodate sufficient parking to meet demand without detriment to the network or surrounding amenity and that where parking is provided, sufficient accessible parking is provided in accordance with the relevant New Zealand Standard.	Delete car parking minima for non-residential activities. Alternatively, amend the car parking ratio for industrial activities - reducing it substantially from the existing ODP and rolled over PDP ratio of 1 per 100m ² GBA. Conversely, PBPL suggests that industrial activities comprising approximately 2,500 m ² in area would require approximately 10 staff car parks and 2 visitor parks, whereas the ratio in the PDP as notified applied to that same scale industrial activity would require at least 25 car parks to comply.		Accept
FS542.021	Foodstuffs North Island Limited		Support in part	Foodstuffs generally supports the deletion of car park minimums	Allow in part	Allow in part the original submission	Accept in part
S463.021	Waiaua Bay Farm Limited	TRAN-R1	Oppose	The requirement for minimum onsite parking provision (excepting accessible spaces) is contrary to subpart 8 (Car Parking) of the National Policy	Delete Rule TRAN-R1		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				Statement for Urban Development 2020 (May 2022). Clause 3.38(1) of that NPS states: "If the district plan of a tier 1, 2, or 3 territorial authority contains objectives, policies, rules, or assessment criteria that have the effect of requiring a minimum number of car parks to be provided for a particular development, land use, or activity, the territorial authority must change its district plan to remove that effect, other than in respect of accessible car parks."			
FS542.022	Foodstuffs North Island Limited		Support	Foodstuffs generally supports the deletion of car park minimums.	Allow	Allow the original submission	Reject
S215.001	Haigh Workman Limited	TRAN-R1	Support		Retain TRAN-R1		Accept
FS570.490	Vision Kerikeri 3		Oppose	Oppose to the extent that the submission is inconsistent with our original submissions.	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Reject
FS566.504	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Reject
FS569.526	Vision Kerikeri 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Reject
S184.011	Northland Transport Alliance	TRAN-R2	Support in part	Include ONF street categories for limited crossings - ex. Interregional connectors, or transit corridor	Amend PER-3 of Rule TRAN-R2 to include ONF street categories for limited crossings		Accept in part
S184.012	Northland Transport Alliance	TRAN-R2	Support in part	Consider addition to Rule TRAN-R2 or TRAN-Table 9 requirements for sealing of private accessways. Suggest the following requirements: permanent all-weather surface in the following instances: - Residential Zone - Rural and Rural Production sites with an area of less than 2,000m ²	Amend Rule TRAN-R2 to insert new PER-7 as follows: PER-7 Permanent all-weather surfaces are provided in the following instances: Residential Zone Rural and Rural Production sites with an area of less than 2,000m²		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested	Hearings Panel Recommendation
				- Any accessway serving more than 5 residential units - Where the gradient exceeds 12.5% (to confirm this gradient, check against new Engineering Standards)	Any accessway serving more than 5 residential units Where the gradient exceeds 12.5% (to confirm this gradient, check against new Engineering Standards).	
S178.009	Reuben Wright	TRAN-R2	Support in part	Rule TRAN-R2 Per-2 refers to compliance with SNZ PAS 4509:2008 New Zealand Fire Fighting Water Supplies Code of Practice. It is noted that the Code of Practice is referenced in other Chapters of the Plan (see Natural Hazards). It is not considered appropriate to refer to compliance with the Code of Practice in any rule - it should be a reference document. If the intention is to require a fire fighting water supply and vehicular access requirements then that should be specifically stated in terms of (say) a minimum volume per dwelling and minimum access requirement as a rule/s.	Amend to remove reference for compliance SNZ PAS NZ PAS 4509:2008 New Zealand Fire Fighting Water Supplies Code of Practice.	Accept
S425.018	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust	TRAN-R2	Oppose	PHTTCCT consider that parking provisions should align with the National Policy Statement-Urban Development (NPS UD) approach to parking, which requires that district plans only provide provisions relating to accessible parking, and dimensions and manoeuvring for when a developer does decide to provide car parking (Subpart 8 3.38). While PHTTCCT understand that FNDC do not consider themselves a Tier 1, 2 or 3 Council, PHTTCCT consider this to be a good approach in principal, and the existing parking requirements to be overly onerous which may present a barrier to development.	Amend parking provisions align with NPS UD.	Accept
S463.022	Waiaua Bay Farm Limited	TRAN-R2	Oppose	The note to this rule refers to vehicle movements but does not specify a time period for the movements, and clarity is sought in this regard.	Amend the 'Note' to PER-1 of Rule TRAN-R2 as follows: 1 household equivalent is represented by 10 vehicle movements per day . One vehicle movement is a single movement to or from a property.	Reject
S107.001	Lynley Newport	TRAN-R2	Oppose	The submitter opposes rule TRAN-R2 PER-2 as non-compliance with the rule automatically defaults to a discretionary activity if the crossing does not comply with the NZ Fire Fighting Water Supplies	Amend TRAN-R2 PER-2 activity status column to read as follows:	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				Code of Practice. The submitter considers that where the crossing is being specifically assessed against a code of practice overseen by a third party Council should consider an alternative default activity status for non-compliance if the approval of Fire and Emergency NZ	Activity status where compliance not achieved with PER-2 where the approval of Fire and Emergency NZ has been obtained: Restricted Discretionary.		
FS196.59	Joe Carr		Support	As per submitter	Allow		Accept in part
FS196.60	Joe Carr		Support	As per submitter's reasoning	Allow		Accept in part
S271.013	Our Kerikeri Community Charitable Trust	TRAN-R2	Support in part	The connection/trigger for vesting or requirement to form to public road standard is not clear in TRAN - R2, noting that there is no link in this rule to TRAN-S4, and that TRAN-R8 only applies where within unformed paper roads, and SUB-R4 where the proposal is associated with subdivision.	Amend TRAN-R2 to clarify that where TRAN-PER 1 cannot be complied, a public road that complies with TRAN-S4 is required to be vested in Council, or Discretionary resource consent required.		Accept
FS25.071	Kiwi Fresh Orange Company Limited		Support in part	Supports the submission, subject to considering the wording as better environmental outcomes may be achieved by having a tailored regime for determining the best outcome for specific circumstances. The activity status should also change to Restricted Discretionary as the relevant matters for assessment will be restricted to transport connections, safety, amenity, the viability of a public road, engineering construction matters.	Allow in part	Allow the original submission in part subject to appropriate wording.	Accept in part
FS325.046	Turnstone Trust Limited		Support	TT supports the amendments for the reason given in the submission. Support acknowledgment of Twin Coast Trail and future cycling pathways, particularly where they contribute to connectivity. Seek inclusion of multi modal transport options to ensure social and economic wellbeing of our communities, and to respond to climate change. See suggested amended change to better reflect this.	Allow	Allow the original submission.	Accept
FS325.047	Turnstone Trust Limited		Support in part	TT supports the submission, subject to considering the wording. The activity status should also change to Restricted Discretionary as the relevant matters for assessment will be restricted to transport connections, safety, amenity, the viability of a public road, engineering construction matters.	Allow in part	Allow the original submission in part.	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS570.736	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Accept
FS566.750	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept
FS569.772	Vision Kerikeri 2		Support		Allow	Allow the original submission	Accept
S344.008	Paihia Properties Holdings Corporate Trustee Limited and UP Management Ltd	TRAN-R2	Not Stated	Discretionary activity status to establish a vehicle crossing off the State Highway can be appropriately managed through a restricted discretionary activity status, with targeted matters of discretion, as opposed to a blanket discretionary status.	Amend PER-3 to ensure that existing access from State Highways can be upgraded as a permitted activity.		Reject
FS36.044	Waka Kotahi NZ Transport Agency		Oppose	Supports Council recognising and controlling accessways from the State highway with discretionary activity status in the district plan.	Disallow	Disallow the original submission.	Accept
FS370.042	Bunnings Limited		Support	Bunnings supports amendments to PER-3 to ensure that existing access from State Highways can be upgraded as a permitted activity, for the reasons outlined in its original submission. Bunnings Warehouse Waipapa has an approved access onto State Highway 10. This rule would mean that any upgrades to this vehicle crossing would require discretionary consent which is considered overly onerous particularly when considering that all works within the State Highway Corridor require the approval of Waka Kotahi as the requiring authority of the designation pursuant to s176/s178 of the RMA. This provides an adequate process to ensure that upgrades to existing approved (by Waka Kotahi) vehicle crossings and access do not result in any adverse effects on the Waka Kotahi transportation network (inferred).	Allow	Allow the original submission.	Reject
FS542.024	Foodstuffs North Island Limited		Support	Foodstuffs supports amendments to PER-3 to ensure that existing access from State Highways can be upgraded as a permitted activity	Allow	Allow the original submission	Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS406.020	McDonald's Restaurants (NZ) Limited		Support in part	McDonald's supports amendment to ensure that PER-3 to refer to only new crossings	Allow in part	Allow in part original submission	Reject
FS396.029	Ed and Inge Amsler		Support	The submission seeks various changes in relation to the urban environment / coastal environment interface as well as specific provisions in the Mixed Use Zone. Additionally, the submission seeks better reflection of business land needs that should be reflected throughout the Plan.	Allow	Allow the original submission	Reject
S215.010	Haigh Workman Limited	TRAN-R2	Support in part	As stated in Note 3 of the introduction to the rules, State Highways and vehicle crossings on State Highways are controlled by NZTA. FNDC has no jurisdiction in this matter and it is inappropriate to require a resource consent as well as NZTA approval for access on to a highway.	Delete reference to State Highways in Rule TRAN-R2 /PER 3.		Reject
FS370.041	Bunnings Limited		Support in part	Bunnings supports the deletion of State highways from this rule, but note the further amendments sought as outlined in its original submission.	Allow in part	Amend Rule TRAN-R2 as follows: "PER-3 Where The vehicle crossing is a new vehicle crossing it, is not off a State Highway, or off a road classified arterial or higher under the One Network Road Classification" (inferred).	Reject
FS542.023	Foodstuffs North Island Limited		Support	Foodstuffs generally supports the deletion of car park minimums	Allow	Allow the original submission	Reject
FS570.499	Vision Kerikeri 3		Oppose	Oppose to the extent that the submission is inconsistent with our original submissions.	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
FS566.513	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS569.535	Vision Kerikeri 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
S45.010	Puketona Business Park Limited	TRAN-R2	Not Stated	There are some existing discrepancies in the Transport chapter of the PDP as notified. Rule TRAN-R2 inadvertently requires discretionary activity consent for a vehicle crossing off a State Highway (as it does not meet PER-3 of that rule), whilst Rule TRAN-R9 expressly allows for new or altered vehicle crossings off a State Highway as a restricted discretionary activity.	Amend to ensure that PER-3 of Rule TRAN-R2 and Rule TRAN-R9 are consistent.		Accept in part
FS370.043	Bunnings Limited		Support in part	Bunnings supports amendment to ensure that PER-3 of Rule TRAN-R2 and Rule TRAN R-9 are consistent but seeks that access of state highway is a permitted activity, for the reasons outlined in its original submission. Bunnings Warehouse Waipapa has an approved access onto State Highway 10. This rule would mean that any upgrades to this vehicle crossing would require discretionary consent which is considered overly onerous particularly when considering that all works within the State Highway Corridor require the approval of Waka Kotahi as the requiring authority of the designation pursuant to s176/s178 of the RMA. This provides an adequate process to ensure that upgrades to existing approved (by Waka Kotahi) vehicle crossings and access do not result in any adverse effects on the Waka Kotahi transportation network (inferred).	Allow in part	Amend Rule TRAN-R2 as follows: "PER-3 Where The vehicle crossing is a new vehicle crossing it, is not off a State Highway, or off a road classified arterial or higher under the One Network Road Classification" (inferred).	Accept in part
FS542.025	Foodstuffs North Island Limited		Support in part	Foodstuffs supports amendment to ensure that PER-3 of Rule TRAN-R2 and Rule TRANR9 are consistent but seeks that access of state highway is a permitted activity.	Allow in part	Amendment to ensure that PER-3 of Rule TRAN-R2 and Rule TRANR9 are consistent but seeks that access of state highway is a permitted activity	Accept in part
S107.002	Lynley Newport	TRAN-R2	Oppose	The submitter opposes TRAN-R2 PER 3 as any new crossing off a state highway or road classified as an arterial road or higher classification is a	Amend TRAN-R2 PER 3, activity status column, where the new or altered vehicle crossing complies		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				discretionary activity. This is inconsistent with TRAN-R9 which provides for new or altered vehicle crossings accessed from a state highway or limited access road as a restricted discretionary activity where it complies with TRAN-S2.	with TRAN-S2, to default to restricted discretionary activity status.		
FS542.026	Foodstuffs North Island Limited		Support in part	Foodstuffs supports amendment to ensure that PER-3 of Rule TRAN-R2 and Rule TRANR9 are consistent but seeks that access of state highway is a permitted activity	Allow in part	Amendment to ensure that PER-3 of Rule TRAN-R2 and Rule TRANR9 are consistent but seeks that access of state highway is a permitted activity	Accept in part
S328.009	Traverse Ltd	TRAN-R2	Not Stated	PER-3 of Rule TRAN-R2 requires a discretionary activity resource consent for vehicle crossings to a State Highway or a road classified arterial or higher. It is unclear why a resource consent is required in addition to the standard Waka Kotahi and FNDC crossing permit procedures. This is a duplication of processes and is considered inefficient and effective in the context of Section 32 of the RMA.	Delete PER-3 of Rule TRAN-R2		Reject
FS542.027	Foodstuffs North Island Limited		Support	Amend PER-3 to ensure that existing access from State Highways can be upgraded as a permitted activity	Allow	Amend PER-3 to ensure that existing access from State Highways can be upgraded as a permitted activity	Reject
FS406.021	McDonald's Restaurants (NZ) Limited		Support in part	McDonald's supports amendment to ensure that PER-3 to refer to only new crossings.	Allow in part	Allow in part original submission	Accept in part
S356.038	Waka Kotahi NZ Transport Agency	TRAN-R2	Support	not stated	Retain TRAN-R2 as notified		Accept in part
FS542.028	Foodstuffs North Island Limited		Oppose	Foodstuffs considers that access from State Highways can be upgraded as a permitted activity in accordance with its original submission.	Disallow	Disallow the original submission	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS406.022	McDonald's Restaurants (NZ) Limited		Oppose	McDonald's seeks amendment to ensure that PER-3 to refer to only new crossings.	Disallow	Disallow the original submission	Accept in part
S371.008	Bunnings Limited	TRAN-R2	Support in part	Of particular relevance to Bunnings is the discretionary activity trigger for any alterations to an existing vehicle crossing onto State Highway. Bunnings Warehouse Waipapa has an approved access onto State Highway 10. This rule would mean that any upgrades to this vehicle crossing would require discretionary consent which is considered overly onerous particularly when considering that all works within the State Highway Corridor require the approval of Waka Kotahi as the requiring authority of the designation pursuant to s176/s178 of the RMA. This provides an adequate process to ensure that upgrades to existing approved (by Waka Kotahi) vehicle crossings and access do not result in any adverse effects on the Waka Kotahi transportation network	Amend PER-3 of Rule TRAN-R2 as follows: Where ~~the~~ vehicle crossing is a new vehicle crossing it, is not off a State Highway, or off a road classified arterial or higher under the One Network Road Classification		Accept in part
FS542.029	Foodstuffs North Island Limited		Support in part	Foodstuffs considers that access from State Highways can be upgraded as a permitted activity	Allow in part	Amend so access from State Highways can be upgraded as a permitted activity	Accept in part
FS406.023	McDonald's Restaurants (NZ) Limited		Support in part	McDonald's supports amendment to ensure that PER-3 to refer to only new crossings	Allow in part	Allow in part original submission	Accept in part
S385.007	McDonalds Restaurants (NZ) Limited	TRAN-R2	Support in part	The discretionary activity trigger for any alterations to an existing vehicle crossing onto State Highway is considered overly onerous. McDonald's Kaitia abuts State Highway 1 and seeks to ensure flexibility for any future additions and/or alterations. This rule would mean that any upgrades to this vehicle crossing would require discretionary consent which is considered overly onerous particularly when considering that all works within the State Highway Corridor require the approval of Waka Kotahi as the requiring authority of the designation pursuant to s176/s178 of the RMA. This provides an adequate process to ensure that upgrades to existing approved (by Waka Kotahi)	Amend PER-3 as follows (or to same effect): PER-3 Where The vehicle crossing is a new vehicle crossing it, is not off a State Highway, or off a road classified arterial or higher under the One Network Road Classification.		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				vehicle crossings and access do not result in any adverse effects on the Waka Kotahi transportation network			
FS542.030	Foodstuffs North Island Limited		Support in part	Foodstuffs considers that access from State Highways can be upgraded as a permitted activity	Allow in part	Amend so access from State Highways can be upgraded as a permitted activity	Accept in part
S400.010	BR and R Davies	TRAN-R2	Oppose	PER-3 of Rule TRAN-R2 requires a discretionary activity resource consent for vehicle crossings to a State Highway or a road classified arterial or higher. It is unclear why a resource consent is required in addition to the standard Waka Kotahi and FNDC crossing permit procedures. This is a duplication of processes and is considered inefficient and effective in the context of Section 32 of the RMA.	Delete PER-3 of Rule TRAN-R2		Reject
FS542.031	Foodstuffs North Island Limited		Support	Foodstuffs considers that access from State Highways can be upgraded as a permitted activity.	Allow	Amend so that access from State Highways can be upgraded as a permitted activity.	Reject
FS406.025	McDonald's Restaurants (NZ) Limited		Support in part	McDonald's supports amendment to ensure that PER-3 to refer to only new crossings.	Allow in part	Allow in part original submission	Accept in part
S512.016	Fire and Emergency New Zealand	TRAN-R2	Support	Fire and Emergency strongly support the requirement to comply with SNZ PAS 4509:2008 for vehicle crossings and access across all zones. Fire and Emergency interpret this to also apply to access once on sites to likely sources of fire (e.g. residential building) as well as any on-site water supplies.	Retain TRAN-R2		Accept in part
FS542.032	Foodstuffs North Island Limited		Oppose	Foodstuffs considers that this rule needs to be amended	Disallow	Amend rule TRAN-R2	Accept in part
FS406.026	McDonald's Restaurants (NZ) Limited		Oppose	McDonald's seeks amendment to ensure that PER-3 to refer to only new crossings.	Disallow	Disallow the original submission	Accept in part
S502.090	Northland Planning and Development 2020 Limited	TRAN-R2	Support in part	Vehicle crossings off a State Highway are managed by Waka Kotahi NZ Transport Agency requiring a s93 notice. The requirement to then gain a resource consent from the Far North District	Amend TRAN-R2 PER-3 The vehicle crossing is ~~not off a State Highway, or~~ off a road classified arterial or higher under the		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				Council for an activity which is solely reliant on NZTA's approval should not be requirement. We note that the vehicle crossing is not off a State Highway, or off a road classified arterial or higher under the One Network Road Classification and is not a State Highway. and should be referenced. Clarification is required in regard to what is considered 'unused'. Is there a timeframe associated with defining if a vehicle crossing is unused or is the term subjective at Councils discretion. We seek that additional clarity on this is added to the rule.	One Network Road Classification ~~and is not a State Highway.~~ and include the One Network Road Classification as a reference; and clarify what is considered 'unused'. Is there a timeframe associated with defining if a vehicle crossing is unused or is the term subjective at Councils discretion.		
FS542.033	Foodstuffs North Island Limited		Support	Foodstuffs considers that access from State Highways can be upgraded as a permitted activity	Allow	Amend so that access from State Highways can be upgraded as a permitted activity	Reject
FS406.027	McDonald's Restaurants (NZ) Limited		Support in part	McDonald's supports amendment to ensure that PER-3 only refers to new crossings	Allow in part	Allow in part the original submission	Accept in part
S363.009	Foodstuffs North Island Limited	TRAN-R2	Not Stated	The submitter considers that rule TRAN-R2 Vehicle crossings and access, including private accessways, PER-3 is inappropriate as it would require a discretionary consent for the upgrade of an existing vehicle crossing and accessway, with access to State Highways.	Amend rule TRAN-R2 Vehicle crossings and access, including private accessways, PER-3 to ensure that existing access from state highways can be upgraded as a permitted activity.		Accept in part
FS406.024	McDonald's Restaurants (NZ) Limited		Support in part	McDonald's supports amendment to ensure that PER-3 to refer to only new crossings.	Allow in part	Allow in part original submission	Accept in part
S215.007	Haigh Workman Limited	TRAN-R2	Support	We support TRAN-R2 / PER-1 specifying that a private accessway may only serve a maximum of 8 household equivalents.	Retain rule TRAN-R2		Accept in part
FS570.496	Vision Kerikeri 3		Oppose	Oppose to the extent that the submission is inconsistent with our original submissions.	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part
FS566.510	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS569.532	Vision Kerikeri 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part
S215.011	Haigh Workman Limited	TRAN-R2	Support in part	Many new vehicle crossings will fail to meet the minimum sight distances in TRAN-Table 8 and will require resource consent. Under Council's vehicle crossing bylaw, all new vehicle crossings also require a permit. We suggest that where a vehicle crossing permit has been obtained, a resource consent is not required.	Insert to Rule TRAN-R2 PER-6 'or a vehicle crossing permit has been obtained under Council's Vehicle Crossing Bylaw'.		Reject
FS570.500	Vision Kerikeri 3		Oppose	Oppose to the extent that the submission is inconsistent with our original submissions.	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
FS566.514	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
FS569.536	Vision Kerikeri 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
S529.078	Carbon Neutral NZ Trust	TRAN-R2	Support in part	The connection/trigger for vesting or requirement to form to public road standard is not clear in TRAN - R2, noting that there is no link in this rule to TRAN-S4, and that TRAN-R8 only applies where within unformed paper roads, and SUB-R4 where the proposal is associated with subdivision.	Amend TRAN-R2 to clarify that where TRAN-PER 1 cannot be complied, a public road that complies with TRAN-S4 is required to be vested in Council, or Discretionary resource consent required.		Accept
FS570.1966	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Accept
FS566.1980	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept
FS569.2002	Vision Kerikeri 2		Support		Allow	Allow the original submission	Accept
S524.013	Vision Kerikeri (Vision for	TRAN-R2	Support in part	The connection/trigger for vesting or requirement to form to public road standard is not clear in TRAN -	Amend TRAN-R2 to clarify that where TRAN-PER 1 cannot be complied, a public road that complies with		Accept

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
	Kerikeri and Environs, VKK)			R2, noting that there is no link in this rule to TRAN-S4, and that TRAN-R8 only applies where within unformed paper roads, and SUB-R4 where the proposal is associated with subdivision.	TRAN-S4 is required to be vested in Council, or Discretionary resource consent required.		
FS566.1831	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept
S446.015	Kapiro Conservation Trust	TRAN-R2	Support in part	TRAN-R2 PER -1 allows private accessways where there is a maximum of 8 household equivalents (80 vehicle movements), where this cannot be achieved resource consent is required as a discretionary activity. TRAN - R5 suggests that where TRAN-R2 is not complied with, private access may be required to vest as road. This connection/trigger for vesting or requirement to form to public road standard is not clear in TRAN - R2, noting that there is no link in this rule to TRAN-S4, and that TRAN-R8 only applies where within unformed paper roads, and SUB-R4 where the proposal is associated with subdivision.	Amend TRAN-R2 to clarify that where TRAN-PER 1 cannot be complied, a public road that complies with TRAN-S4 is required to be vested in Council, or Discretionary resource consent required.		Accept
FS569.1774	Vision Kerikeri 2		Support		Allow		Accept
FS570.1773	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow		Accept
S184.014	Far North District Council	TRAN-R3	Support in part	Permitted activities for maintenance or upgrade of existing roadway requires compliance with TRAN-S4 (Engineering Standards). Would maintenance/upgrade of FNDC roads fall under a discretionary activity if not compliant with Eng. Standards? Will this trigger the FNDC renewals program as needing resource consent for routine upgrades or renewals?	Not specified		Accept in part
S425.019	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust	TRAN-R3	Support	Given that the definition of Transport Infrastructure extends to cycle ways, this rule is supported as it provides for maintenance and upgrade as a permitted activity.	Retain as notified.		Accept in part
S259.021	Nicole Wooster	TRAN-R3	Support in part	Access to our property is via a portion of public road, which is not maintained by the Council. As such we undertake all maintenance, repairs from slips / tree damage and in the past as required to address safety concerns by widening the road	Amend plan to provide for situations where public roads are not maintained by Council and are treated as private accessways which are maintained by private landowners (inferred from submission). Amend to not require a higher standard of works or		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				carriageway. It is acting as a private accessway and is treated by Council as such. We are at the end of the public road and are the sole users of this portion of the road. It has never been maintained by Council since constructed by the then local body back in the 1930s. At our gate the council stops all works and there is a turning area for vehicles. It has been only formed to a private accessway standard due to the situation.	not allow the landowner to maintain or upgrade the road for safety reasons without requiring consent due to standards attached to this rule.		
FS196.20	Joe Carr		Support	The scenario outlined here applies to a far more extensive number of properties than you could imagine. possibly half of the rural roads in the District. the submitter makes a valid point and should be granted the relief sought.	Allow		Accept in part
S271.014	Our Kerikeri Community Charitable Trust	TRAN-R3	Support	Given that the definition of Transport Infrastructure extends to cycle ways, this rule is supported as it provides for maintenance and upgrade as a permitted activity.	Retain as notified (inferred)		Accept in part
FS111.057	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT support this rule as proposed.	Allow	Allow the original submission	Accept in part
FS570.737	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Accept in part
FS566.751	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
FS569.773	Vision Kerikeri 2		Support		Allow	Allow the original submission	Accept in part
S446.020	Kapiro Conservation Trust	TRAN-R3	Support	Given that the definition of Transport Infrastructure extends to cycle ways, this rule is supported as it provides for maintenance and upgrade as a permitted activity.	Retain TRAN-R3 (inferred)		Accept in part
FS111.058	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT support this rule as proposed.	Allow	Allow the original submission	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS569.1779	Vision Kerikeri 2		Support		Allow		Accept in part
FS570.1779	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow		Accept in part
S529.079	Carbon Neutral NZ Trust	TRAN-R3	Support	Given that the definition of Transport Infrastructure extends to cycle ways, this rule is supported as it provides for maintenance and upgrade as a permitted activity.	Retain as notified (inferred)		Accept in part
FS111.059	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT support this rule as proposed.	Allow	Allow the original submission	Accept in part
FS570.1967	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Accept in part
FS566.1981	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
FS569.2003	Vision Kerikeri 2		Support		Allow	Allow the original submission	Accept in part
S524.014	Vision Kerikeri (Vision for Kerikeri and Environs, VKK)	TRAN-R3	Support	Given that the definition of Transport Infrastructure extends to cycle ways, this rule is supported as it provides for maintenance and upgrade as a permitted activity.	Retain as notified (inferred)		Accept in part
FS111.060	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT support this rule as proposed.	Allow	Allow the original submission	Accept in part
FS566.1832	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
S516.039	Ngā Tai Ora - Public Health Northland	TRAN-R4	Not Stated	Ngā Tai Ora generally support Rule TRAN-R4 (Electric Vehicle Charging Stations) which provides a permitted activity status for electric vehicle charging stations. The usage of electric vehicles is increasing and providing for them is prudent in the Far North District Plan.	Amend Rule TRAN-R4 to include the requirement to provide safe and secure electric bicycle and electric scooter charging stations.		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				However, this also needs to be furthered by providing for safe and secure electric bicycle and electric scooter (disability) charging stations. The usage of electric bicycles is increasing by both elderly and leisure bicycle users in the Far North District. Providing charging stations would encourage more people being active in Far North communities.			
S356.039	Waka Kotahi NZ Transport Agency	TRAN-R4	Neutral	Waka Kotahi supports electric charging stations as a permitted activity as part of the parking standards. Consideration could be had to incentivise more electric charging stations to be provided, such as a % threshold of parking, or reduction in parking spaces provided if a % of electric charging stations were provided.	Amend for consideration of rules that would incentivise provision of electric charging stations.		Reject
FS55.005	Z Energy Limited		Neutral	The submitter supports a permitted pathway for EV charging stations as this will help promote a network of stations and greater uptake of EV use, resulting in reduced fossil fuels and promotion of alternative modes of transport. The submitter notes the specific relief and outcome sought by the original submission is unclear.	Not stated	Seeks clarification to better understand how provisions could be amended or inserted to further incentivise EV charging stations.	Neutral – No incentivisation recommended
FS403.117	Te Whatu Ora - Nga Tai Ora		Support in part	Te Whatu Ora generally support Rule TRANR4 (Electric Vehicle Charging Stations) but consider that the rule also needs to be furthered by providing for safe and secure electric bicycle and electric scooter (disability) charging stations.	Allow in part	Seek provision details as above ...	Accept in part
S45.032	Puketona Business Park Limited	TRAN-R4	Support	PBPL supports the requirement for a restricted discretionary activity where transport standards are infringed.	Retain the restricted discretionary activity status where transport standards are infringed.		Accept
FS403.113	Te Whatu Ora - Nga Tai Ora		Support in part	Te Whatu Ora generally support Rule TRANR4 (Electric Vehicle Charging Stations) but consider that the rule also needs to be furthered by providing for safe and secure electric bicycle and electric scooter (disability) charging stations.	Allow in part	See provisions details as above ...	Accept in part
S184.015	Northland Transport Alliance	TRAN-R4	Support in part	No trigger for provision of EV spaces. If the intent of this rule is to allow the installation of EV charging stations as a permitted activity then no further	No relief sought as intent of rule is to allow the installation of EV charging stations as a permitted activity		Accept

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				comment. If the intent of the rule is to require the installation of EV charging stations in developments of a certain size or character then consider the addition of a trigger for their installation			
FS403.114	Te Whatu Ora - Nga Tai Ora		Support in part	Te Whatu Ora generally support Rule TRANR4 (Electric Vehicle Charging Stations) but consider that the rule also needs to be furthered by providing for safe and secure electric bicycle and electric scooter (disability) charging stations.	Allow in part	Seek provision details as above....	Accept in part
S335.028	BP Oil New Zealand Limited, Mobil Oil New Zealand Limited, Z Energy Limited	TRAN-R4	Support	Permitted activity TRAN-R4 (electric vehicle charging stations) is supported because it will assist to promote a broader network of EV charging stations and therefore greater uptake of EV use in the district and would contribute to FNDC's carbon reduction and climate change goals. Performance Standard PER-1 and the associated Note under Rule TRAN-R4 are similarly supported	Retain Rule TRAN-R4 as notified including PER-1 and the Note		Accept in part
FS403.115	Te Whatu Ora - Nga Tai Ora		Support in part	Te Whatu Ora generally support Rule TRANR4 (Electric Vehicle Charging Stations) but consider that the rule also needs to be furthered by providing for safe and secure electric bicycle and electric scooter (disability) charging stations.	Allow in part	Seek provision details as above ...	Accept in part
S336.005	Z Energy Limited	TRAN-R4	Support	Permitted activity Rule TRAN-R4 (electric vehicle charging stations) is supported because it will assist to promote a broader network of EV charging stations and therefore greater uptake of EV use in the district and would contribute to FNDC's carbon reduction and climate change goals. Performance Standard PER-1 and the associated Note under Rule TRAN-R4 are similarly supported	Retain Rule TRAN-R4, including the performance standard PER-1 and Note		Accept in part
FS403.116	Te Whatu Ora - Nga Tai Ora		Support in part	Te Whatu Ora generally support Rule TRANR4 (Electric Vehicle Charging Stations) but consider that the rule also needs to be furthered by providing for safe and secure electric bicycle and electric scooter (disability) charging stations.	Allow in part	Seek provision details as above ...	Accept in part
S385.008	McDonalds Restaurants (NZ) Limited	TRAN-R5	Support in part	The trip generation thresholds have changed from zone-specific daily traffic volumes to district-wide standards set by a combination of daily volumes,	Amend TRAN-R5 - Reference defined terms consistently applied throughout the plan to provide clarity for plan users		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested	Hearings Panel Recommendation
				gross business area, and occupancy-based thresholds. As noted in section 2.0 and earlier submission points, the Transport Chapter includes terms that are not defined, accordingly, it is difficult for McDonald's to understand how a McDonald's restaurant would be captured. In terms of extensions and alteration, as currently drafted, there is no specific direction for how these would be treated where the existing activity already exceed the specified GFA. McDonalds seeks that TRAN-5 be amended to ensure that the rule does not apply where additions and alterations to an activity to not increase the GFA.	- Increase the threshold to appropriately provide for drive through and restaurant/cafes (see sub#5 and sub#6) particularly within zones where they are a permitted activity - Amend the provisions to provide for extension of activities.	
S262.006	Ti Toki Farms Limited	TRAN-R5	Not Stated	The submitter considers that the TRAN-R5 appears to enter into the realm of managing the effects and activities which fall into the domain of Waka Kotahi. When there is no direct access onto Council infrastructure and access meets Waka Kotahi requirements it should not be required to be reviewed by Council as this is a duplication of effort.	Amend TRAN-R5 to ensure that it does not apply to sites or activities which have direct access onto a State Highway or limited access road which has been previously approved by Waka Kotahi.	Reject
S363.010	Foodstuffs North Island Limited	TRAN-R5	Not Stated	The submitter considers that rule TRAN-R5 Trip generation, and the thresholds for supermarket in TRAN-Table 11 - Trip generation, are inadequate particularly for extensions of existing supermarkets.	Amend rule TRAN-R5 Trip generation, to increase the threshold to appropriately provide for supermarkets particularly within zones where supermarkets are a permitted activity, amendments to the provisions to provide for extension of activities.	Reject
S502.091	Northland Planning and Development 2020 Limited	TRAN-R5	Support in part	There are other forms of transport to a site such as via bus, shuttles or ferries. As these options generally carry many people it reduces the number of trips required, and parking spaces needed. For many tourist operations this is how people gain access to the site. We seek relief that other forms of transport such as those listed form part of the rule assessment.	Amend TRAN-R5 to include other forms of transport to form part of the rule assessment	Accept in part
S503.037	Waitangi Limited	TRAN-R5	Not Stated	There are other forms of transport to a site such as via bus, shuttles or ferries. As these options generally carry many people it reduces the number of trips required, and parking spaces needed. For	Amend Rule TRAN-R5 to recognise that other forms of transport such as bus, shuttles or ferries should form part of the rule assessment.	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				many tourist operations this is how people gain access to the site.			
S427.049	Kapiro Residents Association	TRAN-R5	Support in part	Many new subdivisions in Kerikeri and the surrounding rural area have greatly increased the volume of traffic using the central shopping/service area and roads leading to/from the CBD (e.g. Kerikeri Road, Waipapa Road, Landing Road, Kapiro Road, Purerua Road). When new developments are approved, insufficient account is taken of the total/cumulative impact of multiple developments on traffic. Other negative impacts on the community are not taken into account - such as such additional levels of noise, disruption and other changes that can affect people, amenity values and the character of the area.	Amend Rule TRAN-R5 to require full consideration of cumulative/combined traffic effects, congestion, emissions, noise etc. in townships and roads, especially roads leading to/from a CBD or service centres [inferred].		Reject
S45.033	Puketona Business Park Limited	TRAN-R5	Support	PBPL supports the requirement for a restricted discretionary activity where transport standards are infringed.	Retain the restricted discretionary activity status where transport standards are infringed.		Accept
S184.016	Northland Transport Alliance	TRAN-R5	Support in part	Add trigger for Integrated Transport Assessment. Consider using WDC language in separate table (WDC District Plan Table TRA 15). Currently all new roads to vest or upgrade of vested roads trigger an ITA; suggest that this requirement is unfair for small developments that only have to upgrade the site frontage. Consider adding to the notes the requirements for an Integrated Transport Assessment.	Amend Rule TRAN-R5 to incorporate a trigger for requiring an Integrated Traffic Assessment.		Accept in part
FS347.002	Bp Oil New Zealand Limited, Mobil Oil New Zealand Limited and Z Energy Limited		Oppose	The Fuel Companies consider that an Integrated Traffic Assessment (ITA) requirement for activities exceeding the thresholds in TRAN-Table 11 already exists under Rule TRAN-P7 and a new trigger is not required. The Fuel Companies do, however, consider that the ITA requirement should be clearer.	Disallow in part	Disallow in part original submission	Accept in part
FS243.063	Kainga Ora Homes and Communities		Oppose	Kāinga Ora considers that an Integrated Traffic Assessment should only be triggered when thresholds are reached i.e., development serving greater than 100 residential units, or based on activity, use and occupancy. This should not apply to small developments.	Disallow	Amend Rule TRAN-R5 to incorporate a trigger for requiring an Integrated Traffic Assessment	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				Kāinga Ora opposes the change sought as no details to the proposed trigger are introduced in the primary submission.			
S342.014	Waipapa Pine Limited and Adrian Broughton Trust (now Fletcher Building Ltd)	TRAN-R5	Support in part	The PDP appears to enter into the realm of the managing those effects and activities which fall within the domain of Waka Kotahi. In this regard the submitter has access onto State Highway 10, the intersection approved by Waka Kotahi. As such there is no direct access onto Council infrastructure. The intersection meets the highway authorities' requirements and is not required to be revised by Council. To assess an activities traffic movements leading to the Highway or LAR is a duplication of effort.	Amend to ensure they do not apply to sites or activities which have direct access onto a State Highway or LAR which has been previously approved by Waka Kotahi		Reject
FS374.028	Waipapa Pine Limited		Support	The original submission reflects the position of Waipapa Pine Limited of support for the Heavy Industrial Zone with proposed changes to rules that would better support heavy industrial activities.	Allow	Allow the original submission	Reject
FS542.036	Foodstuffs North Island Limited		Support in part	Foodstuffs considers that this rule needs to be amended to appropriately provide for supermarkets as outlined in its original submission.	Allow in part	Amend to appropriately provide for supermarkets as outlined in its original submission.	Reject
S251.003	New Zealand Maritime Parks Ltd	TRAN-R5	Support in part	The trip generation thresholds have changed from zone-specific daily traffic volumes to district-wide standards set by a combination of daily volumes, gross business area, and occupancy-based thresholds. NZMPL are concerned with the proposed approach, as the Transport Chapter includes terms that are not defined, accordingly, it is difficult for NZMPL to determine the activities that would be captured.	Amend TRAN-R5 to reference defined terms consistently applied throughout the plan to provide clarity for plan users.		Accept in part
FS400.008	The Paihia Property Owners Group		Support	Submission 251 rightly notes that the underlying analyses related to the Coastal Environment provisions has not sufficiently considered	Allow	Allow the original submission	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				the appropriate implementation of these provision in the urban environment. Specific provisions such a height limits and gross floor area restrictions (for example) require flexibility when considered against the urban environment values and existing environment.			
FS396.008	Ed and Inge Amsler		Support	Submission 251 rightly notes that the underlying analyses related to the Coastal Environment provisions has not sufficiently considered the appropriate implementation of these provision in the urban environment. Specific provisions such a height limits and gross floor area restrictions (for example) require flexibility when considered against the urban environment values and existing environment.	Allow	Allow the original submission	Accept in part
FS406.028	McDonald's Restaurants (NZ) Limited		Support	McDonald's supports amendments sought	Allow	Allow the original submission	Accept in part
S336.006	Z Energy Limited	TRAN-R5	Support	Trip generation is a permitted activity as long as the use or development is no greater than the thresholds in TRAN-Table 11 - Trip Generation. This rule is supported.	Retain Rule TRAN-R5		Accept in part
FS370.044	Bunnings Limited		Oppose	Bunnings seeks amendments to increase traffic thresholds to provide for trade suppliers for the reasons outlined in its original submission. The trip generation thresholds have changed from zone-specific daily traffic volumes to district-wide standards set by a combination of daily volumes, gross business area, and occupancy-based thresholds. For a trade supplier, the restricted discretionary threshold is 450m ² GFA, any new development that cannot comply with this threshold would trigger a restricted discretionary activity status. As currently drafted, there is no specific direction for extensions, and it considered that where the	Disallow	Amend TRAN-R5 to increase the threshold to appropriately provide for trade supplier particularly within zones where trade suppliers are a permitted activity, amendments to the provisions to provide for extension of activities (inferred).	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				extension results in a total GFA of or over 200m ² restricted discretionary consent would be required (inferred).			
FS542.035	Foodstuffs North Island Limited		Oppose	Foodstuffs considers that this rule needs to be amended to appropriately provide for supermarkets as outlined in its original submission.	Disallow	Amend TRAN-R5	Accept in part
FS406.030	McDonald's Restaurants (NZ) Limited		Oppose	McDonald's considers that this rule needs to be amended as outlined in its original submission.	Disallow	Amend TRAN-R5	Accept in part
S331.031	Ministry of Education Te Tāhuhu o Te Mātauranga	TRAN-R5	Support	The submitter supports TRANS-R5 Trip generation as some schools will exceed the trip generation in TRAN Table-11 and will require an Integrated Transport Assessment to assess the effects.	Retain rule TRANS-R5 Trip generation as proposed.		Accept in part
FS542.034	Foodstuffs North Island Limited		Oppose	Foodstuffs considers that this rule needs to be amended as outlined in its original submission.	Disallow	Amend TRAN-R5	Accept in part
FS406.029	McDonald's Restaurants (NZ) Limited		Oppose	McDonald's considers that this rule needs to be amended as outlined in its original submission.	Disallow	Disallow the original submission	Accept in part
S378.002	Marshall Investments Trustee (2012) Limited	TRAN-R5	Support	The PDP appears to enter into the realm of the managing those effects and activities which fall within the domain of Waka Kotahi. In this regard the submitter has access onto State Highway 10. As such there is no direct access onto Council infrastructure. The intersection meets the highway authorities' requirements and is not required to be revised by Council. To assess an activities traffic movements leading to the Highway or LAR is a duplication of effort.	Amend TRAN-R5 to ensure it does not apply to sites or activities which have direct access onto a State Highway or LAR which has been previously approved by Waka Kotahi		Reject
FS542.037	Foodstuffs North Island Limited		Support in part	Foodstuffs considers that this rule needs to be amended to appropriately provide for supermarkets as outlined in its original submission.	Allow in part	Amend to appropriately provide for supermarkets as outlined in its original submission.	Accept in part
S384.006	LD Family Investments Limited	TRAN-R5	Support in part	The PDP appears to enter into the realm of the managing those effects and activities which fall within the domain of Waka Kotahi. In this regard TTFL propose to create a new intersection onto State Highway 10 with all sites created under the	Amend to ensure Rule TRAN-R5 does not apply to sites or activities which have direct access onto a State Highway or LAR which has been previously approved by Waka Kotahi.		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				subdivision using this new access point. As such there is no direct access onto Council infrastructure. The intersection will meet the highway authorities requirements and is not required to be revised by Council. To assess an activities traffic movements leading to the Highway or LAR is a duplication of effort.			
FS542.038	Foodstuffs North Island Limited		Support in part	Foodstuffs considers that this rule needs to be amended to appropriately provide for supermarkets as outlined in its original submission.	Allow in part	Amend to appropriately provide for supermarkets as outlined in its original submission.	Accept in part
S215.022	Haigh Workman Limited	TRAN-R5	Oppose	We oppose TRAN-R5 / TRAN Table 11. Table 11 allows 200 vehicle movements per day from any site, including residential sites that are currently restricted to 20 vehicle movements/day. Table 11 also allows traffic from up to 20 residential units per site as a permitted activity. The Note to Rule TRAN-R5 states that Rule TRAN-R2 may require a private access to be vested as road. TRAN-Table 9 requirements for private accessways is based on the number of residential units, not the number of vehicle movements. TRAN-S2 controls new vehicle crossings, but not increased use of existing crossings. There is therefore no mechanism in the Proposed District Plan that would require a private access to be widened or a vehicle crossing to be upgraded to mitigate the adverse effects of the increased traffic. If access is directly off an existing public road, there is no mechanism for assessing whether the road is adequate for the increased traffic. Multiple sites generating 200 vehicle movements per day could have significant cumulative adverse effects on the road network which as a permitted activity would not be assessed.	Delete TRAN-R5		Reject
FS570.511	Vision Kerikeri 3		Oppose	Oppose to the extent that the submission is inconsistent with our original submissions.	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS566.525	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
FS569.547	Vision Kerikeri 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
S67.001	Michael John Winch	TRAN-R5	Oppose	I oppose Rule TRAN-R5 which allows 200 vehicle movements per day from any site, including residential sites that are currently restricted to 20 vehicle movements/day. TRAN-Table 11 also allows traffic from up to 20 residential units per site as a permitted activity. Access to my residence is via a right of way shared with one other residence. The permitted activity rule would allow one of us to set up a business from home generating up to 200 vehicle movements per day with no consideration of the adverse effects on amenity values or the suitability of the right of way for increased traffic. Even where sites gain access directly off a public road, the increased traffic would have adverse effects on the amenity values of neighbouring properties.	Delete TRAN-R5 Trip Generation in the Proposed District Plan and replace with the Traffic Intensity provisions of Section 15.1.6A of the Operative District Plan. In particular, I request that the permitted activity rule for any residential or rural-residential site be limited to 20 vehicle movements per day		Reject
FS346.824	Royal Forest and Bird Protection Society of New Zealand Inc.		Support	The amendments sought give effect to the NPS FM, the RPS, Part 2 of the RMA, and the NPSIB. Forest & Bird supports the full submission than where the relief sought would conflict with that sought in Forest & Birds submission.	Allow	Allow the original submission	Reject
FS566.050	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
S344.007	Paihia Properties Holdings Corporate Trustee Limited and UP	TRAN-R5	Not Stated	The trip generation thresholds have changed from zone-specific daily traffic volumes to district-wide standards set by a combination of daily volumes, gross business area, and occupancy-based thresholds. PPHCTL consider this to be a more appropriate trigger for traffic-related considerations.	Amend TRAN-R5 to provide permitted activity standard for activities complying with the trip generation thresholds, that the exemptions relating to first residential unit, farming and forestry are retained, and to clarify the expectations for EVCS's and upgrading standards for private accessways.		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
	Management Ltd			The standards applying to private accessways provide little clarity of when a private access would be required to be upgraded to public road standard for any activity other than residential activities (i.e. visitor accommodation, commercial activities etc.).			
FS396.028	Ed and Inge Amsler		Support	The submission seeks various changes in relation to the urban environment / coastal environment interface as well as specific provisions in the Mixed Use Zone. Additionally, the submission seeks better reflection of business land needs that should be reflected throughout the Plan.	Allow	Allow the original submission	Accept in part
S184.017	Northland Transport Alliance	TRAN-R6	Support in part	Consider adding signage to list of permitted activities. Road crossings, bridges, boardwalks and retaining walls should be considered as a discretionary activity.	Amend Rule TRAN-R6 to provide for signage as a permitted activity and road crossings, bridges, boardwalks and retaining walls a discretionary activity		Reject
S425.020	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust	TRAN-R6	Support	While PHTTCCT support some recognition of the significance of the Trail, on review of the overview, it appears that the rules pertaining to structures and buildings in the Part 3 Area Specific Matters will apply in addition to TRAN - R6. With this in mind the benefit provided to PHTTCCT is limited and alignment with the direction in the RPS for regionally significant infrastructure is not achieved. It is unclear how this Chapter interacts with the other Part 2 Chapters. For these rules to truly be enabling (and align with the direction of the RPS) TRAN-R6 would need to: - Specify buildings as well as structures; - Specify that this rule takes precedent over the rules within the underlying zones; and - Include vegetation and earthworks permitted thresholds that supersede those that would otherwise apply. - As currently drafted, the provisions do not align with the direction of the RPS for regionally significant infrastructure which is otherwise generally provide for infrastructure covered by the Infrastructure Chapter.	Amend TRAN -R6 to include additional to truly enable the maintenance, upgrade and extension of the Trail and alignment with the direction of the RPS.		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
S45.034	Puketona Business Park Limited	TRAN-R6	Support	PBPL supports the requirement for a restricted discretionary activity where transport standards are infringed.	Retain the restricted discretionary activity status where transport standards are infringed.		Accept
S529.080	Carbon Neutral NZ Trust	TRAN-R6	Support	Support the enablement of works within the Twin Coast Trail, this Trail is a critical tourism attraction for the District but also has great potential to operate more as a transportation network.	Retain as notified (inferred)		Accept in part
FS111.062	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support in part	PHTTCCT support the enablement of works within the Twin Coast Trail but support amendments to ensure it will truly enable the maintenance, upgrade and extension of the Trail and alignment with the direction of the RPS.	Allow in part	Allow in part original submission	Accept in part
FS570.1968	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Accept in part
FS566.1982	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
FS569.2004	Vision Kerikeri 2		Support		Allow	Allow the original submission	Accept in part
S524.015	Vision Kerikeri (Vision for Kerikeri and Environs, VKK)	TRAN-R6	Support	Support the enablement of works within the Twin Coast Trail, this Trail is a critical tourism attraction for the District but also has great potential to operate more as a transportation network.	Retain as notified (inferred)		Accept in part
FS111.063	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support in part	PHTTCCT support the enablement of works within the Twin Coast Trail but support amendments to ensure it will truly enable the maintenance, upgrade and extension of the Trail and alignment with the direction of the RPS.	Allow in part	Allow in part the original submission	Accept in part
FS566.1833	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
S271.015	Our Kerikeri Community Charitable Trust	TRAN-R6	Support	Support the enablement of works within the Twin Coast Trail, this Trail is a critical tourism attraction for the District but also has great potential to operate more as a transportation network.	Retain as notified (inferred)		Accept in part
FS570.738	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS566.752	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
FS569.774	Vision Kerikeri 2		Support		Allow	Allow the original submission	Accept in part
S446.021	Kapiro Conservation Trust	TRAN-R6	Support	Support the enablement of works within the Twin Coast Trail, this Trail is a critical tourism attraction for the District but also has great potential to operate more as a transportation network. It is hoped that this route, extensions to it and future routes can be mapped in the District Plan with similar enabling rules to provide for development, but also to protect these future corridors from development, and highlight opportunities for land/easement acquisition through subdivision and development.	Retain TRAN-R6 (inferred)		Accept in part
FS569.1780	Vision Kerikeri 2		Support		Allow		Accept in part
FS570.1780	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow		Accept in part
S425.021	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust	TRAN-R7	Support	PHTTCCT support the enablement for new sections of the Trail outside of sensitive areas noting earlier submission in regards to policy direction for sensitive areas and sub#18 in regards to ensuring actual enablement	Retain as notified.		Accept in part
S45.035	Puketona Business Park Limited	TRAN-R7	Support	PBPL supports the requirement for a restricted discretionary activity where transport standards are infringed.	Retain the restricted discretionary activity status where transport standards are infringed.		Accept
S446.022	Kapiro Conservation Trust	TRAN-R7	Support	Support the enablement of works within the Twin Coast Trail, this Trail is a critical tourism attraction for the District but also has great potential to operate more as a transportation network. It is hoped that this route, extensions to it and future routes can be mapped in the District Plan with similar enabling rules to provide for development, but also to protect these future corridors from development, and highlight opportunities for land/easement acquisition through subdivision and development.	Retain TRAN-R7 (inferred)		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS111.064	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT support the enablement for new sections of the Trail outside of sensitive areas	Allow	Allow the original submission	Accept in part
FS569.1780	Vision Kerikeri 2		Support		Allow		Accept in part
FS570.1781	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow		Accept in part
S529.081	Carbon Neutral NZ Trust	TRAN-R7	Support	Support the enablement of works within the Twin Coast Trail, this Trail is a critical tourism attraction for the District but also has great potential to operate more as a transportation network.	Retain as notified (inferred)		Accept in part
FS111.065	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT support the enablement for new sections of the Trail outside of sensitive areas	Allow	Allow the original submission	Accept in part
FS570.1969	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Accept in part
FS566.1983	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
FS569.2005	Vision Kerikeri 2		Support		Allow	Allow the original submission	Accept in part
S524.016	Vision Kerikeri (Vision for Kerikeri and Environs, VKK)	TRAN-R7	Support	Support the enablement of works within the Twin Coast Trail, this Trail is a critical tourism attraction for the District but also has great potential to operate more as a transportation network.	Retain as notified (inferred)		Accept in part
FS111.066	Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust (PHTTCCT)		Support	PHTTCCT support the enablement for new sections of the Trail outside of sensitive areas	Allow	Allow the original submission	Accept in part
FS566.1834	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
S271.016	Our Kerikeri Community Charitable Trust	TRAN-R7	Support	Support the enablement of works within the Twin Coast Trail, this Trail is a critical tourism attraction for the District but also has great potential to operate more as a transportation network.	Retain as notified (inferred)		Accept in part
FS570.739	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Accept in part
FS566.753	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
FS569.775	Vision Kerikeri 2		Support		Allow	Allow the original submission	Accept in part
S356.040	Waka Kotahi NZ Transport Agency	TRAN-R8	Oppose	Whilst admirable, the rule appears to undermine the strategic direction set out in the District Plan, so changes need to occur in the policy framework to support this approach. If the overlays are excluded from new roads, it is questionable as to why this does not apply to existing roads, and for State highways to also be exempt.	Delete PER-2 or widen to include provision for State highways and existing roads.		Reject
S463.023	Waiaua Bay Farm Limited	TRAN-R8	Support	With a view towards future road development at Kauri Cliffs to support future residential development, WBF supports the proposed restricted discretionary consenting pathway for roads not meeting the standards of PER-1 or PER-2. If road development cannot comply with these permitted standards, due to locational criteria (i.e., unavoidable siting with the coastal environment) or the need for a highly bespoke road design commensurate with the values of the Special Purpose Zone - Kauri Cliffs (such as streetlighting that does not comply with TRAN-S5), it is appropriate for a restricted discretionary consenting pathway to apply.	Retain Rule TRAN-R8		Accept in part
S427.053	Kapiro Residents Association	TRAN-R8	Support in part	Many new subdivisions in Kerikeri and the surrounding rural area have greatly increased the volume of traffic using the central shopping/service area and roads leading to/from the CBD (e.g. Kerikeri Road, Waipapa Road, Landing Road, Kapiro Road, Purerua Road). When new developments are approved, insufficient account is	Amend Rule TRAN-R8 to include full consideration of cumulative/combined traffic effects, congestion, emissions, noise etc. in townships and roads, especially roads leading to/from a CBD or service centres [inferred].		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				taken of the total/cumulative impact of multiple developments on traffic. Other negative impacts on the community are not taken into account - such as additional levels of noise, disruption and other changes that can affect people, amenity values and the character of the area.			
S45.036	Puketona Business Park Limited	TRAN-R8	Support	PBPL supports the requirement for a restricted discretionary activity where transport standards are infringed.	Retain the restricted discretionary activity status where transport standards are infringed.		Accept in part
S215.012	Haigh Workman Limited	TRAN-R8	Support in part	We support the requirement for new public roads to comply with Council standards. However, there are instances where unformed paper roads are formed to serve one or several properties but are not maintained by Council. These roads should be formed as private accessways, not public road standards. Provided Council approval is obtained as landowner and the road is constructed and maintained to appropriate standards, a resource consent should not be required.	Insert a new permitted activity clause relating to the formation and use of a paper road for private access where it serves up to 8 households, has Council consent as landowner, is constructed to private access standards and is privately maintained		Accept in part
FS44.56	Northland Planning & Development 2020 Ltd		Support	This comes up very often with subdivisions or second dwellings. Generally NTA is happy so long as there are no more than 5 users. Agree to allow this as a permitted activity where council as landowner gives approval.	Allow		Accept in part
FS570.501	Vision Kerikeri 3		Oppose	Oppose to the extent that the submission is inconsistent with our original submissions.	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part
FS566.515	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part
FS569.537	Vision Kerikeri 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part
S215.008	Haigh Workman Limited	TRAN-R8	Support in part	We support TRAN-R2 / PER-1 specifying that a private accessway may only serve a maximum of 8 household equivalents. Where a large number of households are served by an accessway, it is more	Amend TRAN-R8 to include a corresponding permitted activity rule requiring 9 or more households to be served by a public road		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				practical, efficient and safe for it to be a public road. For completeness, we recommend that a corresponding permitted activity rule be included in Rule TRAN-R8 requiring 9 or more households to be served by a public road.			
FS570.497	Vision Kerikeri 3		Oppose	Oppose to the extent that the submission is inconsistent with our original submissions.	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part
FS566.511	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part
FS569.533	Vision Kerikeri 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part
S384.007	LD Family Investments Limited	TRAN-R9	Support in part	The PDP appears to enter into the realm of the managing those effects and activities which fall within the domain of Waka Kotahi. In this regard TTFL propose to create a new intersection onto State Highway 10 with all sites created under the subdivision using this new access point. As such there is no direct access onto Council infrastructure. The intersection will meet the highway authorities requirements and is not required to be revised by Council. To assess an activities traffic movements leading to the Highway or LAR is a duplication of effort.	Amend to ensure Rule TRAN-R9 does not apply to sites or activities which have direct access onto a State Highway or LAR which has been previously approved by Waka Kotahi.		Reject
S356.041	Waka Kotahi NZ Transport Agency	TRAN-R9	Support in part	DIS-1 - Amend note to "altered" to include change in use.	Amend as follows: Altered includes, but is not limited to, any widening, narrowing, gradient changing, redesigning, change in use and relocating of a vehicle crossing, but excludes resurfacing.		Accept
S378.003	Marshall Investments Trustee (2012) Limited	TRAN-R9	Support	The PDP appears to enter into the realm of the managing those effects and activities which fall within the domain of Waka Kotahi. In this regard the submitter has access onto State Highway 10. As such there is no direct access onto Council	Amend TRAN-R9 to ensure it does not apply to sites or activities which have direct access onto a State Highway or LAR which has been previously approved by Waka Kotahi.		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				infrastructure. The intersection meets the highway authorities' requirements and is not required to be revised by Council. To assess an activities traffic movements leading to the Highway or LAR is a duplication of effort.			
S262.007	Ti Toki Farms Limited	TRAN-R9	Not Stated	The submitter considers that the TRAN-R9 appears to enter into the realm of managing the effects and activities which fall into the domain of Waka Kotahi. When there is no direct access onto Council infrastructure and access meets Waka Kotahi requirements it should not be required to be reviewed by Council as this is a duplication of effort.	Amend TRAN-R9		Reject
S427.054	Kapiro Residents Association	TRAN-R9	Support in part	Many new subdivisions in Kerikeri and the surrounding rural area have greatly increased the volume of traffic using the central shopping/service area and roads leading to/from the CBD (e.g. Kerikeri Road, Waipapa Road, Landing Road, Kapiro Road, Purerua Road). When new developments are approved, insufficient account is taken of the total/cumulative impact of multiple developments on traffic. Other negative impacts on the community are not taken into account - such as such additional levels of noise, disruption and other changes that can affect people, amenity values and the character of the area.	Amend Rule TRAN-R9 to include full consideration of cumulative/combined traffic effects, congestion, emissions, noise etc. in townships and roads, especially roads leading to/from a CBD or service centres [inferred].		Reject
S45.011	Puketona Business Park Limited	TRAN-R9	Not Stated	There are some existing discrepancies in the Transport chapter of the PDP as notified. Rule TRAN-R2 inadvertently requires discretionary activity consent for a vehicle crossing off a State Highway (as it does not meet PER-3 of that rule), whilst Rule TRAN-R9 expressly allows for new or altered vehicle crossings off a State Highway as a restricted discretionary activity	Amend to ensure that PER-3 of Rule TRAN-R2 and Rule TRAN-R9 are consistent.		Accept in part
FS36.045	Waka Kotahi NZ Transport Agency		Neutral	The submitter notes there does appear to be an inconsistency in the activity status arrangements for new or altered accessways off SH between TRAN R3 and TRAN R9 and seeks further clarity.	Allow	Seeks further clarification on the activity status arrangements between TRAN-R3 and TRAN-R9.	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
S342.015	Waipapa Pine Limited and Adrian Broughton Trust (now Fletcher Building Ltd)	TRAN-R9	Support in part	The PDP appears to enter into the realm of the managing those effects and activities which fall within the domain of Waka Kotahi. In this regard the submitter has access onto State Highway 10, the intersection approved by Waka Kotahi. As such there is no direct access onto Council infrastructure. The intersection meets the highway authorities' requirements and is not required to be revised by Council. To assess an activities traffic movements leading to the Highway or LAR is a duplication of effort.	Amend to ensure they do not apply to sites or activities which have direct access onto a State Highway or LAR which has been previously approved by Waka Kotahi.		Reject
FS374.029	Waipapa Pine Limited		Support	The original submission reflects the position of Waipapa Pine Limited of support for the Heavy Industrial Zone with proposed changes to rules that would better support heavy industrial activities.	Allow	Allow the original submission	Reject
S82.016	Good Journey Limited	Standards	Oppose	The standards are opposed to the extent that car parking minimums are still specified in the Mixed Use zone. Should existing operations wish to more intensively develop their sites in the Mixed Use zone by increasing the amount of "gross business area" and / or the provision of residential accommodation then additional carparks are required. Additional controls such as bicycle parks and end of trip facilities are also required. Intensification and development of Mixed Use areas should be encouraged by the removal of minimum car parking standards in recognition of the benefits that Mixed Use zones can bring in terms of both land use outcomes and travel patterns.	Delete car park minimums in the Mixed Use Zone and other relief that will satisfy the concerns of the submitter.		Accept
S178.010	Reuben Wright	Standards	Support in part	Rules TRAN-S1-S5 do not appear to have an activity status expressed where any application will comply with the various Rules. It is assumed any subdivision should be either permitted or controlled where it complies with anyone of the rules, and restricted discretionary where it does not comply. An activity status should be referenced for each rule.	[Amend TRAN-S1-S5 to clarify the activity status].		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested	Hearings Panel Recommendation
S178.011	Reuben Wright	Standards	Support	Rule TRAN-S5 relates to 'Requirements for Streetlighting'. The provision of streetlighting for any new road of road extension should not be a rule but rather a matter that control is reserved over or discretion is restricted to for any subdivision or land use activity.	Amend the requirements for streetlighting relating to TRAN-S5, to a matter that control is reserved over or discretion is restricted to for any subdivision or land use activity.	Accept in part
S416.029	KiwiRail Holdings Limited	Standards	Support in part	Public safety at level crossings is a key concern for KiwiRail and protection of sightlines is a key means of ensuring this. The inclusion of a standard to ensure sightlines are not compromised will support achieving TRAN-01 and TRAN -03 seeking to protect Regionally Significant Infrastructure, along with other Policy direction such as SIGN-P4 which specifically references signage avoiding sightlines. Compliance with the Standard would provide for the development as a permitted activity, with non-compliance requiring a Restricted Discretionary Activity consent, with discretion restricted to the aspects provided in TR-P3. These relate to safe and efficient use of the site and functioning of the transport network which in particular is relevant to the matters the rule is seeking to address. While KiwiRail does not support the creation of new level crossings without a higher level of safety protection (lights/barriers) over the expected life of the District Plan the potential for Stop or Give Way Controlled level crossings being established cannot be eliminated. This Standard would therefore provide protection for these sightlines. It should be noted that the restart triangle applies at all level crossings, which includes those controlled with barrier arms and signals. This standard could equally be located in Infrastructure section however the Transport Section contains most standards for vehicle safety. Adding the standard to the Transport section ensures that it is clear it applies to all activities Plan wide.	Insert new standards as follows: Sight lines at railway level crossings All zones Activity status: Permitted where compliance is achieved with railway level crossing sight line standard 'YY'. All zones Activity status: Restricted discretionary where compliance is not achieved with standard 'YY'. Matters of discretion are restricted to: The extent to which the safety and efficiency of railway and road operations will be adversely affected. Any characteristics of the proposed use that will make compliance unnecessary Any implications arising from advice from KiwiRail TRAN STANDARD YY: Level Crossing Sight Triangles Approach sight triangles at level crossings with Stop or Give Way signs Buildings, structures, planting or other visual obstructions must not be located within the restart or approach sightline areas of railway level crossings as shown in the shaded areas of Figure 1: Restart Sightlines and Figure 2 : Approach Sightlines (refer to submission for figures).	Accept in part
S431.154	John Andrew Riddell	Standards	Not Stated	The amendment is necessary in order to achieve the purpose of the Act.	Amend all objectives, policies, rules and standards relating to providing for vehicles and roading to place	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
					much more emphasis on providing for cycling and for walking		
FS332.154	Russell Protection Society		Support	The original submission aligns with our values. The Russell Protection Society has a purpose of promoting wise and sustainable development that compliments the historic and special character of Russell and its surrounds.	Allow	Allow the original submission.	Accept in part
S215.017	Haigh Workman Limited	Standards	Not Stated		Insert standards for sealing public roads where the gradient exceeds 12.5%.		Reject
FS570.506	Vision Kerikeri 3		Oppose	Oppose to the extent that the submission is inconsistent with our original submissions.	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
FS566.520	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
FS569.542	Vision Kerikeri 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
S516.040	Ngā Tai Ora - Public Health Northland	TRANS-S1	Support	Ngā Tai Ora support the requirements for bicycle and accessible car parking spaces in TRAN-S1, and the subsequent spaces specified in TRAN-Table 1. It is important that minimum requirements on bicycle and accessible parking spaces are established to encourage active modes of transport and accessibility for the disabled and elderly.	Retain Standard TRAN-S1		Accept in part
S502.095	Northland Planning and Development 2020 Limited	TRANS-S1	Oppose	It is considered this is an unnecessary component to add under the District Plan framework to add showers to Commercial, Industrial, Commercial Service activities, Hospitals & Education facilities. There is no commentary in the s32 report to support this provision. Not all areas of the Far North are suitable for alternative modes of transport and the roading network within our rural areas doesn't support cycling or walking to work. The locations where end of trip facilities are practical could rather utilize this provision to reduce the amount of car parks required instead of it being a blanket rule for	Delete Trans-S1 rule 4 - ~~End of trip facilities for commercial activities, offices, industrial activities, commercial service activities, hospital activities and educational facilities are provided for staff use in accordance with TRAN Table 4 – End of trip facility requirements;~~		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				the activities listed. The assessment criteria if compliance is not achieved also doesn't address matters related to no showers being provided or a reduced number of showers being provided.			
FS395.0010	Ti Toki Farms Limited		Support	It is agreed that this rule is unnecessary in particular locations of the Far North District.	Allow	Delete the TRANS-S1 rule 4	Reject
FS391.0010	LD Family Investments Ltd		Support	It is agreed that this rule is unnecessary in particular locations of the Far North District	Allow	Delete TRANS-S1 Rule 4	Reject
FS403.123	Te Whatu Ora - Nga Tai Ora		Oppose	Te Whatu Ora support the requirements for bicycle and accessible car parking spaces and seek to retain as notified.	Disallow in part	Te Whatu Ora support the requirements for bicycle and accessible car parking spaces and seek to retain as notified.	Accept
S512.017	Fire and Emergency New Zealand	TRANS-S1	Support in part	Fire and Emergency have previously found carparking or lack of parking areas has delayed emergency response times. We seek explicit reference to the effects on emergency response access. In addition see note below on minimum parking requirements	Amend TRAN-S1 Where the standard is not met, matters of discretion are restricted to: a. any recommendations in a transport assessment approved by a chartered professional engineer; b. the potential for adverse effects on the safety and efficiency of the transport network, including emergency response access and effects on vehicles, pedestrians and cyclists; c. the scale, management and operation of the activity as it relates to its demand for parking; d. the use of low impact design techniques to minimise stormwater run off; and e. the ability for persons with a disability or limited mobility to park, enter and exit a vehicle and manoeuvre around a parking area safely and effectively		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS243.187	Kainga Ora Homes and Communities		Oppose	Kāinga Ora opposes elements of the proposed change sought that may be inconsistent with NZ Standards and seeks further clarification/reasoning for the amended changes.	Disallow	(A number of submission points and relief sought)	Accept in part
FS403.124	Te Whatu Ora - Nga Tai Ora		Support in part	Te Whatu Ora support the requirements for bicycle and accessible car parking spaces and seek to retain as notified.	Allow in part	Te Whatu Ora support the requirements for bicycle and accessible car parking spaces and seek to retain as notified.	Accept in part
FS403.135	Te Whatu Ora - Nga Tai Ora		Support in part	Te Whatu Ora seek to amend the provisions to require a setback from "Significant Hazardous Facilities".	Allow in part	Te Whatu Ora seek to amend the provisions to require a setback from "Significant Hazardous Facilities".	Accept in part
S172.016	Terra Group	TRANS-S1	Support	Support this standard, as it will achieve positive outcomes for the proposed zone.	Retain as notified (inferred)		Accept in part
FS403.118	Te Whatu Ora - Nga Tai Ora		Support in part	Te Whatu Ora support the requirements for bicycle and accessible car parking spaces and seek to retain as notified.	Allow in part	Te Whatu Ora support the requirements for bicycle and accessible car parking spaces and seek to retain as notified.	Accept in part
S215.002	Haigh Workman Limited	TRANS-S1	Support		Retain TRAN-S1		Accept in part
FS570.491	Vision Kerikeri 3		Oppose	Oppose to the extent that the submission is inconsistent with our original submissions.	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part
FS403.121	Te Whatu Ora - Nga Tai Ora		Support	Te Whatu Ora support the requirements for bicycle and accessible car parking spaces and seek to retain as notified.	Allow	Te Whatu Ora support the requirements for bicycle and accessible car parking spaces and seek to retain as notified.	Accept in part
FS566.505	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
						inconsistent with our original submission	
FS569.527	Vision Kerikeri 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part
S184.009	Northland Transport Alliance	TRANS-S1	Support in part	Suggest that safe and secure parking should also be covered.	Amend TRANS-S1 to include new clause 7 as follows: 7. Parking is safe and secure.		Reject
FS403.119	Te Whatu Ora - Nga Tai Ora		Support in part	Te Whatu Ora support the requirements for bicycle and accessible car parking spaces and seek to retain as notified.	Allow in part	Te Whatu Ora support the requirements for bicycle and accessible car parking spaces and seek to retain as notified.	Accept in part
S184.018	Northland Transport Alliance	TRANS-S1	Support in part	Current DP allows for provision of bicycle parking and green space in lieu of parking as a discretionary activity - consider including here. Use of an ITA to assess and approve alternatives to minimums. Further question - Kerikeri/Waipapa is close to Tier 3 City - should this area be called out separately in line with the Urban Policy Statement on parking?	Amend Standard TRANS-S1 to provide for bicycle parking spaces in lieu of car parking, using an Integrated Transport Assessment to support alternatives.		Reject
FS403.120	Te Whatu Ora - Nga Tai Ora		Support in part	Te Whatu Ora support the requirements for bicycle and accessible car parking spaces and seek to retain as notified.	Allow in part	Te Whatu Ora support the requirements for bicycle and accessible car parking spaces and seek to retain as notified.	Accept in part
S331.027	Ministry of Education Te Tāhuhu o Te Mātauranga	TRANS-S1	Support in part	The submitter supports in part standard TRANS-S1 Requirements for parking, in respect to the TRAN-Table 1 - which requires minimum car parking spaces for primary and secondary schools, kohanga reo and child care centres. The NPS-UD requires Tier 1, 2 and 3 territorial authorities to remove any minimum parking requirement in their District Plans (see subpart 8 - section 3.38).	Amend the standard TRANS-S Requirements for parking as follows: 1. The minimum number of ~~on-site~~ car parking and bicycle spaces are provided for each activity in accordance with TRAN-Table 1 ~~Minimum number of parking spaces~~ , except that: for sites in the Mixed Use zone, no additional on-site parking spaces are		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested	Hearings Panel Recommendation
				Council acknowledges that they are not a Tier 3 authority. However, Section 1.5 of the NPSUD states that 'Tier 3 local authorities are strongly encouraged to do the things that tier 1 or 2 local authorities are obliged to do under Parts 2 and 3' of the NPS-UD. Therefore, the submitter encourages council to adopt the NPS-UD and remove minimum car parking requirements for educational facilities and recommends that loading requirements for primary and secondary schools, kohanga reo and child care centres are also removed from TRAN-Table 3. The ITA should determine how many bus bays or loading areas are appropriate for educational facilities as rural schools may require more buses than schools in urban schools, where students may use public transport or active modes.	required where the nature of a legally established activity changes, provided that: i. the gross business area of the site is not increased; and ii. it is not a residential activity or visitor accommodation activity; 2. Where on-site parking is provided in accordance with (1) above, additional accessible car parking spaces must be provided in accordance with TRAN-Table 2 - Minimum number of accessible parking spaces; 3. Loading spaces for commercial activities, offices, industrial activities, commercial service activities, hospital activities, and educational facilities are provided on site in accordance with TRAN-Table 3 - Minimum on-site loading bay requirements; 4. End-of-trip facilities for commercial activities, offices, industrial activities, commercial service activities, hospital activities and educational facilities are provided for staff use in accordance with TRAN-Table 4 - End of trip facility requirements; and 5. All on-site car parking and manoeuvring areas are provided in accordance with TRAN-Table 5 - Parking and manoeuvring dimensions.; 6. ~~and 6. If any activity is not represented within TRAN-Table 1 - Minimum number of parking spaces then the activity closest in nature to the~~	

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
					~~proposed activity shall apply, provided that where there are two or more similar activities in the table, the activity with the higher parking rate shall apply.~~ Where the standard is not met, matters of discretion are restricted to: a. any recommendations in a transport assessment approved by a chartered professional engineer; b. the potential for adverse effects on the safety and efficiency of the transport network, including effects on vehicles, pedestrians and cyclists; c. the scale, management and operation of the activity as it relates to its demand for parking; d. the use of low impact design techniques to minimise stormwater run off; and e. the ability for persons with a disability or limited mobility to park, enter and exit a vehicle and manoeuvre around a parking area safely and effectively.		
FS403.122	Te Whatu Ora - Nga Tai Ora		Oppose	Te Whatu Ora support the requirements for bicycle and accessible car parking spaces and seek to retain as notified.	Disallow in part	Te Whatu Ora support the requirements for bicycle and accessible car parking spaces and seek to retain as notified.	Accept in part
S172.017	Terra Group	TRANS-S2	Support	Support this standard, as it will achieve positive outcomes for the proposed zone.	Retain as notified (inferred)		Accept in part
S356.042	Waka Kotahi NZ Transport Agency	TRANS-S2	Support	Not stated.	Retain TRANS-S2 as notified		Accept in part
S502.097	Northland Planning and	TRANS-S2	Support in part	Larger land holdings have multiple titles across a large area. As a result, they have and require a larger number of vehicle crossings. We seek	Amend TRANS-S2 to clarify a situation where you have more than one site frontage.		Accept

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
	Development 2020 Limited			clarification on a situation where you have more than one site frontage. Do you receive the allocated number of crossings per frontage or do you add them together. If the latter, what happens when you have two different road classifications			
S503.041	Waitangi Limited	TRANS-S2	Not Stated	Larger land holdings such as the Waitangi Estate have multiple titles across a large area. As a result, they have and require a large number of vehicle crossings. We seek clarification on a situation where you have more than one site frontage. Do you receive the allocated number of crossings per frontage or do you add them together. If the latter, what happens when you have two different road classifications?	Amend Standard TRAN-S2 to clarify the number of crossings for a site with more than one frontage.		Accept
S215.013	Haigh Workman Limited	TRANS-S2	Support in part	We support Standard TRAN-S2, conditional on amending TRAN-Table 8 as discussed below. Items 1 to 5 address important safety issues regarding vehicle crossing location and should be retained in the District Plan. However, standard TRAN-S2 does not specify the standard to which a vehicle crossing should be constructed. Reference should be made to Council's Engineering Standards for vehicle crossing construction standards. The requirement in the Operative District Plan (Rule 15.1.6C.1.5(b)) for vehicle crossings off sealed roads to be sealed has not been included in the Proposed District Plan. Vehicle crossings off sealed roads should be sealed or concreted for at least 5m from the road edge to control stormwater runoff and prevent gravel being deposited on the road.	Retain Standard TRAN-S2, conditional on amending TRAN-Table 8. Insert a new clause to standard TRAN-S2 requiring new vehicle crossings to be designed and constructed in accordance with Far North District Engineering Standards. Insert a new clause to standard TRAN-S2 requiring vehicle crossings off sealed roads to be sealed or concreted for at least 5m from the road edge to control stormwater runoff and prevent gravel being deposited on the road.		Accept in part
FS309.12	Brad Hedger		Support	Public roads and private roads if accessing a sealed road should be sealed to reduce the Maintenance of the public road from development.	Allow		Accept in part
FS570.502	Vision Kerikeri 3		Oppose	Oppose to the extent that the submission is inconsistent with our original submissions.	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS566.516	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part
FS569.538	Vision Kerikeri 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part
S561.024	Kāinga Ora Homes and Communities	TRANS-S2	Support in part	Support the requirements in this standard however Kāinga Ora seek the addition of matters of discretion where the standard is not met. As it is currently proposed, there is no ability to make the application if you cannot meet the requirements of TRAN-S2.	Amend TRAN-S2 to include the following matters of discretion: Where the standard is not met, matters of discretion are restricted to: - the potential for adverse effects on the safety and efficiency of the transport network, including effects on vehicles, pedestrians and cyclists; - the scale, management and operation of the activity as it relates to its demand for access; - the ability for persons with a disability or limited mobility, enter and exit a vehicle and manoeuvre.		Accept in part
FS36.046	Waka Kotahi NZ Transport Agency		Support	Support additional matters of discretion that seek to control adverse effects on the transport system.	Allow	Allow the original submission.	Accept in part
FS32.078	Jeff Kemp		Oppose	The original submission seeks to amend the FNDC in a way which changes how the FNDC has previously managed the district's natural and physical resources. The nature and scale of the outcomes sought have no supporting documents which address the appropriateness of the changes such as the costs and benefits involved. As a minimum, the submitter should have provided a s32 analysis of the proposed changes. The amenity, values and character of the district's urban areas have developed over time through various district plans. The wider community and	Disallow	Disallow the original submission.	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				applicants have an understanding of and have appreciated the consenting process. The original submission seeks a completely different planning framework away from an effects-based district plan and is essentially reallocating the goal posts. The original submission heralds the application for a private plan change which would provide the opportunity for those most affected to be involved.			
FS23.296	Des and Lorraine Morrison		Support	Generally support for the reasons set out in the submission of Kāinga Ora. It is important that peoples' wellbeing, and in particular their ability to establish housing on their land is enabled. Also particularly support the changes proposed for recognition of and development on Māori land.	Allow	Allow the relief sought to the extent consistent with our primary submission	Accept in part
FS47.038	Our Kerikeri Community Charitable Trust		Oppose	The KO submission contravenes our original submission throughout, as we are seeking a shift from the permissive approach to a more prescriptive DP supported by Master Plans for central areas and Spatial Plans (still under preparation and long overdue), while KO suggests a considerably more permissive plan. Our submission states "We are concerned that the PDP, as currently drafted, would support development in the form that undermines character, amenity values and other aspects of the environment that our communities value", but KO's proposals would further reduce the limited opportunity for the public to have input into resource consent applications..... etc see FS document.	Disallow	Disallow the entire original submission	Accept in part
FS348.111	Alec Brian Cox		Oppose	The submission was not made by the closing date and is therefore not a valid submission under RMA.	Disallow	I seek that the whole of the submission be disallowed	Reject
S215.014	Haigh Workman Limited	TRANS-S3	Support	We generally support the proposed rule, but consider that greater clarity is required. It is unclear from the standard when and where passing bays are required. Passing bays are specified for Rural Production and Rural Lifestyle zones, however, there may be situations where passing	Amend standard TRAN-S3 to: 1. Passing bays are required on single lane accessways exceeding 100m at spacings not exceeding 100m; 2. Where required, passing bays on private accessways are to be at least 15m long		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				bays are required on long accesses in residential zones. The term 'blind corner' needs clarifying. In road safety terms, a 'blind corner' is where drivers in approaching vehicles have insufficient sight distance to react and stop in time to avoid a collision. Stopping distances need to take into account operating speeds, reaction times, carriageway surface (sealed or unsealed) and longitudinal gradient. A better term is 'safe intervisibility': the sight distance between two vehicles needed to allow them to stop safely. Intervisibility applies to both horizontal and vertical alignment, not just on 'blind corners'. Intervisibility sight distances required for safe access can be large. If the accessway alignment is constrained by topography, intervisibility may not be achieved over significant lengths of the accessway. As the calculation of safe stopping distances / intervisibility is a technical matter, we recommend that the District plan rule refer to the Engineering Standards for guidance. We have commented on appropriate guidance standards in our comments on the Engineering Standards appended to this submission.	and provide a minimum usable access width of 5.5m. 3. On all single lane accessways serving two or more sites, safe intervisibility shall be provided as specified in Council's Engineering Standards. Sections of accessway without safe intervisibility shall be widened to two-lane. 4. All accesses serving two or more sites shall provide vehicle queuing space at the vehicle crossing to the legal road.		
FS309.15	Brad Hedger		Support in part	Agree that definitions and there is inconsistency in the engineering standards, I support that there should be clear guidelines.	Allow in part		Accept in part
FS570.503	Vision Kerikeri 3		Oppose	Oppose to the extent that the submission is inconsistent with our original submissions.	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part
FS566.517	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part
FS569.539	Vision Kerikeri 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
S561.025	Kāinga Ora Homes and Communities	TRANS-S3	Oppose	The requirement for passing bays for accesses serving 2 or more sites is too restrictive given the low traffic volumes this would involve. The Rule does not provide for the majority of accessways being over a short distance with good sightlines. Either the rule should be amended to relate to a larger number of sites, or passing bays should only be a requirement where site conditions pose a safety risk. Kāinga Ora suggest this should be amended to 8 sites to align with the number of sites permitted off a accessway under the FNDC Engineering standards.	Amend TRAN-S3 3. as follows: 3. All accesses serving ~~28~~ or more sites shall provide passing bays and a double width vehicle crossing to allow for vehicles to queue within the site.		Accept in part
FS32.079	Jeff Kemp		Oppose	The original submission seeks to amend the FNDC in a way which changes how the FNDC has previously managed the district's natural and physical resources. The nature and scale of the outcomes sought have no supporting documents which address the appropriateness of the changes such as the costs and benefits involved. As a minimum, the submitter should have provided a s32 analysis of the proposed changes. The amenity, values and character of the district's urban areas have developed over time through various district plans. The wider community and applicants have an understanding of and have appreciated the consenting process. The original submission seeks a completely different planning framework away from an effects-based district plan and is essentially reallocating the goal posts. The original submission heralds the application for a private plan change which would provide the opportunity for those most affected to be involved.	Disallow	Disallow the original submission.	Accept in part
FS23.297	Des and Lorraine Morrison		Support	Generally support for the reasons set out in the submission of Kāinga Ora. It is important that peoples' wellbeing, and in particular their ability to establish housing on their land is enabled. Also particularly support the changes proposed for recognition of and development on Māori land.	Allow	Allow the relief sought to the extent consistent with our primary submission	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS47.039	Our Kerikeri Community Charitable Trust		Oppose	The KO submission contravenes our original submission throughout, as we are seeking a shift from the permissive approach to a more prescriptive DP supported by Master Plans for central areas and Spatial Plans (still under preparation and long overdue), while KO suggests a considerably more permissive plan. Our submission states "We are concerned that the PDP, as currently drafted, would support development in the form that undermines character, amenity values and other aspects of the environment that our communities value", but KO's proposals would further reduce the limited opportunity for the public to have input into resource consent applications..... etc see FS document.	Disallow	Disallow the entire original submission	Accept in part
FS348.112	Alec Brian Cox		Oppose	The submission was not made by the closing date and is therefore not a valid submission under RMA.	Disallow	I seek that the whole of the submission be disallowed.	Reject
S172.018	Terra Group	TRANS-S4	Support	Support this standard, as it will achieve positive outcomes for the proposed zone.	Retain as notified (inferred)		Accept in part
S184.019	Northland Transport Alliance	TRANS-S4	Support in part	Not all upgrades to existing roads should require an ITA - consider using a trip trigger rather than "all". Suggest development over the permitted trip generation require an Integrated Transport Assessment. See submission comment on Rule TRAN R-5	Amend clause 1 of Standard TRAN-S4 to provide a trigger for requiring an Integrated Transport Assessment as opposed to it being a mandatory requirement for all new roads and upgrades.		Accept
S211.003	Borders Real Estate Northland	TRANS-S4	Support in part	Standard TRANS-S4 (implied) should require subdivisions in urban areas comprising more than two lots to include pedestrian footpaths suitable for disability scooters, and within cycling distance of a township or public facilities (e.g.: school, sports field) to include safe cycleways (separated from road traffic) which will connect to a future network of cycleways.	Amend standard TRANS-S4 (implied) to require subdivisions in urban areas comprising more than two lots to include pedestrian footpaths suitable for disability scooters, and within cycling distance of a township or public facilities (e.g.: school, sports field) to include safe cycleways (separated from road traffic) which will connect to a future network of cycleways.		Reject
S463.024	Waiaua Bay Farm Limited	TRANS-S4	Oppose	Road design in a Special Purpose Zone may not be able to comply with the permitted activity performance standards of this rule, as to do so may conflict with the purpose or objectives of the Special Purpose Zone.	Insert a new matter of discretion (point c.) within Standard TRANS-S4 as follows: c. Whether an alternative to compliance with the standard would better achieve the		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				In such cases, WBF considers that it would be appropriate for the decision maker to be directed by the matters of discretion to consider the specific circumstances of the Special Purpose Zone.	purpose and objectives of a Special Purpose Zone.		
S271.017	Our Kerikeri Community Charitable Trust	TRANS-S4	Oppose	The construction of roads should exceed the standards in the Engineering Standards, particularly where required by a spatial/strategic document. Support requirement for Traffic Impact Assessment where a new road is constructed. Cul-de-sacs should be disincentivized as they are widely accepted as presenting bad urban design outcomes, and are currently a favoured position of developers due to the lower costs associated.	Amend to: - Provide for design that exceeds that required in the Engineering Standards (e.g. provides for separated cyclist network where not otherwise required), particularly where in alignment with a spatial/strategic document. - Disincentivize cul-de-sacs, as a minimum in regard to TRAN-S4.2 The following additional requirements should be included: - o ITA with targeted information requirements should be required. Without this, cul-de-sacs are essentially further incentivized as a lower costs option. - The cul-de-sac legal width must extend to the boundary of the site to facilitate future connection.		Accept in part
FS25.072	Kiwi Fresh Orange Company Limited		Support in part	Supports the proposal that there are clear standards for the development of roading infrastructure. It is appropriate that there is the opportunity to seek resource consent for departures from standards.	Allow in part	Allow the original submission in part subject to appropriate wording.	Accept in part
FS325.048	Turnstone Trust Limited		Support in part	TT supports the proposal that there are clear standards for the development of roading infrastructure. It is appropriate that there is the opportunity to seek resource consent for departures from standards.	Allow in part	Allow the original submission in part.	Accept in part
FS570.740	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Accept in part
FS566.754	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS569.776	Vision Kerikeri 2		Support		Allow	Allow the original submission	Accept in part
S368.018	Far North District Council	TRANS-S4	Support in part	The reference to Council engineering standards needs to be applied correctly under 'where the standard is not met, matters of discretion are restricted to: a.' - 'Far North District Council Engineering Standards April 2022'	Amend TRAN-S4 where the standard is not met, matters of discretion are restricted to: safety implications of the non-compliance with Far North District Council Engineering Standards April 2022 engineering standards ; and		Reject
FS25.073	Kiwi Fresh Orange Company Limited		Support in part	Supports the intent of the amendment, subject to appropriate matters of discretion that include alternatives that provide a safe and appropriate transport outcome.	Allow in part	Allow the original submission in part.	Accept in part
FS309.13	Brad Hedger		Support in part	The standards should reference the current published standards May 2023	Allow in part	Allow the original submission in part.	Accept in part
FS325.049	Turnstone Trust Limited		Support in part	TT supports the intent of the amendment, subject to appropriate matters of discretion that include alternatives that provide a safe and appropriate transport outcome.	Allow in part	Allow the original submission in part.	Accept in part
S215.015	Haigh Workman Limited	TRANS-S4	Support	We support TRAN-S4 clause 1, but oppose the some of the standards specified in Far North District Council Engineering Standards April 2022. Our comments on the Engineering Standards are appended to this submission. Standards for road widths, and the requirements for footpaths and lighting for public roads should be specified in the Proposed District Plan as they are in the Operative District Plan. This allows standards for public roads and private accessways to be found in the same document. Engineering Standards Table 3-2 Urban and Table 3-3 Rural road standards are excessive and inconsistent with Low Impact Design principles. Very few existing Council roads in the Far North District comply with the proposed standards or would be upgraded to comply with the standards. Existing Urban Collector and Arterial roads have insufficient legal width to be upgraded to comply with the standards. Operative District Plan Appendix 3B-2 standards are similar to	Insert Operative District Plan Appendix 3B-2 standards for Roads to Vest in the Proposed District Plan and amend TRAN-S4 clause 1 to refer to this table, not Engineering Standards Tables 3-2 and Table 3-3.		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				NZS4404:2010 standards and are more appropriate for Far North roads. Footpaths should be 1.5m wide (not 1.8m wide) and on one side only on urban roads serving up to 20 dwelling units. With rules in the District Plan requiring off-street parking, on-street parking is not required on both sides of an urban road and should be discouraged on Collector and Arterial roads. The District Plan should also specify which roads must be sealed. The Engineering Standards imply that all urban roads should be sealed but some rural roads (ES Table 3-4) may be unsealed. The process for determining which public roads may be unsealed is unclear. Engineering Standards Table 3-4 and Clause 3.2.12.2.3 imply that FNDC's asset engineers will determine which roads may be unsealed by classifying the road under the One Network Road Band Number road classification system. Greater certainty should be given by including standards in the District Plan. We oppose standard TRAN-S4 clause 2. It is unclear what Rule TRAN-S4(2) for cul-de-sacs is intended to achieve: many no-exit roads are longer than 150m; pedestrian linkages may not be possible; and cul-de-sac heads when properly designed are ideal for multiple private accessways to branch off.			
FS570.504	Vision Kerikeri 3		Oppose	Oppose to the extent that the submission is inconsistent with our original submissions.	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
FS566.518	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
FS569.540	Vision Kerikeri 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
S215.018	Haigh Workman Limited	TRANS-S4	Oppose	We oppose standard TRAN-S4 clause 2. It is unclear what Rule TRAN-S4(2) for cul-de-sacs is intended to achieve: many no-exit roads are longer than 150m; pedestrian linkages may not be possible; and cul-de-sac heads when properly designed are ideal for multiple private accessways to branch off.	Delete TRAN-S4(2) conditions (i), (ii) and (iii).		Reject
FS570.507	Vision Kerikeri 3		Oppose	Oppose to the extent that the submission is inconsistent with our original submissions.	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
FS566.521	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
FS569.543	Vision Kerikeri 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
S338.016	Our Kerikeri Community Charitable Trust	TRANS-S4	Not Stated	A large survey conducted by Our Kerikeri found that traffic is the single biggest issue for the Kerikeri community. Each new subdivision outside the urban area generates additional traffic. However, intensification of the urban area would allow many more people to live, work or go to school withing a walkable or cyclable distance from home. But this ideal can only be achieved if PDP requires new subdivisions and developments to provide connected walkways and cycleways that will contribute to future networks of walkways and cycleways.	Retain Standard TRAN-S4 (inferred)		Accept in part
FS570.957	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Accept in part
FS566.971	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
FS569.993	Vision Kerikeri 2		Support		Allow	Allow the original submission	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
S529.016	Carbon Neutral NZ Trust	TRANS-S4	Support	A large survey conducted by Our Kerikeri found that traffic is the single biggest issue for the Kerikeri community. Each new subdivision outside the urban area generates additional traffic. However, intensification of the urban area would allow many more people to live, work or go to school withing a walkable or cyclable distance from home. But this ideal can only be achieved if PDP requires new subdivisions and developments to provide connected walkways and cycleways that will contribute to future networks of walkways and cycleways.	Retain Standard TRAN-S4 (inferred)		Accept in part
FS570.1906	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Accept in part
FS566.1920	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
FS569.1942	Vision Kerikeri 2		Support		Allow	Allow the original submission	Accept in part
S529.082	Carbon Neutral NZ Trust	TRANS-S4	Oppose	The construction of roads should exceed the standards in the Engineering Standards, particularly where required by a spatial/strategic document. Support requirement for Traffic Impact Assessment where a new road is constructed. Cul-de-sacs should be disincentivized as they are widely accepted as presenting bad urban design outcomes, and are currently a favoured position of developers due to the lower costs associated	Seek amendments that: - Provide for design that exceeds that required in the Engineering Standards (e.g. provides for separated cyclist network where not otherwise required), particularly where in alignment with a spatial/strategic document. - Disincentivize cul-de-sacs, as a minimum in regard to TRAN-S4.2 The following additional requirements should be included: - o ITA with targeted information requirements should be required. Without this, cul-de-sacs are essentially further incentivized as a lower costs option. - The cul-de-sac legal width must extend to the boundary of the site to facilitate future connection.		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS570.1970	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow	Allow the original submission	Accept in part
FS566.1984	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
FS569.2006	Vision Kerikeri 2		Support		Allow	Allow the original submission	Accept in part
S522.038	Vision Kerikeri (Vision for Kerikeri and Environs, VKK)	TRANS-S4	Support	A large survey conducted by Our Kerikeri found that traffic is the single biggest issue for the Kerikeri community. Each new subdivision outside the urban area generates additional traffic. However, intensification of the urban area would allow many more people to live, work or go to school withing a walkable or cyclable distance from home. But this ideal can only be achieved if PDP requires new subdivisions and developments to provide connected walkways and cycleways that will contribute to future networks of walkways and cycleways.	Retain Standard TRAN-S4 (inferred)		Accept in part
FS566.1777	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
S524.017	Vision Kerikeri (Vision for Kerikeri and Environs, VKK)	TRANS-S4	Oppose	The construction of roads should exceed the standards in the Engineering Standards, particularly where required by a spatial/strategic document. Support requirement for Traffic Impact Assessment where a new road is constructed. Cul-de-sacs should be disincentivized as they are widely accepted as presenting bad urban design outcomes, and are currently a favoured position of developers due to the lower costs associated.	Seek amendments that: - Provide for design that exceeds that required in the Engineering Standards (e.g. provides for separated cyclist network where not otherwise required), particularly where in alignment with a spatial/strategic document. - Disincentivize cul-de-sacs, as a minimum in regard to TRAN-S4.2 The following additional requirements should be included: - o ITA with targeted information requirements should be required. Without this, cul-de-sacs are essentially further incentivized as a lower costs option.		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
					The cul-de-sac legal width must extend to the boundary of the site to facilitate future connection.		
FS566.1835	Kapiro Conservation Trust 2		Support		Allow	Allow the original submission	Accept in part
S446.016	Kapiro Conservation Trust	TRANS-S4	Oppose	Design of new roads is required in accordance with Councils Engineering Standards (2022) which require all new urban secondary collector and above roads to provide for cyclists separate to the movement lanes on the road, and Rural Road on primary collector and above on a sealed shoulder. For all other roads (which is suspected in the majority, however the road categorization could not be found in the PDP maps) cyclists must use the movement lanes. Provision for cyclists separate to vehicles on most roads throughout the District would be the preference, however, it is understood that the submission period for the Engineering Standards has closed. It is sought that in the least, provision is made for the construction of roads that exceed the standards in the Engineering Standards, particularly where required by a spatial/strategic document. Support requirement for Traffic Impact Assessment where a new road is constructed, noting the request below for an information requirement to clarify minimum information requirements. As a general comment, cul-de-sacs should be disincentivized as they are widely accepted as presenting bad urban design outcomes, and are currently a favoured position of developers due to the lower costs associated. As a minimum, in regard to TRAN-S4.2 The following additional requirements should be included: ITA with targeted information requirements should be required. Without this, cul-de-sacs are essentially further incentivized as a lower costs option.	Amend TRANS-S4 to: - Provide for design that exceeds that required in the Engineering Standards (e.g. provides for separated cyclist network where not otherwise required), particularly where in alignment with a spatial/strategic document. - Disincentivize cul-de-sacs		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				- The cul-de-sac legal width must extend to the boundary of the site to facilitate future connection.			
FS569.1775	Vision Kerikeri 2		Support		Allow		Accept in part
FS570.1775	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow		Accept in part
S449.017	Kapiro Conservation Trust	TRANS-S4	Support	A large survey conducted by Our Kerikeri found that traffic is the single biggest issue for the Kerikeri community. Each new subdivision outside the urban area generates additional traffic. However, intensification of the urban area would allow many more people to live, work or go to school withing a walkable or cyclable distance from home. But this ideal can only be achieved if PDP requires new subdivisions and developments to provide connected walkways and cycleways that will contribute to future networks of walkways and cycleways.	Retain Standard TRAN-S4 (inferred)		Accept in part
FS569.1816	Vision Kerikeri 2		Support		Allow		Accept in part
FS570.1833	Vision Kerikeri 3		Support	Support to the extent the submission is consistent with our original submissions.	Allow		Accept in part
S463.025	Waiaua Bay Farm Limited	TRANS-S5	Oppose	Street lighting design in a Special Purpose Zone may not be able to comply with the permitted activity performance standards of this rule, as to do so may conflict with the purpose or objectives of the Special Purpose Zone. In such cases, WBF considers that it would be appropriate for the decision maker to be directed by the matters of discretion to consider the specific circumstances of the Special Purpose Zone.	Insert a new matter of discretion (point c.) within Standard TRANS-S5 as follows: c. Whether an alternative to compliance with the standard would better achieve the purpose and objectives of a Special Purpose Zone.		Reject
S215.019	Haigh Workman Limited	TRANS-S5	Support in part	Streetlighting can be over-used in rural areas creating light wells that render adjoining dark areas unsafe for motorists and pedestrians. Streetlighting can also detract from the amenity and ecological values of a 'dark sky'. The first issue may be addressed through matter of discretion (a), but we recommend further matters of discretion addressing the effect of light spill beyond the road carriageway	Insert matters of discretion: the effect of light spill beyond the road carriageway and footpath on amenity and ecological values.		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				and footpath and other issues identified in the 'Light' chapter of the Plan.			
FS570.508	Vision Kerikeri 3		Oppose	Oppose to the extent that the submission is inconsistent with our original submissions.	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
FS566.522	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
FS569.544	Vision Kerikeri 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
S384.009	LD Family Investments Limited	TRAN-Table 1	Support	The parking thresholds effectively manage the effects of car parking on a site.	Retain the parking requirements for Industrial Activities in TRAN-Table 1.		Reject
S378.005	Marshall Investments Trustee (2012) Limited	TRAN-Table 1	Support	The parking thresholds effectively manage the effects of car parking on a site.	Retain the parking requirements for Industrial Activities		Reject
S262.009	Ti Toki Farms Limited	TRAN-Table 1	Support	The submitter considers that TRAN-Table 1 as it relates to the requirements for Industrial Activities effectively manages car parking on a site.	Retain provisions of TRAN-Table 1 as it relates to requirements for Industrial Activities.		Reject
S331.028	Ministry of Education Te Tāhuhu o Te Mātauranga	TRAN-Table 1	Support in part	The submitter supports in part TRAN-Table 1 which requires minimum car parking spaces for primary and secondary schools, kohanga reo and child care centres. The NPS-UD requires Tier 1, 2 and 3 territorial authorities to remove any minimum car parking requirement in their District Plans (see subpart 8 -section 3.38). Council acknowledges that they are not a Tier 3 authority. However, Section 1.5 of the NPSUD states that 'Tier 3 local authorities are strongly encouraged to do the things that tier 1 or 2 local authorities are obliged to do under Parts 2 and 3' of the NPS-UD. Therefore, the Ministry encourages council to adopt the NPS-UD and remove minimum car parking	Amend the TRAN-Table 1 as follows: Activity ~~Required car parking spaces~~ Required bicycle parking Primary and secondary schools ~~2 per classroom, plus 1 loading bay for pick up/drop off~~ 1 per 15 employees, plus 1 per 20 students Kohanga reo Child care centre - 1 per every 4 children, plus 1 loading bay for pick up/drop off - 1 per 5 employees		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				requirements for educational facilities. The Notice of Requirement process for the Ministry often includes an ITA which would determine an appropriate amount of parking for the school. However, the Ministry support the bicycle parking requirements.			
S363.008	Foodstuffs North Island Limited	TRAN-Table 1	Not Stated	The submitter considers that the retention of minimum parking requirements for supermarket / convenience / general store of 1 car park per 25m ² GFA and 1 bicycle space per 15 employees, is not consistent with the NPS-UD and therefore should be removed.	Delete minimum parking standards in TRAN-1 for supermarket/convenience/general store of 1 car park per 25m ² GFA and 1 bicycle space per 15 employees.		Accept in part
S502.094	Northland Planning and Development 2020 Limited	TRAN-Table 1	Support in part	Clarification is sought on how parking is assessed for activities that are not listed within the rule or table. Where an activity does not fit in any one particular category do we utilize the closest activity or does a person need to engage a traffic engineer to determine the number of carparking spaces. Can clarity please be provided on this in the form of a note.	Amend Table 1 to clarify how parking is assessed for activities that are not listed within the rule or table.		Accept in part
S503.040	Waitangi Limited	TRAN-Table 1	Not Stated	Clarification is sought on how parking is assessed for activities that are not listed within the rule or table. It is noted that in the Operative District Plan there was a category called places of entertainment which captured activities such as museums which is no longer required. Where an activity does not fit in any one particular category do we utilize the closest activity or does a person need to engage a traffic engineer to determine the number of carparking spaces. Can clarity please be provided on this in the form of a note.	Amend TRAN-Table 1 to clarify how parking is assessed where an activity does not fit in any one particular category.		Accept in part
S159.041	Horticulture New Zealand	TRAN-Table 1	Support in part	The table seeks 1 parking space per 100m ² GBA for horticulture processing and distribution. Where there is large area of cool store this could be reduced as there are not significant numbers of workers in the cool store area.	Amend TRAN-Table 1 to include the following threshold for coolstores associated with Horticulture processing and distribution - one per 500m ² GBA. Retain the threshold of 1 per 100m ² GBA for other Horticulture processing and distribution activities		Reject
FS151.200	Ngāi Tukairangi No.2 Trust		Support		Allow		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS151.201	Ngāi Tukairangi No.2 Trust		Support		Allow		Reject
FS570.203	Vision Kerikeri 3		Oppose	Oppose to the extent that the submission is inconsistent with our original submissions.	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
FS566.217	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
FS569.239	Vision Kerikeri 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
S561.026	Kāinga Ora Homes and Communities	TRAN-Table 1	Support in part	The Government has signaled the need to move away from constraining the use of urban land suitable for housing by taking away land for on-site carparking. Kāinga Ora recognise the transport alternatives in FDNC are, and will be, limited into the future. As such a reduced requirement to provide onsite parking in conjunction with residential development is requested - 1 parking space per unit.	Amend to reduce the number of parking spaces required for a residential unit activity from 2, to 1 per unit and Tran Table 1 be amended to reflect this.		Accept in part
FS32.080	Jeff Kemp		Oppose	The original submission seeks to amend the FNDC in a way which changes how the FNDC has previously managed the district's natural and physical resources. The nature and scale of the outcomes sought have no supporting documents which address the appropriateness of the changes such as the costs and benefits involved. As a minimum, the submitter should have provided a s32 analysis of the proposed changes. The amenity, values and character of the district's urban areas have developed over time through various district plans. The wider community and applicants have an understanding of and have appreciated the consenting process. The original submission seeks a completely different planning framework away from an effects-based district plan and is essentially reallocating the goal posts.	Disallow	Disallow the original submission.	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				The original submission heralds the application for a private plan change which would provide the opportunity for those most affected to be involved.			
FS23.298	Des and Lorraine Morrison		Support	Generally support for the reasons set out in the submission of Kāinga Ora. It is important that peoples' wellbeing, and in particular their ability to establish housing on their land is enabled. Also particularly support the changes proposed for recognition of and development on Māori land.	Allow	Allow the relief sought to the extent consistent with our primary submission	Accept in part
FS47.040	Our Kerikeri Community Charitable Trust		Oppose	The KO submission contravenes our original submission throughout, as we are seeking a shift from the permissive approach to a more prescriptive DP supported by Master Plans for central areas and Spatial Plans (still under preparation and long overdue), while KO suggests a considerably more permissive plan. Our submission states "We are concerned that the PDP, as currently drafted, would support development in the form that undermines character, amenity values and other aspects of the environment that our communities value", but KO's proposals would further reduce the limited opportunity for the public to have input into resource consent applications..... etc see FS document.	Disallow	Disallow the entire original submission	Accept in part
FS348.113	Alec Brian Cox		Oppose	The submission was not made by the closing date and is therefore not a valid submission under RMA.	Disallow	I seek that the whole of the submission be disallowed	Reject
S342.017	Waipapa Pine Limited and Adrian Broughton Trust (now Fletcher Building Ltd)	TRAN-Table 1	Support	The parking thresholds effectively manage the effects of car parking on a site.	Retain the parking requirements for Industrial Activities		Reject
FS374.031	Waipapa Pine Limited		Support	The original submission reflects the position of Waipapa Pine Limited of support for the Heavy Industrial Zone with proposed changes to	Allow	Allow the original submission	Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				rules that would better support heavy industrial activities.			
S165.009	Arvida Group Limited	TRAN-Table 1	Oppose	The NPS:UD 2020 (para 3.38) states that a Tier 3 territorial authority must change its District Plan if it contains provisions that have the effect of requiring a minimum number of car parks (except accessible car parks).	Delete TRAN - Table 1 Minimum number of parking spaces.		Accept
FS542.039	Foodstuffs North Island Limited		Support	Foodstuffs supports the deletion of TRANS- Table 1.	Allow	Delete TRANS- Table 1.	Accept
S82.017	Good Journey Limited	TRAN-Table 1	Oppose	The tables are opposed to the extent that car parking minimums are still specified in the Mixed Use zone. Should existing operations wish to more intensively develop their sites in the Mixed Use zone by increasing the amount of "gross business area" and / or the provision of residential accommodation then additional carparks are required. Additional controls such as bicycle parks and end of trip facilities are also required. Intensification and development of Mixed Use areas should be encouraged by the removal of minimum car parking standards in recognition of the benefits that Mixed Use zones can bring in terms of both land use outcomes and travel patterns.	Delete car park minimums in the Mixed Use Zone and other relief that will satisfy the concerns of the submitter.		Accept
FS542.040	Foodstuffs North Island Limited		Support	Foodstuffs supports the deletion of TRANS- Table 1.	Allow	Delete TRANS- Table 1.	Accept
S463.026	Waiaua Bay Farm Limited	TRAN-Table 1	Oppose	This provision is contrary to sub-part 8 (Car Parking) of the National Policy Statement for Urban Development 2020 (May 2022).	Delete TRAN-Table 1		Accept
FS542.041	Foodstuffs North Island Limited		Oppose	Foodstuffs seeks the deletion of TRANS- Table 1.	Disallow	Delete TRANS-Table 1.	Accept
FS542.042	Foodstuffs North Island Limited		Support	Foodstuffs seeks the deletion of TRANS- Table 1.	Allow	Delete TRANS-Table 1.	Accept
S184.020	Northland Transport Alliance	TRAN-Table 1	Support in part	Consider adding a column for required EV spaces either here or in separate location if the intent is to encourage installation of EV charging stations (see note under Rule TRAN R-4). Note that bicycle parking is determined by employee numbers (in	Amend TRAN-Table 1 to include a new column for ev spaces and amend the 'required bicycle parking spaces' column to provide alternative thresholds to employee numbers.		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				most cases) not by business type/size. Consider an alternative to the employee number as trigger.			
FS354.086	Horticulture New Zealand		Oppose	A requirement for EV parking spaces is not relevant to all sectors in the Far North, especially rural activities where use of EV's is limited. Also linking bicycle spaces to number of employees is only relevant where the facility is within cycling distance for employees. In rural locations such spaces should not be mandatory.	Disallow	Disallow S184.020	Accept
S215.003	Haigh Workman Limited	TRAN-Table 1	Support		Retain TRAN-TABLE 1		Accept in part
FS402.0010	Te Whatu Ora - Health New Zealand		Oppose	Te Whatu Ora seek to amend TRAN- Table 1 to provide for parking spaces to enable the efficient operation of Hospitals.	Disallow in part	Seek provision detail as above.	Accept in part
FS570.492	Vision Kerikeri 3		Oppose	Oppose to the extent that the submission is inconsistent with our original submissions.	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part
FS566.506	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part
FS569.528	Vision Kerikeri 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part
S516.041	Ngā Tai Ora - Public Health Northland	TRAN-Table 1	Support	Ngā Tai Ora support the requirements for bicycle and accessible car parking spaces in TRAN-S1, and the subsequent spaces specified in TRAN-Table 1. It is important that minimum requirements on bicycle and accessible parking spaces are established to encourage active modes of transport and accessibility for the disabled and elderly.	Retain TRAN-Table 1		Accept in part
FS402.011	Te Whatu Ora - Health New Zealand		Oppose	Te Whatu Ora seek to amend TRAN- Table 1 to provide for parking spaces to enable the efficient operation of Hospitals.	Disallow in part	Seek provision detail as above.	Accept in part
S42.012	Te Whatu Ora - Health New	TRAN-Table 1	Oppose	The proposed car parking standard is too generous as the size of facilities increase to meet	Amend the Hospital required car parking space rate to 1 space per 2 beds plus 1 per 2 employees.		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
	Zealand, Te Tai Tokerau			Australasian Health Facility Guidelines which are much larger than existing facilities.			
FS570.029	Vision Kerikeri 3		Oppose	Oppose to the extent that the submission is inconsistent with our original submissions.	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
FS566.043	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
FS569.065	Vision Kerikeri 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
S42.013	Te Whatu Ora - Health New Zealand, Te Tai Tokerau	TRAN-Table 1	Oppose	The proposed car parking standard is too generous as the size of facilities increase to meet Australasian Health Facility Guidelines which are much larger than existing facilities.	Amend the Healthcare required car parking space rate to 1 space per 2 clinics plus 1 space per 2 employees.		Reject
FS570.030	Vision Kerikeri 3		Oppose	Oppose to the extent that the submission is inconsistent with our original submissions.	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
FS566.044	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
FS569.066	Vision Kerikeri 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
S560.001	Jane E Johnston	TRAN-Table 1	Oppose	These parking requirements are excessive and counter to the policies and objectives for sustainable transport networks, and the promotion of alternative modes of transport (to private car use). The requirements are also inequitable, with respect to the differences provided for, "per" residential unit across the categories of "residential", "multi-unit development", "papakainga", "retirement village". They are also	Amend TRAN-Table 1 to reduce the requirement for all parking requirements and include maximum spaces to allocate for different categories of unit.		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				inequitable in terms of 'places of work' vs places temporarily occupied by people who may require 'visitors' to be accommodated (e.g hospitals, schools, event facilities - such as Marae or Community Halls and recreation spaces).			
FS348.080	Alec Brian Cox		Oppose	The submission was not made by the closing date and is therefore not a valid submission under RMA	Disallow	I seek that the whole of the submission be disallowed	Reject
S82.018	Good Journey Limited	TRAN-Table 2	Oppose	The tables are opposed to the extent that car parking minimums are still specified in the Mixed Use zone. Should existing operations wish to more intensively develop their sites in the Mixed Use zone by increasing the amount of "gross business area" and / or the provision of residential accommodation then additional car parks are required. Additional controls such as bicycle parks and end of trip facilities are also required. Intensification and development of Mixed Use areas should be encouraged by the removal of minimum car parking standards in recognition of the benefits that Mixed Use zones can bring in terms of both land use outcomes and travel patterns.	Delete car park minimums in the Mixed Use Zone and other relief that will satisfy the concerns of the submitter.		Accept
S561.027	Kāinga Ora Homes and Communities	TRAN-Table 2	Support in part	It is unclear within Table 2 as notified how accessible parking is applied to residential development. As such, our amendment provides that clarification.	Amend TRAN-Table 2 - Minimum number of accessible car parking spaces as follows: Number of parking spaces required 20 or less (except for residential developments as specified below) = 1 Residential developments of 10 or more dwellings on a site = 1 (per 10 dwellings)		Reject
FS32.081	Jeff Kemp		Oppose	The original submission seeks to amend the FNDC in a way which changes how the FNDC has previously managed the district's natural and physical resources. The nature and scale of the outcomes sought have no supporting documents which address the appropriateness of the changes such as the costs and benefits involved. As a minimum, the submitter should have provided a s32 analysis of the proposed changes.	Disallow	Disallow the original submission.	Accept

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				The amenity, values and character of the district's urban areas have developed over time through various district plans. The wider community and applicants have an understanding of and have appreciated the consenting process. The original submission seeks a completely different planning framework away from an effects-based district plan and is essentially reallocating the goal posts. The original submission heralds the application for a private plan change which would provide the opportunity for those most affected to be involved.			
FS23.299	Des and Lorraine Morrison		Support	Generally support for the reasons set out in the submission of Kāinga Ora. It is important that peoples' wellbeing, and in particular their ability to establish housing on their land is enabled. Also particularly support the changes proposed for recognition of and development on Māori land.	Allow	Allow the relief sought to the extent consistent with our primary submission	Reject
FS47.041	Our Kerikeri Community Charitable Trust		Oppose	The KO submission contravenes our original submission throughout, as we are seeking a shift from the permissive approach to a more prescriptive DP supported by Master Plans for central areas and Spatial Plans (still under preparation and long overdue), while KO suggests a considerably more permissive plan. Our submission states "We are concerned that the PDP, as currently drafted, would support development in the form that undermines character, amenity values and other aspects of the environment that our communities value", but KO's proposals would further reduce the limited opportunity for the public to have input into resource consent applications..... etc see FS document	Disallow	Disallow the entire original submission	Accept
FS348.114	Alec Brian Cox		Oppose	The submission was not made by the closing date and is therefore not a valid submission under RMA.	Disallow	I seek that the whole of the submission be disallowed.	Reject
S215.004	Haigh Workman Limited	TRAN-Table 2	Support		Retain TRAN -TABLE 2		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS570.493	Vision Kerikeri 3		Oppose	Oppose to the extent that the submission is inconsistent with our original submissions.	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part
FS566.507	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part
FS569.529	Vision Kerikeri 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part
S560.003	Jane E Johnston	TRAN-Table 2	Oppose	These parking requirements are insufficient and counter to the policies and objectives with respect to providing sufficient accessibility for those with disabilities and in an aging population. The requirements are also inequitable, with respect to the differences provided for accessibility to commercial areas and to worksites. As more retired people are staying in the workforce, work sites ought to provide for accessibility parking for employees as well as to accommodate clients/customers or visitors.	Amend TRAN-Table 2 to increase the requirement for all accessibility parking requirements.		Reject
FS348.082	Alec Brian Cox		Oppose	The submission was not made by the closing date and is therefore not a valid submission under RMA	Disallow	I seek that the whole of the submission be disallowed	Reject
S82.019	Good Journey Limited	TRAN-Table 3	Support	The tables are opposed to the extent that car parking minimums are still specified in the Mixed Use zone. Should existing operations wish to more intensively develop their sites in the Mixed Use zone by increasing the amount of "gross business area" and / or the provision of residential accommodation then additional car parks are required. Additional controls such as bicycle parks and end of trip facilities are also required. Intensification and development of Mixed Use areas should be encouraged by the removal of minimum car parking standards in recognition of the benefits that Mixed Use zones can bring in	Delete car park minimums in the Mixed Use Zone and other relief that will satisfy the concerns of the submitter.		Accept

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				terms of both land use outcomes and travel patterns.			
S331.029	Ministry of Education Te Tāhuhu o Te Mātauranga	TRAN-Table 3	Oppose	The submitter opposes TRAN-Table 3 Minimum on-site loading bar requirements and recommends that all onsite loading requirements be removed. the Notice of Requirement process for the Ministry often includes a ITA. This ITA should determine how many bus bays or loading areas are appropriate for the school as more rural schools may require more buses than schools in residential areas.	Delete TRAN-Table 3 Minimum on-site loading bar requirements		Reject
S215.005	Haigh Workman Limited	TRAN-Table 3	Support		Retain TRAN-TABLE 3		Accept
FS570.494	Vision Kerikeri 3		Oppose	Oppose to the extent that the submission is inconsistent with our original submissions.	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Reject
FS566.508	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Reject
FS569.530	Vision Kerikeri 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Reject
S82.020	Good Journey Limited	TRAN-Table 4	Oppose	The tables are opposed to the extent that car parking minimums are still specified in the Mixed Use zone. Should existing operations wish to more intensively develop their sites in the Mixed Use zone by increasing the amount of "gross business area" and / or the provision of residential accommodation then additional carparks are required. Additional controls such as bicycle parks and end of trip facilities are also required. Intensification and development of Mixed Use areas should be encouraged by the removal of minimum car parking standards in recognition of the benefits that Mixed Use zones can bring in	Delete car park minimums in the Mixed Use Zone and other relief that will satisfy the concerns of the submitter.		Accept

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested	Hearings Panel Recommendation
				terms of both land use outcomes and travel patterns.		
S184.021	Northland Transport Alliance	TRAN-Table 4	Support in part	In terms of end of trip facilities, should there be a requirement for covered, secured bike parking?	Amend TRAN-Table 4 to address requirement for covered, secured bike parking	Reject
S384.010	LD Family Investments Limited	TRAN-Table 4	Oppose	These requirements are appropriately managed through other legislation and are not required to be embodied into the Proposed District Plan.	Delete TRAN-Table 4.	Reject
S378.006	Marshall Investments Trustee (2012) Limited	TRAN-Table 4	Oppose	These requirements are appropriately managed through other legislation and are not required to be embodied into the Proposed District Plan.	Delete TRAN-Table 4	Reject
S262.010	Ti Toki Farms Limited	TRAN-Table 4	Oppose	The submitter considers that the requirements of TRAN-Table 4 are more appropriately managed through other legislations and should not be required by a district plan.	Delete TRAN-Table 4	Reject
S331.030	Ministry of Education Te Tāhuhu o Te Mātauranga	TRAN-Table 4	Support in part	The submitter supports in part TRAN-Table 4 - End of trip facility requirements for educational facilities to encourage active modes of transport for students and staff noting that most educational facilities will supply showering and changing / clothing storage facilities for sporting activities. The submitter does not support the GFA thresholds and recommend that requirements for end of trip facilities are based on the number of full-time employees.	Amend TRAN-Table 4 - End of trip facility requirements as follows: Activity, GFA threshold, Number of showers and changing area required, Educational facilities: ~~Up to 500m² employees~~ No requirement, ~~Greater than 500m² up to 2500m²~~ 10-30 full time employees One shower and changing area with space for storage of clothing, ~~Greater than 2500m² up to 7500m²~~ 30-50 full time employees Two showers and changing area with space for storage of clothing. ~~Every additional 7500m²~~ >50 full time employees Two additional showers and changing area with space for storage of clothing.	Accept

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
S342.018	Waipapa Pine Limited and Adrian Broughton Trust (now Fletcher Building Ltd)	TRAN-Table 4	Oppose	The parking thresholds effectively manage the effects of car parking on a site.	Delete the table (inferred)		Reject
FS374.032	Waipapa Pine Limited		Support	The original submission reflects the position of Waipapa Pine Limited of support for the Heavy Industrial Zone with proposed changes to rules that would better support heavy industrial activities.	Allow	Allow the original submission	Reject
S502.096	Northland Planning and Development 2020 Limited	TRAN-Table 4	Oppose	It is considered this is an unnecessary component to add under the District Plan framework to add showers to Commercial, Industrial, Commercial Service activities, Hospitals & Education facilities. There is no commentary in the s32 report to support this provision. Not all areas of the Far North are suitable for alternative modes of transport and the roading network within our rural areas doesn't support cycling or walking to work. The locations where end of trip facilities are practical could rather utilize this provision to reduce the amount of car parks required instead of it being a blanket rule for the activities listed. The assessment criteria if compliance is not achieved also doesn't address matters related to no showers being provided or a reduced number of showers being provided.	Delete TRAN-Table 4		Reject
FS403.125	Te Whatu Ora - Nga Tai Ora		Oppose	Te Whatu Ora support the provision of end of trip facilities to support multi-modal transport options.	Allow in part	Te Whatu Ora support the provision of end of trip facilities to support multi-modal transport options.	Accept
S82.021	Good Journey Limited	TRAN-Table 5	Oppose	The tables are opposed to the extent that car parking minimums are still specified in the Mixed Use zone. Should existing operations wish to more intensively develop their sites in the Mixed Use zone by increasing the amount of "gross business area" and / or the provision of residential accommodation then additional car parks are required. Additional	Delete car park minimums in the Mixed Use Zone and other relief that will satisfy the concerns of the submitter.		Accept

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested	Hearings Panel Recommendation
				controls such as bicycle parks and end of trip facilities are also required. Intensification and development of Mixed Use areas should be encouraged by the removal of minimum car parking standards in recognition of the benefits that Mixed Use zones can bring in terms of both land use outcomes and travel patterns.		
S172.021	Terra Group	TRAN-Table 5	Support	Support TRAN-Table 5 and TRAN-Figure 1, as it will achieve positive outcomes for the proposed zone.	Retain as notified (inferred)	Accept in part
S172.022	Terra Group	TRAN-Table 5	Support	Support TRAN-Table 5 and TRAN-Figure 2, as it will achieve positive outcomes for the proposed zone.	Retain as notified (inferred)	Accept in part
S172.023	Terra Group	TRAN-Table 5	Support	Support TRAN-Table 5 and TRAN-Figure 3, as it will achieve positive outcomes for the proposed zone.	Retain as notified (inferred)	Accept in part
S184.022	Northland Transport Alliance	TRAN-Table 5	Support in part	Consider including the layout / dimensions for accessible parking in the district plan as well or reference NZS 4121- link provided (https://nzrf.co.nz/techdocs/Accessible-Parking-Guide.pdf).	Amend TRAN-Table 5 to include the layout/dimensions for accessible parking or reference NZS 4121	Accept
S215.006	Haigh Workman Limited	TRAN-Table 5	Support	The Transport section of the Proposed District Plan contains some technical engineering detail that would be better contained in the Engineering Standards. It is our understanding that objectives, policies and rules should be in the District Plan, while technical standards for achieving those objectives should be in Council's Engineering Standards. In some cases, the standards are in the District Plan, in some they are only in the Engineering Standards and in some they are repeated in both documents. There is no consistent approach. For example, the standards for private access are in both the Proposed District Plan and Engineering Standards, while standards for public roads are only specified in the Engineering Standards. It would be simpler and less prone to error if all the	Delete TRAN-Table 5, including Figures 1 to 8 and move to Far North District Council Engineering Standards.	Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				key standards for public roads and private access were specified in the District Plan. The parking and manoeuvring dimensions TRAN-Table 5 and Figures 2 to 8 are technical details that should be moved to the Engineering Standards.			
FS309.14	Brad Hedger		Support	Clarity from private development is not clear between engineering standards and PDP. I agree clear rules in plan will provide minimum standards.	Allow		Reject
FS570.495	Vision Kerikeri 3		Oppose	Oppose to the extent that the submission is inconsistent with our original submissions.	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
FS566.509	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
FS569.531	Vision Kerikeri 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
S82.022	Good Journey Limited	TRAN-Table 6	Oppose	The tables are opposed to the extent that car parking minimums are still specified in the Mixed Use zone. Should existing operations wish to more intensively develop their sites in the Mixed Use zone by increasing the amount of "gross business area" and / or the provision of residential accommodation then additional car parks are required. Additional controls such as bicycle parks and end of trip facilities are also required. Intensification and development of Mixed Use areas should be encouraged by the removal of minimum car parking standards in recognition of the benefits that Mixed Use zones can bring in terms of both land use outcomes and travel patterns.	Delete car park minimums in the Mixed Use Zone and other relief that will satisfy the concerns of the submitter.		Accept
S172.024	Terra Group	TRAN-Table 6	Support	Support TRAN-Table 6 as it will achieve positive outcomes for the proposed zone.	Retain as notified (inferred)		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested	Hearings Panel Recommendation
S184.023	Northland Transport Alliance	TRAN-Table 6	Support in part	The number of VC's allowed for 61-100m frontage (3) seems excessive. Consider adding language that VC must be taken from the lower classification of roadway to reinforce TRAN R2.	Amend TRAN-Table 6 to consider reducing the number of VC's allowed for 61-100m frontage and consider including a provision that VC must be taken from the lower classification of roadway.	Accept in part
S502.098	Northland Planning and Development 2020 Limited	TRAN-Table 6	Support in part	Larger land holdings have multiple titles across a large area. As a result, they have and require a larger number of vehicle crossings. We seek clarification on a situation where you have more than one site frontage. Do you receive the allocated number of crossings per frontage or do you add them together. If the latter, what happens when you have two different road classifications	Amend TRANS-Table-6 to clarify a situation where you have more than one site frontage.	Accept
S503.042	Waitangi Limited	TRAN-Table 6	Not Stated	Larger land holdings such as the Waitangi Estate have multiple titles across a large area. As a result, they have and require a large number of vehicle crossings. We seek clarification on a situation where you have more than one site frontage. Do you receive the allocated number of crossings per frontage or do you add them together. If the latter, what happens when you have two different road classifications?	Amend TRAN-Table 6 to clarify the number of crossings for a site with more than one frontage.	Accept
S82.023	Good Journey Limited	TRAN-Table 7	Oppose	The tables are opposed to the extent that car parking minimums are still specified in the Mixed Use zone. Should existing operations wish to more intensively develop their sites in the Mixed Use zone by increasing the amount of "gross business area" and / or the provision of residential accommodation then additional carparks are required. Additional controls such as bicycle parks and end of trip facilities are also required. Intensification and development of Mixed Use areas should be encouraged by the removal of minimum car parking standards in recognition of the benefits that Mixed Use zones can bring in terms of both land use outcomes and travel patterns.	Delete car park minimums in the Mixed Use Zone and other relief that will satisfy the concerns of the submitter.	Accept
S82.024	Good Journey Limited	TRAN-Table 8	Oppose	The tables are opposed to the extent that car parking minimums are still specified in the Mixed Use zone. Should existing operations wish to more intensively	Delete car park minimums in the Mixed Use Zone and other relief that will satisfy the concerns of the submitter.	Accept

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				develop their sites in the Mixed Use zone by increasing the amount of "gross business area" and / or the provision of residential accommodation then additional carparks are required. Additional controls such as bicycle parks and end of trip facilities are also required. Intensification and development of Mixed Use areas should be encouraged by the removal of minimum car parking standards in recognition of the benefits that Mixed Use zones can bring in terms of both land use outcomes and travel patterns.			
S215.020	Haigh Workman Limited	TRAN-Table 8	Support in part	We oppose the minimum sight distances specified in TRAN-Table 8. Our comments on TRAN-Table 8 are contained in our comments on the draft Engineering Standards	Amend TRAN-Table 8 sight distances to be based on 85%ile operating speed and sight distances that are appropriate for sealed and unsealed roads in the Far North District. Amend Far North District Engineering Standards April 2022 accordingly.		Reject
FS570.509	Vision Kerikeri 3		Oppose	Oppose to the extent that the submission is inconsistent with our original submissions.	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
FS566.523	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
FS569.545	Vision Kerikeri 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
S82.025	Good Journey Limited	TRAN-Table 9	Oppose	The tables are opposed to the extent that car parking minimums are still specified in the Mixed Use zone. Should existing operations wish to more intensively develop their sites in the Mixed Use zone by increasing the amount of "gross business area" and / or the provision of residential accommodation then additional carparks are required. Additional controls such as bicycle parks and end of trip facilities are also required. Intensification and development of Mixed Use areas should be encouraged by the removal of	Delete car park minimums in the Mixed Use Zone and other relief that will satisfy the concerns of the submitter.		Accept

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested	Hearings Panel Recommendation
				minimum car parking standards in recognition of the benefits that Mixed Use zones can bring in terms of both land use outcomes and travel patterns.		
S302.003	Kristine Kerr	TRAN-Table 9	Oppose	6m is too wide for a private accessway for 6-8 houses and is not necessary for safety. 5m is adequate. Increased stormwater impact from increased impervious areas prevents water dispersing naturally. More than 8 houses can be located down a private accessway with no problem and 10m flag lights are not necessary. Should incorporate dark sky guidelines.	Amend to require 5m width for private accessway, more than 8 houses allowed down private roadway and not require 10m high flag lights.	Reject
S184.013	Northland Transport Alliance	TRAN-Table 9	Support in part	Consider addition to Rule TRAN-R2 or TRAN-Table 9 requirements for sealing of private accessways. Suggest the following requirements: permanent all-weather surface in the following instances: - Residential Zone - Rural and Rural Production sites with an area of less than 2,000m² - Any accessway serving more than 5 residential units - Where the gradient exceeds 12.5% (to confirm this gradient, check against new Engineering Standards	Amend Rule TRAN-Table 9 to require permanent all-weather surfaces in the following instances: - Residential Zone - Rural and Rural Production sites with an area of less than 2,000m² - Any accessway serving more than 5 residential units - Where the gradient exceeds 12.5% (to confirm this gradient, check against new Engineering Standards	Accept in part
S184.024	Northland Transport Alliance	TRAN-Table 9	Support in part	Double check this matches the draft engineering standards - particularly regarding .95m footpath width and consider if there should be a requirement to seal over a certain gradient	Amend TRAN-Table 9 to align with engineering standards and consider incorporating requirement to seal where specific gradient exceeded	Accept in part
S512.018	Fire and Emergency New Zealand	TRAN-Table 9	Oppose	The current requirements in this table contradict with complying with SNZ PAS 4509:2008 under TRAN-R2. The current minimum carriageway width of 3.0m for rural areas and 2-4 residential units in urban areas is not sufficient for fire appliances. Fire and Emergency request that the table is updated to at least 4.0m to allow for emergency response access. In addition the maximum gradient suitable for Fire and Emergency is 16% / 1 in 6. The proposed maximum gradient exceeds this.	Amend table provisions to align with SNZ PAS 4509:2008 by including: - a minimum carriageway width of 4.0m - a minimum height clearance of 4.0m - gradient shall not exceed 16% - accessway surfaces must be able to take the weight of a 20 tonne truck	Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS196.229	Joe Carr		Support in part	I object to the Fire Service imposing a 1:6 gradient on private roads. This would make access to many properties very expensive and raises the question about the suitability or otherwise of NZFS's fire appliances for Far North conditions.	Allow in part		Accept in part
S215.021	Haigh Workman Limited	TRAN-Table 9	Support in part	We support standards for private accessways being specified in the District Plan, however, we oppose some of the provisions. The proposed carriageway widths of 3.0m and 4.5m for one and two-lane carriageways are appropriate and consistent with NZS 4404:2010. The additional 0.95m specified for footpath for Urban accessways serving 5 - 8 residential units is likely to be used by traffic. TRAN-Table 9 standards for Rural Accessways serving 3-8 residential units contains an error - the surfacing width should be 4.0m for 3-5 res units and 2x 2.75m for 6-8 residential units as specified in FNDC Engineering Standards Table 3.16; the total carriageway widths in TRAN-Table 9 are correct. A 4.5 m carriageway width is the bare minimum for two cars to pass on a straight accessway. Extra widening should be provided on horizontal curves to allow a car and an 8 m rigid truck to pass. This would also allow an 11 m rigid truck to traverse the accessway using the whole carriageway. Extra widening should also be provided on single lane accessways to allow an 11 m rigid truck to traverse the accessway he minimum legal width needs to be at least 2.0m wider than the carriageway width to allow for services, batters and the swept path of larger vehicles. The legal width should be increased on horizontal curves to allow for carriageway widening as discussed above. We recommend adding a further standard for private accessways: The minimum carriageway and legal width shall be increased on horizontal curves in accordance with Council's Engineering Standards for private accessways.	Amend TRAN-Table 9 and add further standards as follows:	- Rural Accessways serving 3-8 residential units- the surfacing width should be 4.0m for 3-5 res units and 2x 2.75m for 6-8 residential units - Include standards for extra widening on horizontal curves - Include rules on when private accessways should be sealed, such as: All urban accessways and Rural accessways serving nine or more households off a sealed public road whether private access or vested as road. - Include standards for sealing shared private accessways where the gradient exceeds 12.5%.	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				The Draft Engineering Standards 'rules' on sealing private accessways (ES Table 3-16) should be in the District Plan. This states that all new urban accessways should be sealed. The requirement in ES Table 3-16 to seal rural accessways serving 6 or more households is arbitrary and unnecessary, particularly when access is off an unsealed public road. It would be simpler to make the threshold the same as for a public road (9 or more) which is required to be sealed. We support the Engineering Standards requirement for accessways to be sealed where the gradient exceeds 12.5%. Steeper unsealed accessways result in greater difficulty in stopping downhill and gaining traction uphill, and higher maintenance costs. This requirement should be included as a District Plan standard in TRAN-Table 9. Note: the term 'Rural' should be defined in the Definitions section as all land that is not defined as 'Urban'			
FS570.510	Vision Kerikeri 3		Oppose	Oppose to the extent that the submission is inconsistent with our original submissions.	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part
FS566.524	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part
FS569.546	Vision Kerikeri 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept in part
S82.026	Good Journey Limited	TRAN-Table 10	Oppose	The tables are opposed to the extent that car parking minimums are still specified in the Mixed Use zone. Should existing operations wish to more intensively develop their sites in the Mixed Use zone by increasing the amount of "gross business area" and / or the provision of residential accommodation then additional carparks are required. Additional controls such as bicycle parks and end of trip facilities are also required.	Delete car park minimums in the Mixed Use Zone and other relief that will satisfy the concerns of the submitter.		Accept

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested	Hearings Panel Recommendation
				Intensification and development of Mixed Use areas should be encouraged by the removal of minimum car parking standards in recognition of the benefits that Mixed Use zones can bring in terms of both land use outcomes and travel patterns.		
S184.025	Northland Transport Alliance	TRAN-Table 10	Support in part	Recommend that both the ONRC and ONF are included or that ONRC is replaced by the ONF. Advise if table of ONF street classifications is needed	Amend TRAN-Table 10 to either include ONF or replace ONRC with ONF	Reject
S82.027	Good Journey Limited	TRAN-Table 11	Oppose	The tables are opposed to the extent that car parking minimums are still specified in the Mixed Use zone. Should existing operations wish to more intensively develop their sites in the Mixed Use zone by increasing the amount of "gross business area" and / or the provision of residential accommodation then additional carparks are required. Additional controls such as bicycle parks and end of trip facilities are also required. Intensification and development of Mixed Use areas should be encouraged by the removal of minimum car parking standards in recognition of the benefits that Mixed Use zones can bring in terms of both land use outcomes and travel patterns.	Delete car park minimums in the Mixed Use Zone and other relief that will satisfy the concerns of the submitter.	Accept
S458.005	Woolworths New Zealand Limited	TRAN-Table 11	Support in part	The Proposed District Plan currently provides for a trip generation of threshold of 200m ² for supermarkets. This is considered to be unnecessarily low, noting that many other districts in the country have trip generation thresholds for supermarkets and commercial activities ranging between 1,000m ² GFA to 2000m ² GFA. It is considered that a trip generation threshold of 1,500m ² for supermarket activities is appropriate.	Amend to increase the trip generation threshold for supermarket activities in TRAN-Table 11 to 1500m ² .	Reject
S400.011	BR and R Davies	TRAN-Table 11	Oppose	The trip generation thresholds in TRAN-Table 11 are very low, much lower (for example) than the thresholds in other recently minted plans. The Section 32 report describes the new thresholds as "more enabling".	Amend the trip generation thresholds in TRAN-Table 11 to be in accordance with best practice and to achieve the purpose of the RMA in the context of Section 32.	Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested	Hearings Panel Recommendation
				However, when compared to other District Plans, this is not the case.		
S384.008	LD Family Investments Limited	TRAN-Table 11	Support in part	The PDP appears to enter into the realm of the managing those effects and activities which fall within the domain of Waka Kotahi. In this regard TTFL propose to create a new intersection onto State Highway 10 with all sites created under the subdivision using this new access point. As such there is no direct access onto Council infrastructure. The intersection will meet the highway authorities requirements and is not required to be revised by Council. To assess an activities traffic movements leading to the Highway or LAR is a duplication of effort.	Amend to ensure Rule TRAN-Table 11 does not apply to sites or activities which have direct access onto a State Highway or LAR which has been previously approved by Waka Kotahi.	Reject
S385.009	McDonalds Restaurants (NZ) Limited	TRAN-Table 11	Support in part	The trip generation thresholds have changed from zone-specific daily traffic volumes to district-wide standards set by a combination of daily volumes, gross business area, and occupancy-based thresholds. As noted in section 2.0 and earlier submission points, the Transport Chapter includes terms that are not defined, accordingly, it is difficult for McDonald's to understand how a McDonald's restaurant would be captured. In terms of extensions and alteration, as currently drafted, there is no specific direction for how these would be treated where the existing activity already exceed the specified GFA. McDonalds seeks that TRAN-5 be amended to ensure that the rule does not apply where additions and alterations to an activity to not increase the GFA.	Amend TRAN - Table 11 - Trip Generation to: - Reference defined terms consistently applied throughout the plan to provide clarity for plan users - Increase the threshold to appropriately provide for drive through and restaurant/cafes (see sub#5 and sub#6) particularly within zones where they are a permitted activity, - Amend the provisions to provide for extension of activities.	Accept in part
S378.004	Marshall Investments Trustee (2012) Limited	TRAN-Table 11	Support	The PDP appears to enter into the realm of the managing those effects and activities which fall within the domain of Waka Kotahi. In this regard the submitter has access onto State Highway 10. As such there is no direct access onto Council infrastructure. The intersection meets the highway authorities' requirements and is not required to be revised by Council. To assess an activities traffic movements leading to the Highway or LAR is a duplication of effort.	Amend TRAN-Table 11 to ensure it does not apply to sites or activities which have direct access onto a State Highway or LAR which has been previously approved by Waka Kotahi.	Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested	Hearings Panel Recommendation
S262.008	Ti Toki Farms Limited	TRAN-Table 11	Not Stated	The submitter considers that the TRAN-Table 11 appears to enter into the realm of managing the effects and activities which fall into the domain of Waka Kotahi. When there is no direct access onto Council infrastructure and access meets Waka Kotahi requirements it should not be required to be reviewed by Council as this is a duplication of effort.	Amend TRAN-Table 11 to ensure that it does not apply to sites or activities which have direct access onto a State Highway or limited access road which has been previously approved by Waka Kotahi.	Reject
S331.032	Ministry of Education Te Tāhuhu o Te Mātauranga	TRAN-Table 11	Support in part	The submitter supports in part TRAN-Table 11 Trip generation and acknowledges that primary and secondary schools can result in high volumes of traffic, however the thresholds specified in TRAN-Table 11 is low comparatively. The submitter supports the inclusion of different types of educational facilities within TRAN-Table 11 however requests that the primary and secondary school threshold is raised, particularly given the number of students is not an accurate reflection of traffic movements.	Amend TRAN-Table 11 Trip generation as follows: Activity, Threshold, Primary and secondary schools, ~~10060~~ students	Reject
S503.038	Waitangi Limited	TRAN-Table 11	Not Stated	There are other forms of transport to a site such as via bus, shuttles or ferries. As these options generally carry many people it reduces the number of trips required, and parking spaces needed. For many tourist operations this is how people gain access to the site.	Amend TRAN-Table 11 to recognise that other forms of transport such as bus, shuttles or ferries should form part of the rule assessment.	Reject
S427.050	Kapiro Residents Association	TRAN-Table 11	Support in part	Many new subdivisions in Kerikeri and the surrounding rural area have greatly increased the volume of traffic using the central shopping/service area and roads leading to/from the CBD (e.g. Kerikeri Road, Waipapa Road, Landing Road, Kapiro Road, Purerua Road). When new developments are approved, insufficient account is taken of the total/cumulative impact of multiple developments on traffic. Other negative impacts on the community are not taken into account - such as such additional levels of noise, disruption and other changes that can affect people, amenity values and the character of the area.	Amend TRAN-Table 11 to have regard to cumulative/combined traffic effects, congestion, emissions, noise etc. in townships and roads, especially roads leading to/from a CBD or service centres [inferred].	Reject
S45.008	Puketona Business Park Limited	TRAN-Table 11	Not Stated	The trip generation permitted thresholds are unnecessarily low for industrial activity, generally requiring restricted discretionary activity consent for	Amend TRAN-Table 11 (inferred) to adopt the Auckland Unitary Plan thresholds for trip generation for industrial activities, as follows:	Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				anything greater than 200m ² Gross Floor Area, which is a nominal-scaled industrial activity.	- Warehousing and storage 20,000m ² GFA - Other industrial activities 10,000m ² GFA.		
FS36.047	Waka Kotahi NZ Transport Agency		Oppose	The relief sought significantly exceeds the proposed vehicle movement controls and has concerns this would lead to insufficient controls for high traffic generating industrial activities.	Disallow	Disallow the original submission.	Accept in part
S342.016	Waipapa Pine Limited and Adrian Broughton Trust (now Fletcher Building Ltd)	TRAN-Table 11	Support in part	The PDP appears to enter into the realm of the managing those effects and activities which fall within the domain of Waka Kotahi. In this regard the submitter has access onto State Highway 10, the intersection approved by Waka Kotahi. As such there is no direct access onto Council infrastructure. The intersection meets the highway authorities' requirements and is not required to be revised by Council. To assess an activities traffic movements leading to the Highway or LAR is a duplication of effort.	Amend to ensure they do not apply to sites or activities which have direct access onto a State Highway or LAR which has been previously approved by Waka Kotahi.		Reject
FS36.048	Waka Kotahi NZ Transport Agency		Oppose	Supports the District Plan recognising thresholds (TRAN-Table 11) which would trigger Restricted Discretionary consent status and require an assessment of effects on the surrounding land use and transport network regardless of the legal status of the transport corridor.	Disallow	Disallow the original submission.	Accept
FS374.030	Waipapa Pine Limited		Support	The original submission reflects the position of Waipapa Pine Limited of support for the Heavy Industrial Zone with proposed changes to rules that would better support heavy industrial activities.	Allow	Allow the original submission	Reject
S328.010	Traverse Ltd	TRAN-Table 11	Not Stated	The trip generation thresholds in TRAN-Table 11 are very low, much lower (for example) than the thresholds in other recently minted plans. The Section 32 report describes the new thresholds as "more enabling". However, when compared to other District Plans, this is not the case.	Amend the trip generation thresholds in TRAN-Table 11 to be in accordance with best practice and to achieve the purpose of the RMA in the context of Section 32.		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS36.049	Waka Kotahi NZ Transport Agency		Neutral	No reasons stated.	Not stated	Waka Kotahi requests further information on the trip generation rates proposed and seeks to be involved in the drafting of any revised trip generation rates.	Neutral – No Changes to Rates
S371.009	Bunnings Limited	TRAN-Table 11	Support in part	The trip generation thresholds have changed from zone-specific daily traffic volumes to district-wide standards set by a combination of daily volumes, gross business area, and occupancy-based thresholds. For a trade supplier, the restricted discretionary threshold is 450m² GFA, any new development that cannot comply with this threshold would trigger a restricted discretionary activity status. As currently drafted, there is no specific direction for extensions, and it considered that where the extension results in a total GFA of or over 200m² restricted discretionary consent would be required.	Amend TRAN-Table 11 (inferred) to increase the threshold for trade suppliers particularly within zones where trade suppliers are a permitted activity and amend the provisions to provide for extension of activities.		Reject
FS36.050	Waka Kotahi NZ Transport Agency		Oppose	The submitter is concerned the proposed increased thresholds for permitted activities will have the potential to adversely affect the safety and efficiency of the transport network with the potential for large scale activities going ahead with no required check of transport affects. However, the submitter does support providing additional clarity in the rules as to how extension of activities would be interpreted.	Disallow in part	Disallow the original submission in part. Waka Kotahi seeks to be involved in the drafting of any revised trip generation rates.	Accept
S251.004	New Zealand Maritime Parks Ltd	TRAN-Table 11	Support in part	The trip generation thresholds have changed from zone-specific daily traffic volumes to district-wide standards set by a combination of daily volumes, gross business area, and occupancy-based thresholds. NZMPL are concerned with the proposed approach, as the Transport Chapter includes terms that are not defined, accordingly, it is difficult for NZMPL to determine the activities that would be captured.	Amend TRAN-Table 11 to reference defined terms consistently applied throughout the plan to provide clarity for plan users.		Accept in part

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS400.009	The Paihia Property Owners Group		Support	Submission 251 rightly notes that the underlying analyses related to the Coastal Environment provisions has not sufficiently considered the appropriate implementation of these provision in the urban environment. Specific provisions such as height limits and gross floor area restrictions (for example) require flexibility when considered against the urban environment values and existing environment.	Allow	Allow the original submission	Accept in part
FS396.009	Ed and Inge Amsler		Support	Submission 251 rightly notes that the underlying analyses related to the Coastal Environment provisions has not sufficiently considered the appropriate implementation of these provision in the urban environment. Specific provisions such as height limits and gross floor area restrictions (for example) require flexibility when considered against the urban environment values and existing environment.	Allow	Allow the original submission	Accept in part
FS406.031	McDonald's Restaurants (NZ) Limited		Support in part	McDonald's supports amendments to this table in accordance with what is outlined in its original submission.	Allow in part	Allow in part the original submission	Accept in part
S336.007	Z Energy Limited	TRAN-Table 11	Support	Commercial activities are identified in Table 11 where the threshold for trip generation consent under Rule R5 is 200m ² of Gross Floor Area. Z Energy supports this threshold	Retain TRAN-Table 11		Accept in part
FS406.032	McDonald's Restaurants (NZ) Limited		Oppose	McDonald's considers that this rule needs to be amended as outlined in its original submission.	Disallow	Disallow the original submission	Accept in part
S502.092	Northland Planning and Development 2020 Limited	TRAN-Table 11	Support in part	There are other forms of transport to a site such as via bus, shuttles or ferries. As these options generally carry many people it reduces the number of trips required, and parking spaces needed. For many tourist operations this is how people gain	Amend Table 11 to include other forms of transport to form part of the rule assessment		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				access to the site. We seek relief that other forms of transport such as those listed form part of the rule assessment.			
FS368.084	Tokerau Beach Trust		Support in part	Amend SUB-S1 to provide for: Rural Production Controlled activity 20ha, Restricted discretionary activity 8ha and Discretionary activity 4ha Rural lifestyle discretionary activity 1ha	Allow in part	Amend	Reject
S215.023	Haigh Workman Limited	TRAN-Table 11	Oppose	We oppose TRAN-R5 / TRAN Table 11. Table 11 allows 200 vehicle movements per day from any site, including residential sites that are currently restricted to 20 vehicle movements/day. Table 11 also allows traffic from up to 20 residential units per site as a permitted activity. The Note to Rule TRAN-R5 states that Rule TRAN-R2 may require a private access to be vested as road. TRAN-Table 9 requirements for private accessways is based on the number of residential units, not the number of vehicle movements. TRAN-S2 controls new vehicle crossings, but not increased use of existing crossings. There is therefore no mechanism in the Proposed District Plan that would require a private access to be widened or a vehicle crossing to be upgraded to mitigate the adverse effects of the increased traffic. If access is directly off an existing public road, there is no mechanism for assessing whether the road is adequate for the increased traffic. Multiple sites generating 200 vehicle movements per day could have significant cumulative adverse effects on the road network which as a permitted activity would not be assessed.	Delete TRAN Table 11 Trip Generation and replace it with the Traffic Intensity provisions of Section 15.1.6A of the Operative District Plan.		Reject
FS570.512	Vision Kerikeri 3		Oppose	Oppose to the extent that the submission is inconsistent with our original submissions.	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
FS566.526	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
FS569.548	Vision Kerikeri 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
S67.020	Michael John Winch	TRAN-Table 11	Oppose	I oppose TRAN-Table 11 which allows 200 vehicle movements per day from any site, including residential sites that are currently restricted to 20 vehicle movements/day. TRAN-Table 11 also allows traffic from up to 20 residential units per site as a permitted activity. Access to my residence is via a right of way shared with one other residence. The permitted activity rule would allow one of us to set up a business from home generating up to 200 vehicle movements per day with no consideration of the adverse effects on amenity values or the suitability of the right of way for increased traffic. Even where sites gain access directly off a public road, the increased traffic would have adverse effects on the amenity values of neighbouring properties.	Delete TRAN Table 11 Trip Generation in the Proposed District Plan and replace with the Traffic Intensity provisions of Section 15.1.6A of the Operative District Plan. In particular, I request that the permitted activity rule for any residential or rural-residential site be limited to 20 vehicle movements per day.		Reject
FS346.843	Royal Forest and Bird Protection Society of New Zealand Inc.		Support	The amendments sought give effect to the NPS FM, the RPS, Part 2 of the RMA, and the NPSIB. Forest & Bird supports the full submission than where the relief sought would conflict with that sought in Forest & Birds submission.	Allow	Allow the original submission	Reject
FS566.069	Kapiro Conservation Trust 2		Oppose	Oppose to the extent that the submission is inconsistent with our original submission	Disallow	Disallow to the extent that the submission is inconsistent with our original submission	Accept
S259.014	Nicole Wooster	Objectives	Support	Provision needs to be made for roading takes to address climate change in areas like north Hokianga and where our farm is located. If a person subdivides or does a large scale land use the plan should allow for consideration of new roading routes to avoid or address hazards. For example an alternative route for the Mangamuka gorge, as we have lost access to a 45min direct route to our closest town. The coastal hazard mapping also identifies our local roading network being significantly affected. Council should be linking the District Plan to a climate response	Amend plan to ensure that it has the ability to take roading to address climate change / hazards issues not just urban connections.		Reject

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Reasons	Summary of Decision Requested		Hearings Panel Recommendation
				strategy to ensure communities have a safe and usable road network.			
S172.019	Terra Group	Rules	Support	Support the general standards and rules within the Transport Chapter, as they will achieve positive outcomes for the proposed zone.	Retain as notified (inferred)		Accept in part
S172.020	Terra Group	Standards	Support	Support the general standards and rules within the Transport Chapter, as they will achieve positive outcomes for the proposed zone.	Retain as notified (inferred)		Accept in part
S121.002	Lynley Newport	General / Miscellaneous	Support in part	Whilst appreciating the decision to include a definition of "Limited Access Road" into the Plan, it would be more helpful for the Plan to include a map layer depicting which roads are Limited Access Road. That map layer could also distinguish between Access, Secondary Collector, Primary Collector, Arterial and Strategic Roads. This would be a useful addition to the Plan given that there are rules relating to various classifications of roads, yet nowhere to readily identify what category applies to the road on which the application site is located.	Insert a map layer in the District Plan showing road hierarchy classifications.		Accept
FS172.206	Audrey Campbell-Frear		Support	For the reasons set out in this primary submission.	Allow		Accept
FS36.080	Waka Kotahi NZ Transport Agency		Support	Supports the inclusion of a map layer showing which roads are Limited Access Roads and can provide information to assist in its development. Supports including a map that aligns with the One Network Framework that classifies roads based on the functions of movement and place.	Allow	Waka Kotahi seeks to be involved in any mapping regarding Limited Access Roads and transport corridor hierarchy.	Accept