



Remember  
submissions  
close at 5pm,  
Friday 21  
October 2022

## Proposed District Plan submission form

Clause 6 of Schedule 1, Resource Management Act 1991

Feel free to add more pages to your submission to provide a fuller response.

Form 5: Submission on Proposed Far North District Plan

TO: Far North District Council

This is a submission on the Proposed District Plan for the Far North District.

### 1. Submitter details:

Full Name:	Simon Upperton		
Company / Organisation Name: (if applicable)	Borders Real Estate Northland		
Contact person (if different):			
Full Postal Address:	83 Mangakaretu Road, Waipapa		
Phone contact:	Mobile: 0211917427	Home:	Work:
Email (please print):	simon.upperton@borders.net.nz		

### 2. (Please select one of the two options below)

- I could not gain an advantage in trade competition through this submission  
 I could gain an advantage in trade competition through this submission

*If you could gain an advantage in trade competition through this submission, please complete point 3 below*

3.  I am directly affected by an effect of the subject matter of the submission that:  
 (A) Adversely affects the environment; and  
 (B) Does not relate to trade competition or the effect of trade competition
- I am not directly affected by an effect of the subject matter of the submission that:  
 (A) Adversely affects the environment; and  
 (B) Does not relate to trade competition or the effect of trade competition

*Note: If you are a person who could gain advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991*

The specific provisions of the Plan that my submission relates to are:

(please provide details including the reference number of the specific provision you are submitting on)

How the Plan Works • Definitions • Strategic Direction • Transport • Public Access • Subdivision • Open Space and Recreation Zones • Zones in general

Confirm your position:  Support  Support In-part  Oppose

The submitter opposes, supports or seeks amendment to the specific areas of the PDP identified in this submission.  
 The reasons are provided below



**My submission is:**

*(Include details and reasons for your position)*

**This submission is in support of Vision Kerikeri's position on active modes of transport and connectivity.**

Active modes of transport and cycling networks Introduction & General Feedback: I advocate for step change within the Far North District to support the development of infrastructure needed for active modes of transport - to support transport options that reduce reliance on vehicles, reduce carbon emissions, reduce traffic congestion and bring health benefits. The PDP, for example, should include policies and rules that require subdivisions and developments of a certain size to provide safe cycleways and pedestrian walkways/linkages that will be able to connect into future networks of cycleways and walkways (such networks to be identified in plans such as spatial plans or community transport plans for townships etc.).

We wish to stress the need for safe cycleways. Studies have shown that, for cycleways to become popular with a wide range of users and school students, people need to feel that cycleways are safe. This usually means cycleways need to be physically separated and protected from cars and other vehicular traffic. NZTA provides some helpful documents about separated cycleways. A similar issue exists for pedestrians on pathways shared with cyclists. Where shared paths are used by commuter cyclists or fast cyclists, the situation can be unpleasant or even unsafe for pedestrians. In such cases it is desirable to have separate paths for cyclists and pedestrians, so that people are not discouraged from walking.

The remainder of my comments focus on achieving better cycling networks throughout the District for transportation, recreation and tourism. We believe that ensuring efficient and effective multi modal transportation network that accommodates cyclists is critical to ensuring a resilient community, particularly in terms of addressing climate change, and good urban design outcomes. While connectivity is of particular relevance in our urban centres, they are only functional in this regard where direct routes are provided from residential and surrounding areas.

The provision of multi modal integrated transport networks also positively contribute towards the environmental, social and economic wellbeing of the District's communities through reduction of carbon emissions, improved mental and physical health, and by providing a lower cost transportation option. Further, in regard to Kerikeri in particular, there are opportunities to develop the existing track network around suitable urban waterways, and make this an attraction for visitors to the area as Nelson has managed to do. We consider that through effective and efficiently worded provisions, the District Plan can help to ensure that opportunities for multi modal transport connections are provided at the time of subdivision and development.

Further, that undertaking works associated with establishing such networks are enabled, and incentivised to encourage inclusion of this important infrastructure. Ad hoc development with little strategic direction has resulted in poor urban design outcomes and functionality (including lack of connectivity) in most of the District's urban centres. This is particularly evident around Kerikeri, Waipapa and Kapiro Road area where development has recently been undertaken, and more has been consented, with seemingly little ability to require any more than the bare minimum as set by a plan more than 20 years old.

I firmly believe that spatial planning is an essential valuable tool that needs to be used to provide strategic direction for Council and developers to ensure good integrated outcomes, and in the context of our interest, can be used to support the development of direct cycling and pedestrian links and reduce reliance on private vehicles. While I am encouraged to see that integrated development is identified as a strategic direction of the PDP, it is difficult to see how this will be implemented without any spatial documents available to provide such direction, and consider the lack of such documents to be a missed opportunity to rectify the historic pattern of ad-hoc development done in isolation resulting in poor planning outcomes.

I encourage Council to continue to develop spatial and strategic planning documents to help rectify this legacy issue and future-proof our District, noting that we are still early in the statutory review process. As part of this submission we seek to provide a space holder through relevant provisions in the plan to enable Council to continue to develop such documents, and provide a mechanism to implement them,





I seek the following decision from the Council:

(Give precise details. If seeking amendments, how would you like to see the provision amended?)

DP objectives/policies should explicitly include the development of safe networks of walkways and cycleways (separated from motorised road traffic) that will actively promote alternative modes of transport in urban areas and beyond.

> Rules should require subdivisions in urban areas comprising more than 2 lots to include pedestrian footpaths suitable for disability scooters etc.

> Rules should require subdivisions comprising more than 4 lots 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.

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

(Please tick relevant box)

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

Yes  No

Do you wish to present your submission via Microsoft Teams?

Yes  No

Signature of submitter:

(or person authorised to sign on behalf of submitter)

Date: 20/10/22

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

**Important information:**

1. The Council must receive this submission before the closing date and time for submissions (5pm 21 October 2022)
2. Please note that submissions, including your name and contact details are treated as public documents and will be made available on council's website. Your submission will only be used for the purpose of the District Plan Review.
3. Submitters who indicate they wish to speak at the hearing will be emailed a copy of the planning officers report (please ensure you include an email address on this submission form).

Send your submission to:

Post to: Proposed District Plan  
Strategic Planning and Policy, Far North District Council  
Far North District Council,  
Private Bag 752  
KAIKOHE 0400

S211.001

S211.002

S211.003



Email to: [pdp@fndc.govt.nz](mailto:pdp@fndc.govt.nz)

Or you can also deliver this submission form to any Far North District Council service centre or library, from 8am – 5pm Monday to Friday.

Submissions close **5pm, 21 October 2022**

Please refer to [pdp.fndc.govt.nz](http://pdp.fndc.govt.nz) for further information and updates.

*Please note that original documents will not be returned. Please retain copies for your file.*

Note to person making submission

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

- It is frivolous or vexatious
- It discloses no reasonable or relevant case
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further
- It contains offensive language
- It is supported only by material that purports to be independent expert evidence but has been prepared by a person who is no independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

**SUBMISSION NUMBER**