

AGENDA

Extraordinary Council Meeting

Membership:

Kahika - Mayor Moko Tepania - Chairperson

Kōwhai - Deputy Mayor Kelly Stratford

Cr Ann Court

Cr Felicity Foy

Cr Hilda Halkyard-Harawira

Cr Babe Kapa

Cr Penetaui Kleskovic

Cr Steve McNally

Cr Mate Radich

Cr Tāmati Rākena

Cr John Vujcich



**Te Kaunihera
o Te Hiku o te Ika**
Far North District Council

Wednesday, 18 June 2025

Time: 10:00 AM

Council Chambers,

Memorial Ave, Kaikohe

Far North District Council
Extraordinary Council Meeting
will be held in the Council Chamber, Memorial Ave, Kaikohe on:
Wednesday 18 June 2025 at 10:00 AM

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1 KARAKIA TIMATANGA / OPENING PRAYER

Ka tuku mātou kia kaha mai ngā māngai kua whiriwhirihia mō Te Kaunihera o Te Hiku o te Ika ki te mahi me te ngākau auaha me te whakamahi i ngā pūkenga me te mātauranga i roto i ngā wānanga me ngā whakataunga kia whakatūria ai tētahi Hapori e matatika ana, e tū kotahi ana ka mutu ka whakapiki anō i te oranga o tō tātou rohe, ka whakatau anō i ngā take o te rohe i runga i te tika me te pono.

We ask that through Council discussions and decisions the representatives we have elected may govern the Far North District with imagination, skill and wisdom to achieve a fairer and more united Community that enhances the wellbeing of our district and solves the District's problems efficiently and effectively.

2 NGĀ WHAKAPĀHA ME NGĀ PĀNGA MEMA / APOLOGIES AND DECLARATIONS OF INTEREST

Members need to stand aside from decision-making when a conflict arises between their role as a Member of the Council and any private or other external interest they might have. This note is provided as a reminder to Members to review the matters on the agenda and assess and identify where they may have a pecuniary or other conflict of interest, or where there may be a perception of a conflict of interest.

If a Member feels they do have a conflict of interest, they should publicly declare that at the start of the meeting or of the relevant item of business and refrain from participating in the discussion or voting on that item. If a Member thinks they may have a conflict of interest, they can seek advice from the Chief Executive Officer or the Manager - Democracy Services (preferably before the meeting).

It is noted that while members can seek advice the final decision as to whether a conflict exists rests with the member.

[Elected Member - Register of Interests](#)

3 NGĀ TONO KŌRERO / DEPUTATIONS

No requests for deputations were received at the time of the Agenda going to print.

4 NGĀ KŌRERO A TE KAHIKA / MAYORAL ANNOUNCEMENTS

5 NGĀ PŪRONGO / REPORTS

5.1 ADOPTION OF TE PĀTUKUREA KERIKERI WAIPAPA SPATIAL PLAN

File Number: A5181101

Author: Jaye Michalick, Team Leader – Growth Planning & Placemaking

Authoriser: Roger Ackers, Group Manager - Planning & Policy

TAKE PŪRONGO / PURPOSE OF THE REPORT

To seek approval for the adoption of Te Pātukurea – Kerikeri Waipapa Spatial Plan

The report sets out four options. A list of advantages and disadvantages in relation to each option is provided.

WHAKARĀPOPOTO MATUA / EXECUTIVE SUMMARY

- Kerikeri, Waipapa, and surrounding areas are the fastest-growing parts of the Far North. In the absence of a long-term planning framework, this rapid growth has resulted in fragmented development, inefficient infrastructure, and limited housing choice and affordability. These issues are projected to grow in the coming years in the absence of any clear interventions.
- As a result, Council directed staff to undertake a review of the 2007 Kerikeri Waipapa Structure Plan in August 2021.
- Over the course of 2022 and through to 2025 Council worked with an established Hapū Rōpū to develop a vision for Kerikeri and Waipapa to be captured in Te Pātukurea – A spatial plan for Kerikeri Waipapa.
- A clear set of objectives and principles based on input from the Hapū Rōpū and from early public engagement were developed. Areas that could be further developed, areas that should be considered carefully before being promoted for future development, and areas unsuitable due to constraints were identified in this phase of the project.
- Six growth scenarios based on blue sky growth projections were taken out for public consultation in 2024. This included Growth Scenario F.
- Analysis provided by subject matter experts in infrastructure planning, cost estimating, urban economics, spatial planning and urban design alongside a complete analysis of submissions from the public culminated in the development of a draft spatial that had the full support of the Hapū Rōpū.
- The draft spatial plan promotes compact urban form in, and adjacent, to Waipapa and Kerikeri that is designed to cater for the additional 4,600 households required in Kerikeri, Waipapa surrounds to meet the blue sky population projections.
- Public consultation on the draft spatial plan resulted in 39% of submissions in support of the draft, 42% of submissions opposed to the draft and 16% of submissions unsure whether to support or oppose the draft. Of the 42% opposed to the draft spatial plan 28% stated their opposition due to the exclusion of a previously discounted growth scenario F.
- In line with the special consultative procedure followed for public consultation on the draft, Council can adopt the spatial plan, or adopt the spatial plan with amendments, or not adopt the spatial plan.
- This report includes four options on the adoption of the spatial plan, which are:
 - Option A Adopt the spatial plan with amendments as per 22 May workshop with elected members.
 - Option B: Adopt the spatial plan in accordance with Option A plus a further amendment that directs additional monitoring and reviews of the spatial plan. Enabling the review of greenfield areas including previously considered growth scenarios as part of the development of the spatial plan. This enables growth scenario F to be reconsidered as part of the first and subsequent plan review

- processes, contingent on the issues and constraints relating to scenario F being fully addressed
- Option C: Do not adopt the spatial plan
 - Option D: Do not adopt the spatial plan and prepare a revised draft spatial plan to include scenario F. This option will also require Council to decide whether to continue or defer decision making on this project during the Pre-Election period commencing in July 2025.
 - Staff recommend Option A - adoption of the spatial plan with amendments. This option results in an evidence-based spatial plan that provides clear direction for efficient long term infrastructure investment. It reflects the significant participation by the Hapū Rōpū Governance body, stakeholders, government agencies and the public through iterative rounds of engagement and consultation.
 - Adoption of Te Pātukurea will result in the Far North becoming a Tier 3 council in accordance with the National Policy Statement - Urban Development 2020 (NPS-UD).
 - This item was listed on the 5 June 2025 Council agenda. Due to time constraints that meeting deferred it to the 18 June extraordinary meeting.

TŪTOHUNGA / RECOMMENDATION

That Council adopt Te Pātukurea – Kerikeri Waipapa Spatial Plan with amendments, as set out in option A of this report.

1) TĀHUHU KŌRERO / BACKGROUND

Kerikeri, Waipapa, and surrounding areas are the fastest-growing parts of the Far North. In the absence of a long-term planning framework, this rapid growth has resulted in fragmented development, inefficient infrastructure, and limited housing choice and affordability. In August 2021 Council directed staff to undertake a review of the 2007 Kerikeri Waipapa Structure Plan as the first spatial planning project undertaken as part of implementing Far North 2100.

Te Pātukurea is a long-term (30 years) spatial plan that sets out a high-level framework to guide growth and urban change in Kerikeri and Waipapa. Its objectives are to achieve:

- resilient infrastructure
- a diverse and affordable housing supply
- safe, connected transport networks
- the protection and enhancement of the natural environment, culture, and heritage.

The growth principles underpinning Te Pātukurea are:

- planning for higher growth (as growth has historically exceeded expectations)
- protecting horticultural land from urban encroachment to maintain and support the horticultural industry
- support for intensification as a cost-effective method that makes the most of existing infrastructure
- establish an identity for Kerikeri and Waipapa, recognising what makes these areas special.

The draft plan was developed using best practice, technical expertise, and it is founded on a robust evidence base. Ongoing input from the Hapū Rōpū Governance Group, stakeholders, and the community has shaped the plan from project commencement (late 2021). As partners, the Hapū Rōpū have contributed since the project's inception, and engagement with stakeholders and the public has occurred throughout.

Formal public consultations took place in late 2023 to shape the plan's objectives and growth principles, again in 2024 to test six potential growth scenarios including growth scenario F, and finally

in early 2025 to consult on the draft spatial plan. Following consultation in 2024, the six growth scenarios were evaluated using four methods to rank or assess the scenarios, they were:

- ranked highest to lowest in terms of infrastructure costs (required to service growth in each scenario). Scenario D (Kerikeri South Expansion) ranked highest in terms of this efficiency.
- assessed in terms of cultural impact. Scenario C (North Waipapa Road Expansion) scored highest by our Hapū Rōpū Governance Group for due to lower environmental risks and minimal disruption to significant sites
- ranked by subject matter expert (SME) analysis. Scenario D was ranked highest overall by our various SME's
- ranked in terms of public preference. Scenario E (Waipapa Expansion) was most preferred by the community as part of the engagement on the six scenarios, engagement that included Scenario F.

A hybrid growth scenario comprising parts of Scenarios D, E and C was agreed by the Hapū Rōpū and Council as the preferred growth scenario, which was then incorporated into the draft spatial plan that was taken out for public consultation.

Public consultation on proposed spatial plan, March-April 2025.

The most recent consultation (March–April 2025) focused on the draft spatial plan, presented through the Council's Statement of Proposal. A comprehensive summary of public feedback is included in Attachment 1 **Consultation Summary Report** and Attachment 2 the resulting **Deliberations Report**.

This consultation asked three specific questions, these were:

- *Do you support the draft spatial plan?*
- *Do you think the proposed planning and design principles will help us achieve our plan objectives?*
- *Do you agree with the actions set out in the implementation plan?*

Submitters were also given the opportunity to outline specific changes to the draft spatial plan.

Overall, **152** (39%) submitters supported the draft spatial plan, and **165** (42%) did not support it.

142 (42%) submitters supported the plan's planning and urban design principles, and **128** (38%) did not support them.

127 (39%) agreed with the actions set out in the implementation plan, and **123** (38%) did not agree with these actions.¹

Of the 42% in opposition to the draft spatial plan:

- **14%** of submitters opposed the draft plan due to various concerns including inadequate infrastructure, poor transport links, and impacts on Kerikeri's character
- **28%** of submitters opposed the plan because it excludes scenario F, which had been previously assessed and discounted in an earlier stage of the draft plan development, which considered community feedback via public consultation on the 6 proposed growth scenarios. Many of these submitters noted critical success factors that would first need to be addressed for scenario F to be a viable alternative. These factors included;
 - funding and installing flood mitigation
 - a comprehensive cost benefit analysis
 - developer accountability for affordable housing outcomes, green spaces, walkability and community infrastructure and
 - development contributions tied to infrastructure and amenity outcomes.

¹ Counts and percentages are calculated based on total responses to each consultation question

Broadly, those who submitted in opposition to the plan due to scenario F's exclusion also indicated support-in-principle for a spatial plan for Kerikeri-Waipapa and did not request to reduce the proposed hybrid greenfield area.

The Statement of Proposal outlined three potential outcomes:

- A. *Adopt the spatial plan*
- B. *Adopt the spatial plan with amendments*
- C. *The Council maintain the status quo and does not adopt the spatial plan.*

Adoption of Te Pātukurea confirms that the growth being planned for Kerikeri-Waipapa is of a scale that meets the definition of an urban environment under the NPS-UD, which results in the Far North becoming a Tier 3 council. Urban environments are predominantly urban in character with a housing and labour market of at least 10,000 people. Tier 3 council's are required to ensure sufficient housing and business land development capacity in its district over the short, medium and long term. The development capacity must be plan-enabled, infrastructure ready and feasible and reasonably expected to be realised. Tier 3 status requires council's to monitor and review data relating to demand and supply of dwellings. Lastly, Tier 3 status requires removal of any 'minimum carparking' requirements in our Far North District Plan.

The following section outlines the options available to Council and the key advantages and disadvantages of each.

2) MATAPAKI ME NGĀ KŌWHIRINGA / DISCUSSION AND OPTIONS

Option A: Adopt the spatial plan with amendments

Under this option, Council adopts the amended spatial plan, including staff recommendations and elected member responses as workshopped on 22 May 2025 (refer Attachment 3 Memo on Spatial Plan Amendments and Attachment 4 – The Spatial Plan, showing amendments highlighted yellow).

Adopting the plan—**Te Pātukurea**—completes a major long-term planning initiative. It provides a clear, evidence-based 'blueprint' for efficient, resilient urban development that reflects community aspirations, and it aligns with best-practice planning principles.

While the plan offers certainty for how growth will proceed in Kerikeri and Waipapa, it remains a living document and will undergo regular monitoring, evaluation, and periodic review. It will respond to any future Council decisions where applicable, such as ensuring consistency with outcomes from the Proposed District Plan (PDP) and changes to the environment such as any future flood mitigation projects for Waipapa undertaken by Northland Regional Council (NRC).

Once adopted, Te Pātukurea will guide the PDP and any subsequent changes to the District Plan and shape Council's Infrastructure Strategy and Long-Term Plan (10-year budget).

If this option is endorsed by Council, the yellow highlighter will be removed from the amendments within the spatial plan and the spatial plan published as final.

Advantages:

- completes a long-term, community-informed, evidenced-based planning process based on best practice
- supports compact, efficient development while protecting productive land and avoiding new areas of natural hazard risk, consistent with national direction
- provides a clear, integrated framework for urban development, informing the PDP hearings and long-term infrastructure planning
- is consistent with recommendation for adoption by the majority (6 out of 8) of the Hapū Rōpū Governance Group members
- offers certainty to the community, developers, stakeholders, and utility providers around Council's plan for growth
- Informs and enables development contribution policy levies / fees

- enables coordinated, climate-resilient infrastructure delivery and reduces the risk of inefficient or ad hoc investment
- it is based on supporting urban growth in and around the existing towns to provide for the most cost-effective use of infrastructure
- will improve housing choice and affordability, which are identified as supply gaps for Kerikeri and Waipapa, per the Housing and Business Assessment (HBA).

Disadvantages:

- some community members may remain dissatisfied that scenario F was not included
- not supported by two hapū within the Hapū Rōpū Governance Group (Ngāti Rēhia and Ngāti Hineira).

The estimated costs for infrastructure required to service brownfield intensification and greenfield growth in accordance with the draft spatial plan are \$145M to \$248M (+/-50%), of which wastewater and water supply cost estimates are \$68M to \$145M and transport cost estimates are \$77M to \$103M.

Council currently has \$129.7M allocated in its 30-year Forward Works Plan for new and upgraded water supply and wastewater infrastructure in Kerikeri and Waipapa. If Te Pātukurea is adopted by Council, the infrastructure identified as necessary to service the hybrid growth scenario (with associated cost estimates) will inform infrastructure cost estimates into the Water Services Delivery Plan as per Council's Local Waters Done Well (LWDW) project.

Option B: Adopt the spatial plan in accordance with Option A plus a further amendment that directs additional monitoring and reviews of the spatial plan. Enabling the review of greenfield areas including previously considered growth scenarios as part of the development of the spatial plan.

Under this option, Council adopts the amended spatial plan (refer Attachment 4), including staff recommendations and elected member suggestions per the workshop on 22 May 2025; plus one additional amendment.

The following additional amendment will be added to the spatial plan text (p. 41):

Page 41 Additional text:

Te Pātukurea is a living document subject to ongoing monitoring and scheduled review. Reviews of the spatial plan will be scheduled to occur when the Proposed District Plan becomes operative, and also no later than two years after the spatial plan is adopted. Subsequent reviews will occur per the standard review schedule. In each review, Council will reassess alternative greenfield areas for future growth where new, materially significant information demonstrates that any previous risks, constraints and costs (including funding commitments by developers to reduce costs to ratepayer) have been resolved. This includes areas that did not fully meet the objectives and principles of the spatial plan, such as scenario F which has the following risks, constraints and cost considerations:

- *Flood risk: About 45% of scenario F is flood prone. Urban development of the site poses significant risk to life, property and infrastructure*
- *Excessive development costs 205.4M to \$345.8M that aren't assessed as achieving housing choice and affordability and which the landowner has no commitment to fund*
- *Loss of productive land: Around 89% of scenario F is classified as highly productive land under the National Policy Statement – Highly Productive Land (NPS-HPL)*
- *Disconnected growth: Physical barriers—rivers, SH10, and the golf course—separate this area from existing towns, limiting integration and well-connected urban form*
- *Regulatory uncertainty: Approvals for flood defences, transport corridors, and land use changes are uncertain*
- *Inconsistent with central, regional and local policy (particularly regarding urban sprawl and development in hazard-prone areas)*

- *Opposition by the Bay of Islands / Kerikeri Golf Club to sell land to enable the transport connections between the site and existing urban area of Kerikeri.*

Any change to the greenfield areas must remain consistent with the objectives and growth principles (as outlined in the background section of this report) of Te Pātukurea, and demonstrate it provides for best practice in planning and urban design, and is evidence based.

This will ensure a consistent approach is taken with any changes to the adopted spatial plan.

Each periodic review may result in:

- a recommendation to Council to re-consult on aspects of long-term greenfield growth, or
- a report to Council advising that no changes to the plan are required.

A consequential amendment to Monitoring and Evaluation Framework section of the Implementation Plan is also required.

Implementation Plan Monitoring and Evaluation Framework action amendment:

Add Spatial plan reviews will be scheduled to occur when the Proposed District Plan becomes operative, and also no later than two years after the spatial plan is adopted. Subsequent reviews will occur per the standard review schedule. These reviews will include determining whether new and materially significant information demonstrates a need to reassess alternative greenfield areas.

These additional amendments acknowledge the sentiment towards alternative growth scenarios among some in the community and explicitly provides a mechanism for re-assessing greenfield component of the spatial plan, including options previously deemed unsuitable.

Advantages

- completes a long-term, evidence-based planning process shaped by community input and best practice
- preserves a predictable, transparent process for future reviews of the spatial plan, maintaining public confidence and the integrity of the plan's objectives
- supports compact, efficient growth in the short-term while avoiding hazards for new development areas and protecting productive land—aligned with national policy
- provides a clear, integrated framework for urban development in the short term, and guides the PDP hearings and infrastructure planning
- offers certainty for the community, developers, stakeholders, and service providers in the short term
- enables coordinated, climate-resilient infrastructure investment and reduces the risk of inefficient or ad hoc spending in the short term
- adopts the spatial plan while acknowledging views (28%) supporting alternative growth scenarios
- ensures that scenario F's disadvantages (see Option C below) are resolved prior to it being potentially included in any future greenfield scenarios
- the spatial plan can be updated to reflect any relevant changes resulting from adoption of the PDP.

Disadvantages:

- some community members may remain dissatisfied that scenario F was not included
- by potentially revising greenfield growth options only 2 years after adopting the plan, it may create some uncertainty over community confidence in the plan
- making changes to the greenfield areas would be inconsistent with the long-term growth recommendation by the majority (6 out of 8) of the Hapū Rōpū Governance Group and risk public perception of enabling the outcomes of specific groups that are not aligned with the

objectives and core principles of the spatial plan. These objectives and principles were developed through partnership with the Hapū Rōpū Governance Group, iterative stakeholder engagement and with input from the public

- revisiting previously discounted greenfield options would contradict broad community and government agency support (39% of submitters) for the greenfield areas provided in the draft spatial plan
- potentially opens the door to consultation fatigue on this topic
- scenario F only caters for standalone residential and large lot residential, with no medium density residential proposed, therefore incorporating scenario F will not address issues of affordable housing and choice. Scenario F will fail to supply the full quantum of greenfield required over the next 30 years, meaning other greenfield areas will be required and resulting in less efficient infrastructure spread across a larger geographic area.

Option C: Do not adopt the spatial plan

If this option is endorsed, the project team will stop developing the Kerikeri-Waipapa Spatial Plan, maintaining the status quo and leaving the area without a long-term growth strategy. The status quo results in growth being directed by the PDP, which is limited to what was notified and requested for via a submission. Currently the PDP as notified does not provide sufficient long-term greenfield growth options to meet projected demand. The only large-scale greenfield submission that can be considered is the land owned by Kiwi Fresh Group (“scenario F”). A district plan should be directed by a spatial plan on long term growth requirements. Without this direction growth will continue to be ad hoc and developer led.

With no clear guidance for cost-effective infrastructure development, future development is likely to be expensive and inefficient. The estimated infrastructure costs for the status quo (PDP as notified) are \$76M to \$137M, which enables intensification of the existing urban areas but no new greenfield housing areas. If the PDP process supports the KFO submission for urban land use, this would result in the establishment of housing in a flood plain. Scenario F also has the highest total infrastructure costs across all potential greenfield options considered (\$205.4M to \$345.8M, see Option D below for more detail on these figures).

Under this option, the well-understood issues of fragmented residential and commercial development, inefficient and poorly planned infrastructure, car dependency, housing unaffordability and environmental degradation are likely to continue, with Kerikeri and Waipapa over time becoming less liveable and less attractive.

This option is likely to result in public criticism of Council for failing to deliver a long-term growth strategy (after several years and consultation processes) and will result in Council staff redoing spatial planning for the area as part of the District Wide Spatial Strategy project, which is in the very early stages of development. Not adopting a spatial plan will weaken the district’s position in relation to regional spatial planning work under a reformed resource management system and in relation to the reformed three waters system.

Not having a spatial plan will severely restrict Council’s ability to formulate a comprehensive development contributions policy with associated levies. It will be challenging for Council to distinguish between required maintenance and upgrades to achieve levels of service versus new infrastructure required to service growth. A development contributions policy must be informed by growth planning.

Advantages:

- Responds directly to the 42% of submitters who oppose the draft spatial plan (28% due to scenario F’s exclusion; 14% opposed to the draft spatial in general)
- the role and function of the Kerikeri / Waipapa area can be planned as part of the district wide spatial strategy.

Disadvantages:

- undermines Council's Infrastructure Strategy, water services planning, and Long-Term Plan by preventing accurate infrastructure costing (specifically undefined greenfield servicing requirements) and weakening future funding strategies including development contributions)
- there is no longer a spatial plan to guide good urban design and long-term planning the PDP hearings, which relies on Te Pātukurea to guide
- leaves Kerikeri–Waipapa without a long-term growth strategy, leading to ad hoc development, inefficient infrastructure, and higher long-term costs
- unlikely to improve housing choice or affordability
- fails to meet community expectations for a sound, long-term growth and urban change framework
- contradicts the majority recommendation (6 of 8) from the Hapū Rōpū Governance Group. All members in one way or another want a spatial plan for the area
- cancelling Te Pātukurea will require costly rework under the district-wide spatial strategy and weaken the district's position in upcoming regional spatial planning under Resource Management Act 1991 (RMA) reforms
- disregards three years of input from elected members, hapū, and the community. Without new evidence or shifts in public opinion, any future plan would likely mirror Te Pātukurea
- risks community frustration from repeated consultations and unfinished planning work
- decisions on long term planning will be made by a new Council, which may not have the institutional knowledge of the last three years of plan making.

Option D: i) Do not adopt the spatial plan and ii) revise the draft spatial plan to include scenario F, and iii) defer or continue decision making on this project during Pre-Election period starting July 2025.

Under this option, Council would not adopt the current spatial plan but instead begin work on a revised draft that includes some or all of scenario F. This would require further public consultation.

Scenario F is incompatible with Te Pātukurea's core objectives and principles as it does not enable resilient infrastructure, lacks connectivity, and based on cost estimates to date, is not expected to deliver affordable infrastructure.

Including scenario F will require rewriting and consulting on the plan's core framework—its objectives, growth principles, and urban design principles. It is unlikely that scenario F can be incorporated into the existing spatial plan without fundamentally revisiting the principles and objectives that underpin the spatial plan. These changes are unlikely to be supported by existing technical analysis and by subject matter experts.

Reintroducing a previously discounted scenario would contradict earlier community feedback, which strongly supported avoiding hazard-prone areas and promoting well-planned, efficient growth. It would also run counter to current best practice in planning and urban design.

Due to the scale of work involved, final adoption of a revised plan would fall to the incoming Council in 2026. Council must also consider whether to continue or defer work on this option during the pre-election period (July–October 2025), noting the potential for public criticism if decisions are made during that time.

The infrastructure costs estimates for water supply, wastewater and transport network upgrades are \$132M to \$243M, these estimates were used to evaluate scenario F as a potential growth scenario. However, scenario F also requires additional infrastructure listed below.

- building two new and one upgraded vehicle bridges over the Puketōtara Stream and Kerikeri River (\$60M to \$80M)
- adding a new round-about to SH10 (\$2.5M to \$3M)

- internal roads including over Kerikeri Golf Club land (\$150M to \$200M)² and
- installing onsite flood mitigation³ (\$10.9M to \$19.8M).

If scenario F is included in the spatial plan and subsequently upzoned through the Far North district plan, it is the most expensive greenfield area to develop, taking into account all required infrastructure. Ultimately these costs will transfer to the end purchaser and will result in higher costs to council as we have a responsibility to service urban growth. The average development contributions policy only recovers approximately 25% of infrastructure costs, with the balance of costs being met by ratepayers. Council takes on the responsibility of servicing the new urban area(s) and needs to consider that. We recognise that in many instances, works internal to the site will be funded by the developer, but even when that is considered, scenario F is still a much higher cost to service, compared to the draft spatial plan (refer Attachment 6 Development Cost Comparisons Memo)

In total the cost estimates for infrastructure required to service scenario F (excluding internal road costs) are \$205.4M to \$345.8M, which would need to be added to the cost estimates associated with servicing some of the hybrid scenario (brownfield and greenfield growth). This is because scenario F is not assessed as having sufficient land area to meet Te Pātukurea's blue sky growth projections (4690 houses over 30 years) and because submitters in favour of scenario F generally suggest it should be added to the hybrid growth scenario. Further costs of maintaining flood defences in perpetuity would need to be factored in.

Including this option in the spatial plan would undermine the spatial plan's strategic intent, impose substantial costs and risks and conflict with existing policy. This option also carries with it several reputational risks.

Advantages:

- responds directly to the 28% of submitters who opposed the draft plan due to exclusion of scenario F
- opportunity to test community sentiment regarding including a previously excluded growth scenario in the draft spatial plan and re-test community sentiment on related topics such as development in a flood plain, compact growth and protection of productive land.

Disadvantages:

- **Flood risk:** About 45% of the area is flood-prone, posing significant risks to life, property, and infrastructure. Flood plain development contradicts best practice and contradicts national and regional policy direction as noted below. It would also likely impose long-term costs on Council (ratepayer) for flood protection and recovery.
- **High infrastructure costs:** Scenario F demands extensive investment, these costs—estimated at \$205.4M to \$345.8M, —would likely fall to ratepayers/landowners, with no current mechanism to force the recovery of full funds or full commitment from developer. Even with the introduction of development contributions, the majority of infrastructure costs will fall to ratepayers if Council is aligned with national development contribution policy ratios. The ongoing management of assets (potentially including flood mitigation) will fall to Council along with liability and risk associated with any failure of the asset.
- **Regulatory uncertainty:** Approvals for flood defences, transport corridors, and land use changes are uncertain. The Kerikeri Golf Club passed a motion on 29 May 2025 that confirmed they oppose and do not support the submission (for urban zoning) on the Proposed District Plan made by Kiwi Fresh Orange Company Ltd on the Scenario F site. Further they

² Indicative cost estimates for bridges, round-about and roading sourced by the project's external transport SME

³ The flood mitigation estimates are high-level and based on information sourced from other studies into flood mitigation. In addition, information about the infrastructure investment associated with the Otiria Spillway, as well as information from NRC were used and scaled to reflect recent price increases and the contemplated size of the flood protection. Crucially, the financial information is seen as proxies for the scenario F assessment

confirmed a strong objection to the use of Kerikeri Golf Club land to provide a public road through the golf course (see Attachment 5 – letter from Kerikeri Golf Club dated 5 June 2025). This means Council will likely have to use the Public Works Act (at Council's cost) for compulsory acquisition of land to achieve the transport connection to scenario F.

- **Excessive development costs:** The scale and complexity of required works would drive up costs for Council and the end landowner. It will also not achieve housing choice and affordable outcomes.
- **Oversupply and inefficiency:** If scenario F is added to the hybrid scenario, this would result in an oversupply of residential land, inflating infrastructure costs, weakening town centres, and hindering coordinated, cost-effective growth. Reconsulting will require us to revisit the entire spatial plan including all growth distribution to avoid oversupply
- **Loss of productive land:** Around 89% of the area is classified as highly productive under the NPS-HPL, which prioritises land for primary production. Though changes to LUC3 protections have been signalled, other protections (e.g. Special Agricultural Areas) are likely to remain. Their local impact remains unclear
- **Precautionary principle:** Given uncertainties around future land-use protections, Council should apply the precautionary principle and avoid fragmenting productive agricultural land and supporting new greenfield residential areas in flood zones
- **Disconnected growth:** Physical barriers—rivers, SH10, and the golf course—separate this area from existing towns, limiting integration and conflicting with NPS-UD goals for well-connected urban form.
- **Conflict with Te Pātukurea:** Scenario F contradicts the draft plan's core goals—especially on sustainability, compact growth, and hazard avoidance.
- **Lack of support:** Scenario F is generally not supported by central government submissions, most (6 of 8) hapū representatives, regional agencies, and a key landholding (the Golf Club) required to enable the transport connection promoted for scenario F. Public consultation in late 2024 showed limited community backing – an important reason it was not identified as preferred growth option.

Policy Conflicts or gaps

Including scenario F would place the Kerikeri–Waipapa spatial plan in direct conflict with central, regional, and local policy, all of which oppose sprawl and development in hazard-prone areas.

- **Northland Regional Policy Statement:** Contradicts directives to minimise hazard risks and avoid inappropriate floodplain development. Also contradicts directive to maintain productive land/versatile soil, which was identified as key issue 2.4 in the Regional Policy Statement (RPS).
- **National Policy Statement – Highly Productive Land:** Breaches the requirement to protect productive land unless no viable alternatives exist
- **National Policy Statement on Urban Development:** Fails to support a well-functioning urban environment due to:
 - limited housing variety and affordability (due to flood mitigation costs and land ownership patterns)
 - dispersed, inefficient development
 - poor accessibility, weak connectivity, and low climate resilience
- **Proposed District Plan:** Undermines the spatial plan's intent to guide the PDP hearings
- **FNDC Climate Action Policy (2023):** Conflicts with Council's commitment to account for climate risks, build resilience, and prioritise long-term sustainability
- **Far North 2100 Strategy (2021):** Inconsistent with goals for sustainable economic growth, climate resilience, future-proofing infrastructure, and protecting productive soils.

Reputational Risks

Including scenario F in the spatial plan presents several reputational risks:

- undermines a best-practice process built on three years of expert input and public consultation
- enables risky, flood-prone development, increasing future costs for ratepayers and potential liability for Council
- invites public criticism for delays, repeated consultation, and perceived waste of time and resources
- diverts staff from priority projects, including the district-wide spatial strategy aligned with Resource Management Act 1991 reform and the Long-Term Plan
- may appear to favour a vocal 28% of the community despite clear risks and limited community support
- disregards the views of 39% of submitters—including central agencies and rangatahi—who back the current draft plan
- re-consultation may not avoid a difficult political decision, as community support for including scenario F in the spatial plan may continue to be divided
- not having a spatial plan to direct the PDP hearings may result in reputational risk, and a need to re-open hearings if a spatial plan is adopted before Council decisions are made. This would result in Council have to ask for a further extension of time from the Ministry for Environment and delay new rules becoming operative.

Submissions (28%) requested Council to consider adding scenario F to the spatial plan (in addition to retaining greenfield areas already in the plan) contingent on all of scenario F's constraints, risks and costs being addressed. However, this option would expose Council to potential judicial review as it does not comply with our obligations under the Local Government Act 2002. The draft spatial plan was taken out for public consultation only showing the hybrid growth scenario. It would carry high legal risk to adopt a spatial plan that includes growth areas that were not included in the draft spatial plan taken out for consultation. Further, the constraints, risks and costs associated with scenario F preclude the land from meeting the objectives and growth principles of Te Pātukurea, therefore this has not been put forward as an option.

TAKE TŪTOHUNGA / REASON FOR THE RECOMMENDATION

Option A is recommended for the following reasons:

- Te Pātukurea is a sound, evidence-based plan, grounded in high quality community and stakeholder engagement and consultation
- ongoing community involvement in key planning processes, such as structure planning, is enabled via the implementation plan, and monitoring and evaluation of plan outcomes is built in, meaning the plan can be adapted over time, in response to new information or circumstances
- the spatial plan as proposed achieves the objectives for growth agreed with the community, and reflects majority of Hapū Rōpū Governance Body and community aspirations
- the spatial plan provides certainty to all stakeholders in relation to the future urban development of Kerikeri and Waipapa
- the spatial plan avoids any issues with hazard-prone future development areas, as the simplest, cheapest and most secure development option is to avoid flood prone greenfield sites
- all uncertainties and costs associated with greenfield development in a flood plain, such as flood defences, complex infrastructure and perpetual maintenance costs are avoided
- all negative consequences of locating future urban development in an inappropriate site are avoided. These include, significant additional infrastructural costs, the loss of highly

productive land and the development of a dis-integrated urban form that locks in development inefficiencies and costs forever

- adopting the spatial plan maintains the integrity of the overall process and avoids reputation risks associated with revising the spatial plan to include a previously discounted, inappropriate growth scenario and not having a plan in place to guide the PDP hearings
- not adopting the spatial plan will lead to inferior, long-term outcomes for Kerikeri and Waipapa and the current issues of fragmented development, inefficient infrastructure, and limited housing choice and affordability will persist
- the likelihood of a successful legal challenge to the plan or process is low.







3) PĀNGA PŪTEA ME NGĀ WĀHANGA TAHUA / FINANCIAL IMPLICATIONS AND BUDGETARY PROVISION

The costs associated with developing the document - Te Pātukurea - have been budgeted for within the financial year 24/25 cost centre for the growth planning and placemaking team. There will be future operational costs associated with implementing the spatial plan.

The implementation plan has been supported and reviewed by the relevant department that will have responsibility for this work and therefore costs will be covered by the relevant operation budget as required dependent on the work program in place.

There are infrastructure costs that will need to be funded in the future to give effect to the spatial plan; decisions on funding the necessary infrastructure will need to occur as part of the next long-term plan process (or equivalent Local Waters Done Well process). To manage those financial costs the spatial plan has been written to be undertaken in stages (short, medium, long term), with a focus first on brownfield development in Kerikeri where there is existing infrastructure already in place. As part of the implementation plan a funding strategy will be created that will look at mechanisms such as connection charges, development contribution and financial contribution fees. This will allow Council to manage its budget, cashflow and rating impacts.

ĀPITIHINGA / ATTACHMENTS

1. **Te Pātukurea Draft Spatial Plan Consultation Summary Report Including Attachments - A5224909** [↓](#) 
2. **Te Pātukurea Draft Spatial Plan Deliberations Report Including Attachments - A5224910** [↓](#) 
3. **Memo Describing Amendments to Te Pātukurea - A5224912** [↓](#) 
4. **Te Pātukurea Kerikeri Waipapa Spatial Plan with Amendments - A5224911** [↓](#) 
5. **Kerikeri Golf Club Letter Opposing KFO Submission - A5224908** [↓](#) 
6. **Te Pātukurea Development Cost Comparisons - A5231077** [↓](#) 

Hōtaka Take Ōkawa / Compliance Schedule:

Full consideration has been given to the provisions of the Local Government Act 2002 S77 in relation to decision making, in particular:

1. A Local authority must, in the course of the decision-making process,
 - a) Seek to identify all reasonably practicable options for the achievement of the objective of a decision; and
 - b) Assess the options in terms of their advantages and disadvantages; and
 - c) If any of the options identified under paragraph (a) involves a significant decision in relation to land or a body of water, take into account the relationship of Māori and their culture and traditions with their ancestral land, water sites, waahi tapu, valued flora and fauna and other taonga.
2. This section is subject to Section 79 - Compliance with procedures in relation to decisions.

He Take Ōkawa / Compliance Requirement	Aromatawai Kaimahi / Staff Assessment
State the level of significance (high or low) of the issue or proposal as determined by the Council's Significance and Engagement Policy	<p>In accordance with Council's Significance and Engagement Policy, this decision is not assessed as being of high significance as it does not involve the transfer of ownership or control of a strategic asset, and it is not inconsistent with Council plans or policies. The decision is of medium significance given the level of local public interest, and divided nature of that interest in this proposal.</p> <p>The draft spatial plan was publicly consulted on via the Special Consultative Procedure under the Local Government Act, due to the anticipated level of public interest in this decision.</p>
State the relevant Council policies (external or internal), legislation, and/or community outcomes (as stated in the LTP) that relate to this decision.	<p>The Resource Management Act 1991</p> <p>National Policy Statement – Urban Development 2020</p> <p>National Policy Statement – Highly Productive Soils 2022</p> <p>Local Government Act 2002</p> <p>Northland Regional Policy Statement</p> <p>Far North District Council Proposed District Plan</p> <p>FNDC Climate Adaptation Policy 2023</p> <p>Far North 2100 2021</p> <p>Proposed National Policy Statement on Natural Hazards</p>
State whether this issue or proposal has a District wide relevance and, if not, the ways in which the appropriate Community Board's views have been sought.	<p>Kerikeri Waipapa is projected to cater for approximately 50% of growth in the district over the next 30 years. However, Te Pātukurea is considered to be of most relevance to the Bay of Islands – Whangaroa Community Board and their views have been sought and incorporated throughout this project by including all board members at the numerous workshops held across the duration of this project.</p>

<p>State the possible implications for Māori and how Māori have been provided with an opportunity to contribute to decision making if this decision is significant and relates to land and/or any body of water.</p> <p>State the possible implications and how this report aligns with Te Tiriti o Waitangi / The Treaty of Waitangi.</p>	<p>Long-term growth planning has many implications for Māori. At the commencement of this project, a Hapū Rōpū Governance Body was established with mandated representation for eight local hapū. These hapū are:</p> <p>Ngāti Hineira Ngāti Korohue Ngāti Mau Ngāti Rangi Ngāti Rēhia Ngāti Torehina ki Matakā Te Uri Taniwha Te Whiu</p> <p>The Rōpū supported the draft spatial plan to go out for public consultation in March 2025, however at the conclusion of that consultation, two hapū (Ngāti Rēhia and Ngāti Hineira) no longer fully support the draft spatial plan, instead favouring a previously discounted growth scenario (F).</p>
<p>Identify persons likely to be affected by or have an interest in the matter, and how you have given consideration to their views or preferences (for example – youth, the aged and those with disabilities).</p>	<p>There are numerous community groups who have been engaged throughout the project via a mix of targeted stakeholder engagement and invitation to submit formally on three rounds of public engagement.</p>
<p>State the financial implications and where budgetary provisions have been made to support this decision.</p>	<p>There are no direct financial implications associated with making this decision however adoption of a spatial plan signals the short, medium and long-term direction for long-term growth and infrastructure planning, which will require future Council decision making to allocate funds for the necessary land use zone changes and provision of infrastructure. Adoption of a spatial plan supports an integrated approach to long term land use and infrastructure planning, generally resulting in more efficient and affordable infrastructure. It will also require other work to be done such as funding strategy, that will require a number of teams to collaborate on.</p>
<p>Chief Financial Officer review.</p>	<p>The Chief Financial Officer has reviewed this report.</p>

Consultation Summary Report

Te Pātukurea – Kerikeri/Waipapa Draft Spatial Plan

15 May 2025



Sensitivity: General

Ngā Kaupapa / Contents

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Purpose of this Report

This report summarises the written and verbal public feedback provided in response to the questions asked during the consultation period. It does not analyse the responses or suggest any changes to the draft spatial plan because of the feedback provided. This will be left to the Elected Member Deliberations Report.

Executive summary

Far North District Council (Council) is in the process of developing Te Pātukurea – Kerikeri/Waipapa Spatial Plan which will shape how these areas grow and develop over the next 30+ years. Once complete, it will influence the look and feel of these communities, where and how people live, how they get around and how the environment is cared for.

To develop the plan, Council has worked in partnership with mana whenua and engaged with stakeholders and the wider community at key intervals to ensure it reflects their aspirations for the future.

To date, three phases of engagement have been carried out during which stakeholders and the community have been given the opportunity to provide feedback, firstly on what was most important to them for the future, secondly on a series of scenarios and finally, on a draft of the spatial plan.

The most recent phase, held from 20 March to 22 April 2025, was a formal consultation on the draft spatial plan using the Special Consultative Procedure under the Local Government Act 2002. Council sought feedback on whether there was support for the draft plan and the reasons why, what aspects submitters thought should be changed, and whether there was support for the planning and urban design principles and the implementation plan.

This report provides a summary and analysis of the submissions received from individuals, community groups, stakeholders and rangatahi during this period.

A total of 392 submissions were received via the online survey, hard (paper) copy survey and email. Of those, 152 supported the draft spatial plan, 165 submitters did not support the draft spatial plan, 62 did not know, 11 did not state either way and 2 that could not be classified.

65% of those who did not support the draft spatial plan (or 108 submissions) referred to “Option F” or the “Our Kerikeri / Vision Kerikeri” submission / article. This growth scenario was not included in the draft spatial plan as it was not the preferred option identified in the prior consultation and evaluation process.

Key themes from submissions **in support** of the draft spatial plan included:

- Support for a variety of new housing options, including affordable housing and medium-density housing near town centres.
- Support for development and growth in Kerikeri and Waipapa, including the need for new town planning, controlled urban spread, and future-proofing the area.
- Support for directing growth away from areas that contain natural hazards and highly productive land.
- Support for development patterns which provide opportunities to improve safe walking and cycling transport options for students to travel to school.

Key themes from submissions **not in support** of the draft spatial plan included:

- Concerns about the current infrastructure's ability to handle more people, including traffic, roading, sewerage, rubbish collections, and medical services.

- Concerns about traffic congestion and the need for better traffic management and additional transport routes.
- Concerns about the lack of connectivity and the need for better transport links, public transport options and walkways.
- Concerns about the impact of the plan on rural lifestyle and the character of Kerikeri.

A total of 201 changes to the draft spatial plan were suggested by the public, key themes included:

- Provide more social infrastructure, including schools, health services including hospitals, and recreational facilities.
- Provide more recreational facilities for young people and the community, including an indoor swimming pool and covered space for netball and other indoor sports.
- Explore public transport options, including bus routes and park-and-ride systems.
- Preserve the cultural and historic character of Kerikeri and Waipapa.
- Reconsider the location of industrial areas to minimise environmental impact.
- Inclusion of Option F should be reconsidered as part of the development of the spatial plan.

Recommended changes to the draft spatial plan as a result of this feedback will be outlined in the Deliberations Report.

Responses to questions regarding planning and urban design principles and the implementation plan tended to be general and nonspecific, raising many of the same concerns that were raised in response to previous questions. Submissions commenting specifically on the principles included themes such as:

- Appreciation for the balance between development and maintaining natural spaces, and
- Ensure that the design principles promote inclusivity and accessibility for all residents.
- Submissions specifically sharing feedback on the implementation plan included themes such as:
- Support for the actions but Council needs to move faster with regards to housing development and infrastructure improvements, and
- Implementation seems long and costly, and some questioned whether it could be fast-tracked.

Of the submissions received, 132 were from rangatahi who were subject to specific and targeted engagement. Outside of this group, more than half of people who provided a submission via the online and hardcopy surveys were over the age of 60 (63%), with 39% of submissions coming from people under 60 (not including rangatahi). The majority of those who provided feedback identified as being Pākehā/NZ European (82%) and 6% as Māori.

A total of 32 submitters, including representatives for the Hapū Rōpū and a rangatahi representative presented their submissions verbally to Council on 1 & 2 May 2025. These submissions are summarised in section 6 of this report.

1 Responses

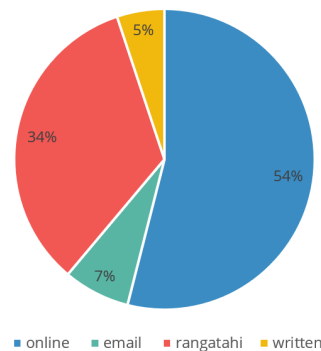
1.1 Overview of written submissions

Of the 403 submissions received from stakeholders, rangatahi and the wider community between 23 March to 22 April 2025, there were 216 online submissions, 22 hard-copy submissions, 33 submissions received via email and 132 submissions from rangatahi. Of these, the following was considered before finalising the submission totals:

- (a) Some individuals and groups made their submission using the online form and sent an additional email or written submission expanding upon the points raised.¹ When considering the overall submission total, we have only counted one submission per individual or group.
- (b) Some individuals also made more than one online submission, and in some circumstances, these raised additional points not covered in their initial (first) submission.² When considering the overall submission total, we have only counted one submission per individual or group.
- (c) The points in each submission made, whether it was one or several submissions, have been considered in the analysis.
- (d) In two cases where more than one online submission was made, the response about support for the plan differed (for example, the first submission stated “yes” then the second “no”).³
- (e) In circumstances where a written or email submission was received that did not explicitly state their position on the spatial plan, that was also from an individual or group that made an online submission, the response given to Question 1 (“do you support the draft spatial plan”) was made to match the online answer (where a response to the question was required).

When taking the above into account, the final overall submission total differs slightly. In summary, we received **392 submissions overall**. This includes all online, emailed and hard (paper) copy submissions from individuals, groups and rangatahi.

How submissions were received



¹ Submission points 39, 48, 60, 112, 142, 191 and 204

² Submission points 13, 39, 45, 56 and 60

³ Submission points 13 and 45



Hundreds of people attended the six in-person events held over the consultation period with an average of around 60 people per event. Meanwhile, approximately 200 young people attended the rangatahi event. 156 comments were also recorded on social media and 34 people shared their feedback verbally with Council.

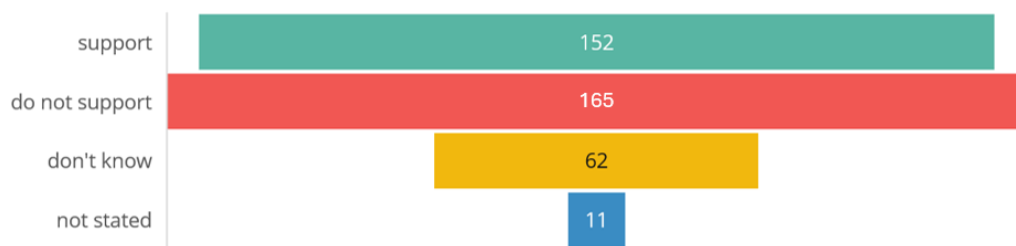
1.2 Question 1: Do you support the draft spatial plan? Yes/no and why.

This question sought to understand whether there was general support for the draft spatial plan and why people felt the way they did. Of the 392 submissions received:

- 152 submitters said yes (84 of these were rangatahi).
- 165 submitters said no (5 were rangatahi).
- 62 submitters said they did not know (41 of these were rangatahi).
- 11 did not state either way (left blank / or was not clear from their submission) (2 were rangatahi).
- 2 submissions could not be categorised.

This includes all online, written, emailed, and rangatahi submissions.

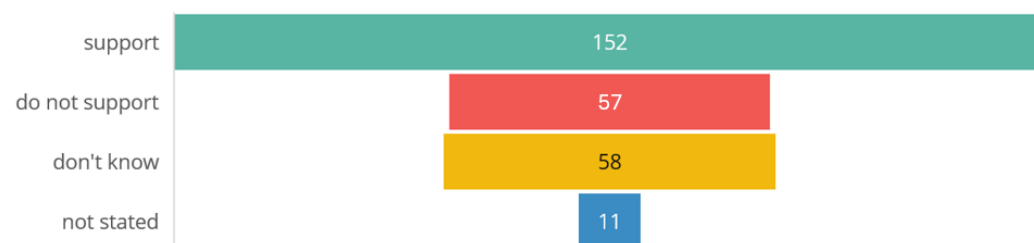
Figure 1: All responses to Question 1



As shown in the table above, there is a difference of twelve submissions between those that support and do not support the plan. This indicates that there is a narrow majority of respondents who do not support the draft spatial plan.

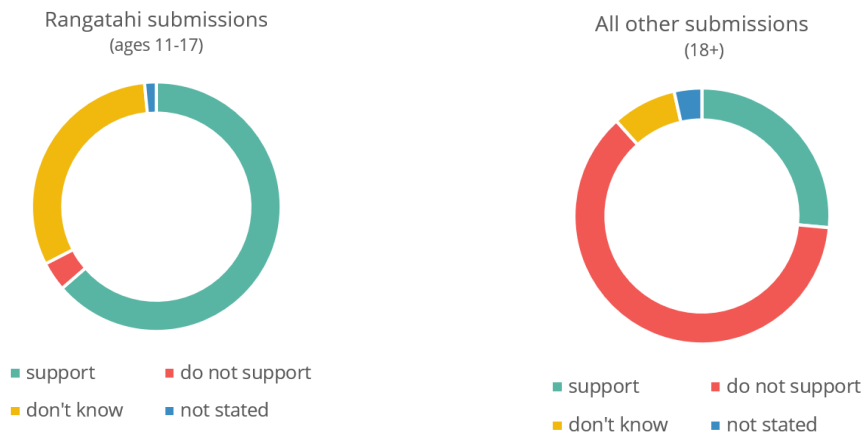
Excluding rangatahi, the majority of submitters who indicated “do not support” (108) and a few that stated they “don’t know” (4) referenced “Option F” or the “Our Kerikeri / Vision Kerikeri” submission / article in their submission. If we exclude the submitters who gave “Option F” as a reason for not supporting the draft spatial plan, as they are seeking changes to the spatial extent rather than having it not proceed, the responses indicate that there is broad support for having a spatial plan. This is shown in figure 2 below.

Figure 2: Responses to Question 1 excluding submissions referring to Option F or the Our Kerikeri / Vision Kerikeri article.



1.2.1 Rangatahi engagement

As previously noted, separate engagement with rangatahi was undertaken during the consultation period. When considering their submissions on their own, there is a dramatic difference in general support for the plan as demonstrated by the two graphs below.



1.2.2 Q1: Reasons for "Yes"

Of those who submitted feedback via the online and hardcopy surveys, 58 shared why they supported the draft spatial plan. Key themes from these responses included:

Table 1: Q1 Reasons for "Yes"

Theme	Summary of points made
Development and Growth	Support for development and growth in Kerikeri and Waipapa, including the need for new town planning, controlled urban sprawl, and future-proofing the area.
Infrastructure	Emphasis on the need for improved infrastructure to support growth, including roads, sewerage, and public transport, with a preference for urban form that minimise infrastructure costs.
Housing	Support for a variety of new housing options, including affordable housing and medium-density housing near town centres.
Environmental Concerns	Importance of protecting green spaces, agricultural areas, and ensuring sustainable development practices.
Urban Design	Preference for controlled urban spread by going up rather than out, to protect productive land and reduce reliance on cars.

Community and Lifestyle	Desire for a strong town centre, more public spaces, and amenities to enhance community life and reduce traffic congestion.
Economic Development	Positive impact on the local economy, including opportunities for small businesses and employment.
Consultation Process	Appreciation for the open and transparent consultation process and the involvement of various stakeholders.
Specific Options	Support for the hybrid (e.g., Options D and E) and opposition to others (e.g., Option F).

Of the 66 rangatahi who responded to this part of the question, the following points were raised in their submission:

Table 2: Q1: Rangatahi reasons for "Yes" response

Theme	Summary of points made
Development and Growth	Support for the expansion of Kerikeri and Waipapa, including the need for more housing, shops, and entertainment options to accommodate the growing population.
Infrastructure	Concerns about the current infrastructure's ability to handle more people, including traffic, public transport, and the need for better roads and bike paths.
Entertainment and Amenities	Desire for more entertainment options such as arcades, bowling alleys, go-karts, and fast-food outlets like KFC and Kmart to make the town livelier and more attractive.
Public Transport	Need for improved public transport to reduce traffic congestion and provide better connectivity between towns.
Environmental Concerns	Importance of maintaining green spaces and ensuring sustainable development practices to preserve the rural village atmosphere.
Community and Lifestyle	Emphasis on creating more public spaces and amenities to enhance community life and provide more activities for youth and residents.
Economic Development	Positive impact on the local economy, including opportunities for small businesses and employment, and the need for more attractions and shopping centres.
Urban Design	Preference for controlled urban spread to prevent urban sprawl and ensure cheaper housing options.

Consultation Process	Appreciation for the open and transparent consultation process and the involvement of various stakeholders.
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1.2.3 Q1: Reasons for "No"

Of those who submitted feedback via the online and hardcopy surveys, 127 shared why they **did not support** the draft spatial plan. Key themes from these responses included:

Table 3: Q1: Reasons for "No"

Theme	Summary of points made
Economic development	Concerns about the lack of focus on economic development, the importance of tourism, and the need for alignment with Central Government policy and regional strategies.
Infrastructure	Concerns about the current infrastructure's ability to handle more people, including traffic, roading, sewerage, rubbish collections, and medical services.
Traffic	Concerns about traffic congestion and the need for better traffic management and additional transport routes.
Housing	Concerns about new housing developments, including the need for affordable housing and the impact on existing infrastructure.
Medical Services	Need for a hospital and increased medical services to support the growing population.
Environmental Concerns	Concerns about the impact on recreational areas, green spaces, and the environment.
Alternative scenarios	Support for Option F as a better alternative for development and support for the submissions made by Our Kerikeri and Vision Kerikeri. Also included is support for a new Option G and support for more urban / residential expansion in Waipapa.
General Opposition	General opposition to the spatial plan, citing various reasons including lack of transparency, flawed assumptions, and inadequate planning.
Flooding	Concerns about flooding and the need for flood mitigation measures.
Connectivity	Concerns about the lack of connectivity and the need for better transport links and walkways.
Public spaces and amenities	Need for more public spaces and amenities in the plan.

Rural lifestyle	Concerns about the impact of the plan on rural lifestyle and the character of Kerikeri.
Urban design	Need for an Urban Design Protocol and Masterplan to guide future growth and development.
General Growth	Comments on the overall growth of Kerikeri and its impact, including the cost of growth

Of the 4 rangatahi who responded to this question, concerns about overcrowding, traffic jams and impacts on the environment were expressed.

1.2.4 Q1: Reasons for "Don't know"

A total of 19 submitters shared why they were unsure of whether they should support the draft spatial plan or not. Key themes from these responses included:

Table 4: Q1: Reasons for "Don't know".

Theme	Summary of points made
Infrastructure	Concerns about the current infrastructure's ability to handle more people, including traffic, doctors, dentists, sewerage, and the need for a hospital, and how growth will be funded
Car Parking	Issues with current car parking availability and the need for more spaces.
One-Way System	Suggestions to change or extend the one-way system.
Plan Details	Comments on the plan being too detailed or lacking detail, and the need for a simplified version.
Support for Plan	General support for the plan with some reservations.
Environmental Concerns	Concerns about wastewater discharge and nutrient enrichment in wetlands.
Public Transport	Need for improved public transport to reduce traffic.
New Facilities	Desire for new facilities like a hospital, indoor swimming pool, dance and gymnastics place and boat ramps.
Traffic	Concerns about increased traffic with more housing and shops.
Communication	Comments on the complexity of the communication and the need for better explanations.

Specific Areas	Comments on specific areas like the Kerikeri industrial area and the Golf Course roading.
General Growth	Comments on the overall growth of Kerikeri and its impact.

Of the 31 rangatahi who responded to this question, the following points were raised in their submission:

Table 5: Q1: Rangatahi reasons for "Unsure".

Theme	Summary of points made
Public Transport	Need for improved public transport to reduce overwhelming traffic, including more bus stations, bike racks, and safer sidewalks with more crossings.
Entertainment and Amenities	Desire for more entertainment options such as a place like Rainbows End, an indoor swimming pool, dance and gymnastics facilities, boat ramps, KFC, and a mall or food shopping court.
Infrastructure	Concerns about the current infrastructure's ability to handle more people, including traffic, doctors, dentists, and schools.
Environmental Concerns	Importance of maintaining natural open spaces, walkways, and greenery, and concerns about the impact of development on the environment.
Housing	Concerns about the impact of new housing on the current infrastructure and the need for affordable housing options.
Traffic	Concerns about increased traffic with more housing and shops, and the need for better traffic management.
Urban Design	Preference for controlled urban spread to prevent urban sprawl and ensure cheaper housing options.
Community and Lifestyle	Emphasis on creating more public spaces and amenities to enhance community life and provide more activities for youth and residents.
Economic Development	Positive impact on the local economy, including opportunities for small businesses and employment, and the need for more attractions and shopping centres.
Consultation Process	Appreciation for the open and transparent consultation process and the involvement of various stakeholders.
General Uncertainty	Some respondents expressed uncertainty about the plan and its impact on the current residents and cost of living.

1.3 Question 2: Please outline any specific changes to the draft spatial plan that you would like us to consider.

This question sought to understand whether there were any changes people wanted to see made to the draft spatial plan. A total of 201 responses were received via the online and hardcopy surveys. Table 8 below outlines the key themes.

Table 6: Changes requested

Theme	Summary of points made
Social Infrastructure	Provide more social infrastructure, including schools, health services including hospitals, and recreational facilities.
Accessibility	Improve accessibility for disabled residents, including wheelchair-friendly paths and facilities.
Environmental Concerns	Address the impact of industrial expansion on the environment. Preserve natural character and prevent pollution. Improve stormwater management.
Water Management	Allow residents to retain tank water and efficient septic systems.
Recreational and Sport Facilities	Provide more recreational facilities for young people and the community, including an indoor swimming pool and covered space for netball and other indoor sports.
Traffic Management	Improve traffic management and add new roading routes to handle increased population.
Industrial Zoning	Reconsider the location of industrial areas to minimize environmental impact.
Cultural and Historical Preservation	Preserve the cultural and historical character of Kerikeri and Waipapa.
Public Transport	Explore public transport options, including bus routes and park-and-ride systems.
Land use change	Expand residential zoning in Waipapa while protecting fertile soil in Kerikeri. Concerns about expanding the industrial area near the Wairoa stream due to potential environmental impacts, and suggestions for relocating large format retail to Waipapa
Parking	Indicate where car parking is on the different maps. Provide more parking spaces in the town centre.

In addition, 90 rangatahi provided responses to this question. Key themes from their submissions included:

Table 9: Changes requested by rangatahi

Theme	Summary of points made
Public Transport and connectivity	Need for improved public transport, including buses to take people in and out of town, bus lanes so students are not late, metro buses, and train stations.
Amenities and spaces for rangatahi	Desire for more entertainment options such as gaming shops, indoor pool, arcades, bowling alleys, a mall, and fast-food outlets like KFC and Burger King. The need to have activities and things to do when it's raining. Create more public spaces and amenities to enhance community life and provide more activities for youth and residents.
Green Spaces and Walkways	Importance of more green spaces, parks, and walkways, including bike lanes that are safe and wider footpaths.
Traffic Management	Need for better traffic management, including more roads and shortcuts.
Environmental Concerns	Importance of maintaining natural open spaces and not disturbing the environment by chopping down trees.
Recreational Facilities	Desire for more recreational facilities such as a pump track in Waipapa, hangi pits, and more places for young people to hang out.
Health Services	Establish better medical facilities.

Recommended changes to the draft spatial plan as a result of this feedback will be outlined in the Deliberations Report.

1.4 Question 3: Do you think the proposed planning and urban design principles will help us achieve our plan objectives? Yes/no and why.

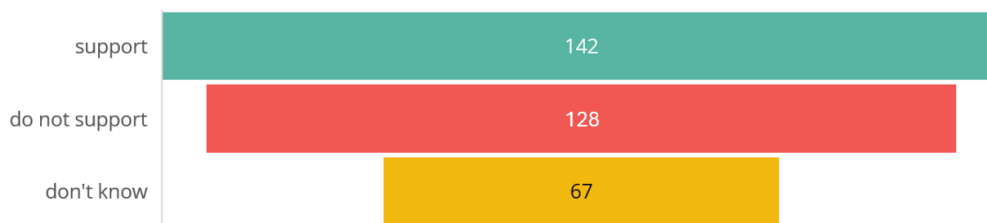
This question sought to understand whether there was support from the public and rangatahi for the planning and urban design principles which underpin the draft spatial plan. It also sought to understand why people felt the way they did about the principles.

A total of 336 submitters responded to this question via the online and hardcopy surveys. Of those:

- 142 submitters said **yes** (84 were rangatahi).
- 128 submitters said **no** (6 were rangatahi).

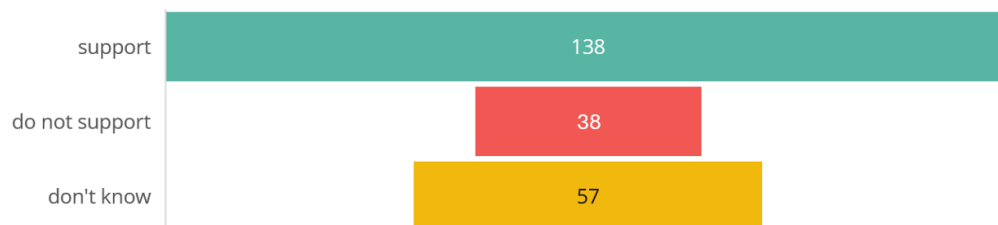
67 submitters said they **did not know** (24 were rangatahi).

Figure 3: Responses to Question 3 (online, written, and rangatahi)

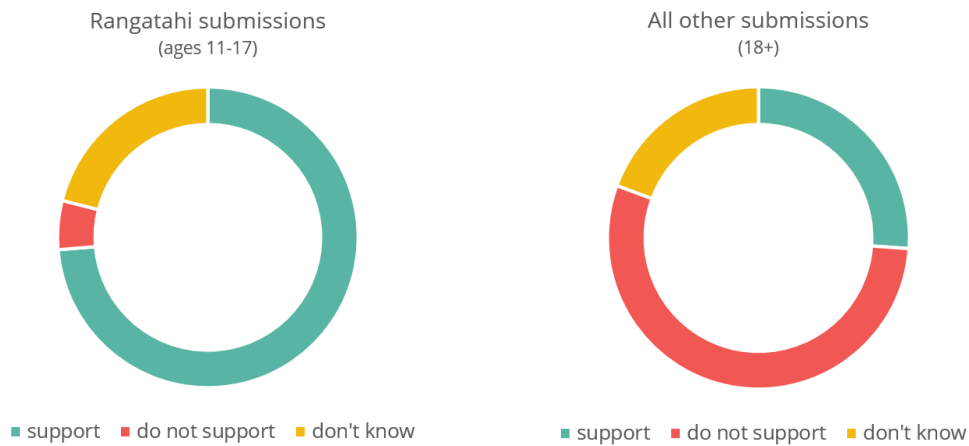


The majority of submitters (excluding rangatahi) who indicated “do not support” (90) and a few that stated they “don’t know” (10) or “yes” (4), referred to “Option F” or the “Our Kerikeri / Vision Kerikeri” submission / article as the reason. When controlling for this, the responses show there is broad support for the planning and urban design principles, shown in the graph below:

Figure 4: Responses to Question 3 (excluding for responses that referred to Scenario F)



When comparing rangatahi submissions with all responses to this question, the gap between those that supported the principles and those that did not widens. The number of submitters who indicated they did not know remains about the same.



The following paragraphs consider the feedback from all responses to this question.

1.4.1 Q3: Reasons for “Yes”

For those that responded “yes”, many appreciated the focus on connecting people and that the principles will promote a resilient urban form with walkable catchments, mixed-use developments, medium-density housing options, and increase housing diversity and affordability.

For those rangatahi responding yes, there was agreement that the principles align with their vision of community growth and development and a belief that they will make the town better functioning and visually appealing.

Responses to this question included:

- Support for public transport to improve accessibility and reduce car dependency. Emphasis on the need for easy ways to get around, including transport options like buses, trains, Uber, and scooters.
- Importance of preserving natural native forests and balancing green spaces with housing.
- Suggestion to add Māori cultural elements to the built environment.
- Appreciation for the balance between development and maintaining natural spaces.
- Ensuring that the design principles promote inclusivity and accessibility for all residents.

1.4.2 Q3: Reasons for “No” or “Don’t know”

Most reasons for “no” and “did not know” did not relate to the planning and urban design principles but instead reiterated prior comments about the overall draft spatial plan. Many submissions (90) referred to the reasons outlined in the Our Kerikeri submission. These are set out below.

- Lack of connectivity for pedestrians and cyclists.
- Dealing with new housing requirements mainly by infilling, not using the most suitable greenfield areas.
- An urgent need for Urban Design protocols for both CBDs.
- Serious flooding hazard in Waipapa & Kerikeri.



- Infrastructure requirements and costs for infilling, especially in consideration of insufficient capacities for water and wastewater.
- Future water supply for the growing population.
- Requests from the community group/stakeholders.
- Traffic problems.
- Future vision for planning beyond 30+ years.

The comments for rangatahi responding “no” cited concerns over cutting down trees to make room for housing, with those responding “don’t know” simply stating they did not know.

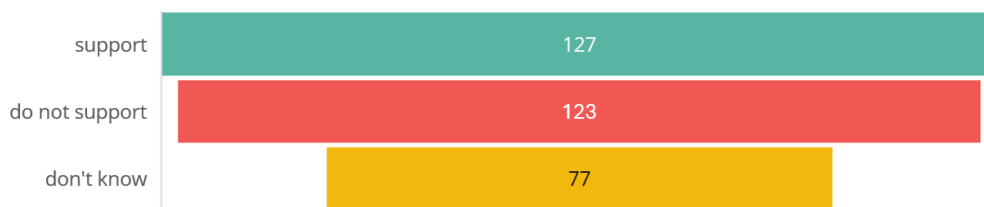
1.5 Question 4: Do you agree with the actions set out in the draft implementation plan? Yes/no and why.

This question sought to understand whether there was support from the public and rangatahi for the actions set out in the implementation plan which will bring the plan to life once adopted. It also sought to understand why people felt the way they did about the actions.

A total of 326 submitters responded to this question via the online and hardcopy surveys. Of those:

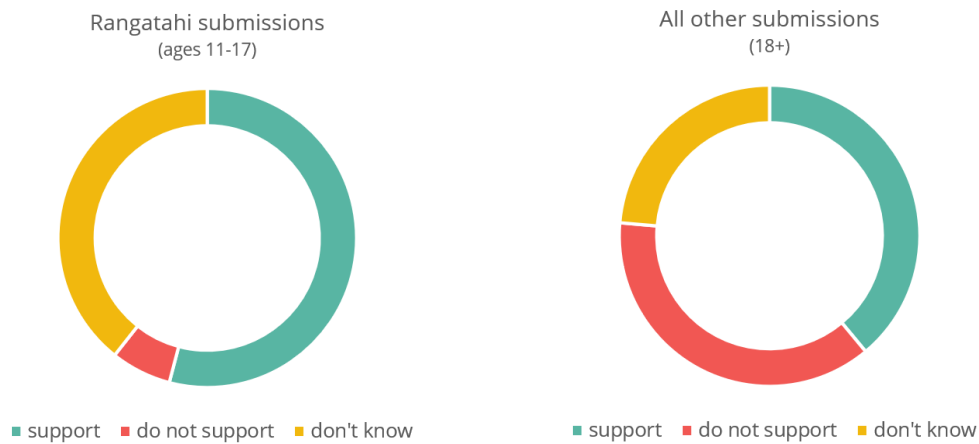
- 127 submitters said yes (33 were rangatahi)
- 123 submitters said no (4 were Rangatahi)
- 77 submitters said they did not know (24 were rangatahi)

Figure 5: Responses to Question 4 (online, written, and rangatahi)



As with the previous questions, most submitters (excluding rangatahi) who indicated “do not support” (89) and a few that stated they “don’t know” (12) or “yes” (5) referred to “Option F” or the “Our Kerikeri / Vision Kerikeri” submission / article as the reason. Excluding these responses, there is broad support for the implementation plan.

When comparing rangatahi submissions with all responses to this question, the gap between those that did not know if they supported the implementation plan widens, as does the number of submitters who said they did not support the implementation plan.



Emailed submissions are discussed in Section 5.

The following paragraphs consider the feedback from all submitted response.

1.5.1 Q4: Reasons for “Yes”

Of the submitters who said they agree with this question, reasons provided for supporting the implementation plan include:

- The actions are well thought out and provide a clear and realistic pathway towards achieving the plan’s objectives, and
- Support for the actions but Council needs to move faster with regards to housing development and infrastructure improvements.

Some submitters highlighted:

- The need to be clear on the how development will be enabled and the timeframes associated with this,
- There needs to better integration planning for both private and public sector network infrastructure, and
- The importance of ongoing monitoring and review.

Most responses from rangatahi related to other spatial planning matters.

1.5.2 Q4: Reasons for “No”

Of the submitters that said they did not agree with this question, reasons for not supporting the implementation plan included:

- The actions do not detail the timing or cost for each stage.
- The timeline for changes is years away when infrastructure and housing is needed now.

Of the responses to this question, the majority either did not specifically mention the implementation plan and/or referred to the reasons set out in the Our Kerikeri submission which states the implementation plan is insufficient and too slow.

The single response received from rangatahi did not relate to the implementation plan.



1.5.3 Q4: Reasons for “Don’t know”

Of the submitters that said they did not know with this question, reasons for not knowing included:

- Lack of clarity as to whether the implementation plan gives effect to the principles of Te Tiriti o Waitangi.
- It is hard to understand.
- Implementation seems long and costly and questioned whether it could be fast-tracked.

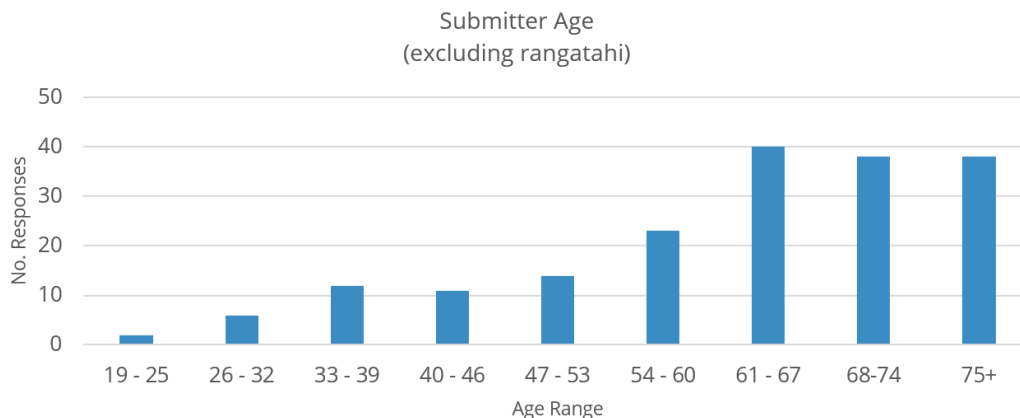
As with those who responded ‘no’ to this question, the majority did not specifically refer to the implementation plan rather the issue they raised generally related to the draft plan.

Rangatahi who provided a response to this question indicated they didn’t understand the implementation plan, so were not sure of whether they supported it or not.

2 Demographic information

2.1 What is your age?

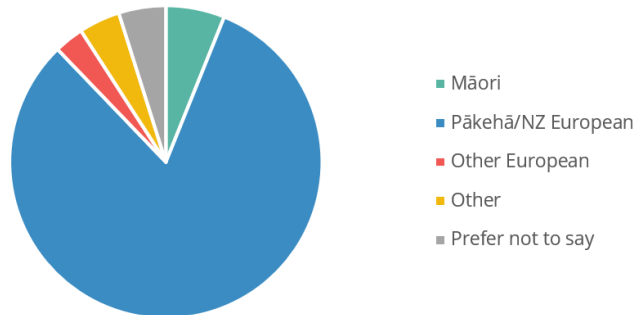
Of the 392 submissions received, 307 provided their age. Excluding rangatahi, who were subject to specific and targeted engagement, more than half of people who provided a submission via the online and hardcopy surveys were over the age of 60 (63%), with only 39% of submission coming from people under 60.



2.2 Which ethnic group do you belong to?

Of those who provided a submission via the online or hardcopy surveys, the majority identified as being Pākehā/NZ European (82%). A further 6% identified as Māori, 3% identified as being ‘Other European’, 4% as ‘Other’ and 8% preferred not to say. Rangatahi were not asked this question.

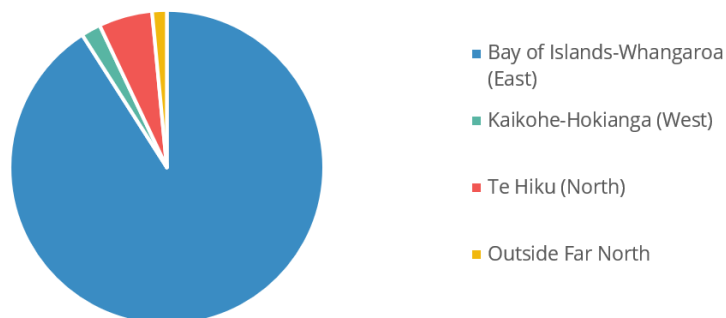
Ethnicity



2.3 Which ward do you live in?

Of the online or hardcopy submissions received, 91% of submitters said they lived in the Bay of Islands – Whangaroa (East) ward, 6% said they lived in the Te Hiku (North) ward, 3% said they lived in the Kaikohe-Hokianga (West) ward and 2% responded from outside Far North wards.

Ward



3 Email submissions

In addition to the feedback collected through the online survey and hardcopy surveys, 29 individuals and stakeholder groups provided written submissions via email as part of the consultation process. This section outlines these submissions and summarises the key themes and recommendations put forward by submitters.

3.1 Te Pātukurea Hapū Rōpū

Prior to the consultation period, the hapū rōpū stated they were supportive of the draft spatial plan. The submission they have provided on the draft spatial plan, which is detailed below, focuses on the outcomes desired from the final spatial plan document.

Te Pātukurea Hapū Rōpū seeks continued long-term engagement and a structured process for integrating hapū priorities into decision-making to ensure their aspirations and obligations as kaitiaki are reflected.

Key feedback:

- Calls for Council to uphold the principles of Te Tiriti o Waitangi, including by recognising te tino rangatiratanga of hapū, engaging in early consultation, and by providing for co-governance and co-management opportunities within the plan.
- Advocates for stronger environmental protections and restoration of degraded environments.
- Advocates for the identification and protection of cultural heritage, including by implementing heritage impact assessments in major developments, working with hapū, and integrating cultural design practices into public spaces and urban developments.
- Calls for support for Māori-led businesses, appropriate education and training opportunities, and for infrastructure which considers the needs of rural whānau.
- Recommends including design standards which reflect cultural values and promotes affordable, sustainable housing, and avoiding high-density until infrastructure is in place.

Te Pātukurea Hapū Rōpū also note that Ngā Hapū o Te Waimate Taiamai ki te Marangai have started their process to develop a Hapu Environmental Management Plan (HEMP), due for completion in 2026. In addition to the Hapū Rōpū submission, Ngāti Rēhia has submitted online feedback indicating they do not support the spatial plan in its current form, as it does not include Option F.

3.2 Individual submissions

The submissions received from individuals via email mostly did not provide responses to each of the questions as those who made a submission via the online or hardcopy surveys. These submissions tended to be more general. When reviewing these, the key themes from each were considered and these are presented in table 10 below.

A total of 20 submissions were received via email from individuals. Key themes from these submissions included:

Table 10: Summary of key points from individual email submissions

Theme	Summary of points made
Management of Water Services	Not enough consideration has been given within the plan to the management of water services and supply across Kerikeri and Waipapa.
Opposition to Rezoning	Opposition to rezoning the land between State Highway 10 and Waipapa stream to an industrial zone.
Economic Development	Economic development is not given enough consideration in the draft plan.
Opening up more land for development	Wāhi Toitū areas are too restrictive, and growth should be considered within more areas by appropriately mitigating risks.
Location of growth	The ambitious 95:5 urban-rural split is attempting to drive a significant change to past development patterns which could adversely affect economic development.
Māori aspirations	The plan should include mechanisms to enable whenua-based economic development for Māori.
Implementation of Central Government Policies	The plan fails to implement direction from Central Government and national policy such as the Resource Management Reform and the proposed 'Northland Regional Deal'.
Investment in Core Infrastructure	The plan needs to prioritise investment in core infrastructure such as roading and three waters systems.
Opposition to Development of Townhouses	Opposition to the development of townhouses, duplexes and small apartments in the centres of Kerikeri and Waipapa.
Support for New Opportunities	Support for creating opportunities for new transport connections, parks and green spaces, and recreational and community facilities along with improvements to the health of waterways and biodiversity.
Investment in Infrastructure	The need for investment in infrastructure such as a hospital, schools and roading.
Improved Connectivity	Improved connectivity between Kerikeri and Waipapa.

Study Area Boundary	Questions the rationale for the study area boundary; suggests it was flawed.
Proposed New Area for Growth	Proposes a new area to the south of the study area boundary be considered for growth instead.
Uncertainty over Zoning Changes	Uncertainty over how the spatial plan will lead to zoning changes and concerns over how this will affect their property specifically.
Flood Hazard Risks	Concern over flood hazard risks and building in flood plains or near stop banks.
Preference for Peri-rural Growth	Does not believe that people will want to live in an urban environment and that peri-rural growth is preferable.

3.3 Community groups

Five community groups (Our Kerikeri, Vision Kerikeri, Carbon Neutral NZ Trust, Kapiro Conservation Trust, and Friends of Rangitane Stream) provided submissions which noted they together “share a collective vision for Kerikeri & Waipapa”. These submissions are very closely aligned, with minimal variation between them, and they do not support the draft spatial plan. The general sentiment of these submissions was that engagement did not meet their expectations and that the draft plan should have incorporated “Scenario F” in addition to other areas. Other themes are outlined in the table below.

Table 11: Key themes from community groups

Theme	Summary of points made
Anticipated Growth and Traffic	Anticipated growth will increase traffic significantly, but new linkage roads have not been provided for between Kerikeri CBD, SH10, and Waipapa Road. The plan also does not adequately provide safe walkways and cycleways in and between these areas, including to the new sports hub.
Option F	The KiwiFresh (“Option F” / “Brownlie development”) provides benefits like improved traffic linkages, cost-effective housing, and wastewater treatment. It should be contingent upon a cost-benefit assessment and developer contributions and accountability. This option has not been fairly portrayed in earlier consultation.
Flood Risks at Waipapa	Proposed additional commercial development at Waipapa may raise flood risks due to poor drainage and increase liability for the Council. Building a detention dam at Lake Waipapa or similar should be considered.
Public Spaces and Amenities	Insufficient public spaces and amenities have been provided for in the plan.

Support for Growth and Intensification	Support for growth and intensification in south Waipapa, rather than to the north and north-east of Waipapa Road as proposed in the draft spatial plan, provided flood risk is mitigated and in and around Kerikeri. Submissions noted there may be insufficient residential growth in Waipapa relative to the quantity of commercial growth proposed which may lead to traffic issues coming from Kerikeri.
Urban Stormwater Management	Special attention needs to be paid to managing urban stormwater, including by promoting the use of permeable surfaces and adding new infrastructure.
Collaborative Development	Requests that further development of the plan and its implementation is more collaborative and a 'bottom-up' approach is taken.
Draft Implementation Plan Concerns	Concerns about actions in the draft implementation plan which are "insufficient and too slow".
Support for cultural facilities	Requests that the benefits of participating in creative and cultural activities and Council's commitment to supporting this community participation could be made more explicit in Te Pātukurea. Suggested that the spatial plan maps could formally recognise the Turner Centre due to its local cultural and economic significance.

3.4 Stakeholder submissions

A total of six submissions were received from stakeholders. This sub-section provides a high-level overview of each of these submissions.

3.4.1 Kiwi Fresh Orange Company (KFO)

KFO seeks that the draft spatial plan is either amended to include "Scenario F", or is withdrawn, claiming pervasive errors and a rushed development process.

Key feedback:

- Asserts that the proposed plan is undermined by incomplete and incorrect information on Scenario F, and that evidence provided by KFO was not used to inform decision makers.
- KFO broadly questions the evidence and consultation process underpinning the Draft Spatial Plan, contrasting it with the structure planning and technical reports undertaken for their land and used in their Proposed District Plan submission. They accuse it of failing to consider the feasibility of funding and delivery.
- Concerned that the previous engagement process did not give sufficient weight to their submission and that engagement collateral and consultation reporting presented a misleading framing of the 6 growth scenarios options.

- Supports the Urban Design Principles but doesn't consider the Spatial Plan to be the only way these can be achieved, or that there is sufficient evidence that it does achieve these itself.

Suggested changes to the draft spatial plan included:

- Inclusion of a detailed analysis of all scenarios, including infrastructure funding and delivery options for each scenario, analysis of affordability and benefits, and identification of how the plan can provide for more growth than may be anticipated.
- Adding Scenario F and supporting its inclusion with provided technical information relating to protected areas, public access, transport, flood hazards, and wastewater management.

3.4.2 Turnstone Trust

Supports the draft spatial plan, the six Urban Design Principles, the Urban Design Framework, and the Implementation Plan.

Key feedback:

- The proposed mixed-use growth north of Kerikeri Road will help provide the choice of housing required.
- Supports providing a range of growth options to be able to respond to future growth demands with resilience.

3.4.3 Federated Farmers of New Zealand

Key feedback:

- Generally supportive of the draft spatial plan.
- Advised that the plan must prevent urban creep into rural areas and that the value of the rural residential zone to the rural economy is maintained as far as possible.
- Any future growth and development must ensure that the appropriate infrastructure required for that development is provided at the expense of the developer, not the existing ratepayers. Asserts that rural ratepayers already contribute to Council services that they do not receive such as wastewater and water supply.
- the Plan provides for the protection of rural areas along with the protection of highly productive land in the various rural zones.

Suggested changes to the spatial plan included:

- appropriate development and financial contributions are charged to developers to ensure the provision of any required infrastructure.

3.4.4 Northland Fish and Game

Key feedback:

- Strongly supportive of the intention to redirect growth to urban areas.
- Supports restricting development in undeveloped rural areas, noting the various potential adverse effects on ecosystems and fish and game habitat.
- Notes the potential for reverse sensitivity issues relating to game bird shooting as land use changes.

- The 'wilderness' of the Far North is highly valued and should be recognised as a key cultural aspect of the district. The Waitangi Wetland is highlighted as significant, noting that while it is not proposed for development, it is located within the study area.
- Suggests requiring new developments ensure public access to and along wetlands and waterways are provided for.

3.4.5 Disabled Persons Assembly NZ

DPA does not explicitly support or oppose the Draft Spatial Plan but does note the growing percentage of the population which is disabled (currently 23%) and provides recommendations and comments on specific elements of the plan they support. They note that accessibility is not an 'add-on', but an essential and central component of planning.

Key feedback:

- Supports the inclusion of an accessibility principle and a persona who is a member of the disability community.
- As the plan will enable more multi-storied housing, Council will need to incentivise more buildings to be built to Lifemark Universal Design standards to expand housing options for the disabled community. They ask that all new housing is built to this standard.
- Requests that Council undertakes more consultation with the disabled community for specific strategies and implementation.
- Within the district, personal vehicles are the only transport option for most disabled people; active consultation on a 'whole of journey' approach to the transport network is recommended.
- Supports the efforts to avoid building new housing in flood and natural hazard areas, and recommends that Council reviews any new building activity in areas at risk from flooding or sea level rise.
- Supports the concept of establishing an enhanced blue-green network and that walking tracks and other park infrastructure are built or upgraded to Universal Design standards.

3.4.6 Spark New Zealand

Spark supports the development of the Te Pātukurea – Kerikeri-Waipapa Spatial Plan. Spark emphasises the critical role of telecommunications and electricity infrastructure in enabling well-functioning communities and encourages greater integration of private infrastructure considerations in spatial planning and implementation processes.

Key feedback:

- Supports the overall approach to spatial planning and acknowledges the need for ongoing collaboration with private infrastructure providers.
- Neutral on the specific growth scenarios but notes that new wireless facilities will be needed regardless of growth pattern, and intensification is preferred over greenfield expansion where possible.
- Ensure that the resilience of electricity and telecommunications networks is considered as part of growth planning.
- Welcomes exploration of funding opportunities to enable early expansion of telecommunications infrastructure ahead of demand.

Suggested considerations:



- As part of the implementation plan, have proactive conversations between Council, developers, and network operators to design and locate critical infrastructure appropriately in future development areas.
- Highlighted the need for spatial plans to better anticipate future lifestyle and urban form changes, rather than basing scenarios solely on current trends.
- Note regulatory changes underway, including the pending amended National Environmental Standard for Telecommunications Facilities, and ongoing District Plan Infrastructure hearings.

3.5 Government agencies

A total of three submissions were received from government agencies. This sub-section provides a high-level overview of each of these submissions. In addition to these submissions, the Ministry of Housing and Urban Development (MHUD) indicated they were happy for their submission in the previous round of engagement to be considered as a formal submission for this round of consultation. Key points from their earlier submission have therefore been included in this section.

3.5.1 Te Tāhuhu o te Mātauranga - Ministry of Education

Generally supportive of the draft spatial plan however, they raised concerns around the impact of the predicted population growth (4,690 new households) on the Kerikeri school network.

Key feedback:

- The Kerikeri school network is under growth pressure, the plan needs to carefully consider the potential impact of the significant growth forecast.
- Generally supportive of continued growth, development, and expansion of the established urban areas of Kerikeri and Waipapa as this will assist in optimising the established supporting infrastructure networks, including social facilities already in place.
- Supportive of directing growth away from areas that have significant land and natural constraints.
- Supportive of patterns of development which provide opportunities to improve safe walking and cycling transport options for students to travel to school.

Suggested to the draft spatial plan include:

- Provide further details about the quantum of development anticipated in each of the identified growth areas and stages, and
- Prioritise the necessary plan changes in the short-term to ensure the pattern of development proposed in the draft Spatial Plan is embedded in the District Plan.

Regarding the implementation plan, MoE asked that it be included as a key stakeholder in the development of Kerikeri and Waipapa structure plans and placemaking/neighbourhood planning.

3.5.2 NZ Transport Agency Waka Kotahi

NZTA supports the preferred spatial plan scenario, as well as staging information and the approach to the draft Implementation Plan. This submission notes this scenario benefits from proximity to the existing transport network and avoids large greenfield area which may require expensive transport infrastructure. NZTA also supports the robust, clear and collaborative process used to develop the draft plan and suggests FNDC pursue a similar approach for other townships in the district.

Key feedback:



- Supports that the projected growth and form of the study area meets the definition of a Tier 3 urban environment.
- Supports alignment between Te Pātukurea and National Policy Statement on Urban Development 2020 (NPS:UD).
- Supports the target of 95% of future development within urban areas, but acknowledges it is ambitious.
- Any assumptions on NZTA funding or work on state highways should be discussed prior to finalising the plan, noting current constraints in the funding environment.
- Supports bringing forward the Active Modes Plan.

Suggested considerations:

- With regard to the strategic objectives, suggests additional wording relating to the importance of integrated land use and transport to support growth, and an additional objective relating to the efficiency and affordability of growth and associated infrastructure,
- Include comment in the Business Growth section on the importance of the land transport network on supporting the local economy and providing regional connections, and
- Provide further detail in the implementation plan, including on how policies relevant to a Tier 3 urban environment under the NPS:UD will be implemented and how staging will be managed, including plan change processes and timing, and identification of specific requirements underlying each stage of development.

3.5.3 Kāinga Ora – Homes and Communities

Kāinga Ora supports the draft Te Pātukurea – Kerikeri-Waipapa Spatial Plan, particularly the use of spatial planning as a tool to guide growth, investment, and urban form. Kāinga Ora appreciates the collaborative engagement to date and looks forward to continued involvement in the implementation phase.

Key feedback:

- Supports the introduction of a spatial plan to guide growth and investment in Kerikeri and Waipapa.
- Supports the proposed planning and urban design principles, noting strong alignment with Kāinga Ora's *Tāone Ora: Urban Design Guidelines, and our Urban Development Strategy*, which includes a focus on Te Tiriti o Waitangi and Māori partnership, sustainable and inclusive communities, housing diversity, and community engagement.
- Supports the draft implementation plan actions, particularly the focus on integrated land use and infrastructure planning, the commitment to housing diversity, and the emphasis on strong partnership models.
- Welcomes the refinement of growth scenarios, structure planning for key areas, sequencing development with infrastructure investment, and exploration of infrastructure funding tools.

Suggested considerations:

- Clarify that the spatial plan is a non-statutory document and that some elements may be subject to future district plan processes which could differ.
- Include a simplified, refined diagram or map near the front of the document clearly showing the preferred growth pathways, with less contextual information for easier understanding.



- Encourage continued momentum in refining growth areas, preparing delivery programmes, and developing robust monitoring and funding mechanisms.
- Open to partnering with Council on structure planning, plan changes, and infrastructure delivery where Kāinga Ora holds land or is planning future public housing developments.

3.5.4 Ministry of Housing and Urban Development (MHUD)

MHUD were supportive of the spatial planning process recognised the collaborative effort in developing the growth scenarios and appreciated the integration of housing and business needs.

Key Feedback:

- Although not technically required, acknowledged that the methodology and overall approach used to develop Te Pātukurea closely align with the NPS:UD.
- Support for compact urban growth and inclusion of mixed housing typologies to address housing demand.
- Recommended stronger connections between infrastructure planning and housing outcomes to ensure liveability.
- Highlighted the role of government agencies in supporting infrastructure investment through partnerships.

3.6 Summary of suggested changes

The following table outlines some of the suggested changes from the submissions for the draft spatial plan

Table 12: Suggested changes to the draft spatial plan from community groups

Theme	Summary of points made
Flood Detention Dam	Provide for a flood detention dam, upstream of SH10, which doubles as a water supply. The Lake Waipapa dam proposal is anticipated to reduce flood risk to Waipapa and provide other benefits.
Moratorium on New Consents	Proposed moratorium on new consents and development in Waipapa until flood mitigation measures are implemented. Once this is done, add a new, separate wastewater treatment plant for Waipapa using the newest technology and grow only to the south of Waipapa.
Spatial Hierarchy	Deliver a clear spatial hierarchy regarding zoning and building heights moving outward from the CBD. Identify precincts to achieve good connectivity and protect character and amenity values. Use policies to avoid pepper-potting multi-storey buildings.
Mixed-Use Riverfront Precinct	Create a distinctive mixed-use riverfront precinct in the Bing area as an attractor for locals and visitors and strengthen Kerikeri’s identity. Provide for an open space corridor and walkways/cycleways through this area.



Protect Horticultural Land	Avoid expanding Kerikeri to the south to protect horticultural land. Consider re-zoning the Shepherd Road area, and other areas, for further development in the short term through the PDP.
Urban Design Protocol	Support the implementation of an Urban Design Protocol and develop community-led masterplans for zoning and character of central Kerikeri to restrict height and bulk of development.
Include "Option F" in Spatial Plan	Include "Option F" in the Spatial Plan, including its proposed link roads, walkways and cycleways, new affordable and social housing, new wastewater treatment and stormwater systems, and new public reserves. Pay for ongoing maintenance costs through a new targeted rate or pass responsibility to community groups. Undertake a cost-benefit assessment to understand the value of this area.
Funding Infrastructure	Development and financial contributions should be charged to developers to ensure the provision of any required infrastructure.
NPS:UD	Provide further detail in the implementation plan, including on how policies relevant to a Tier 3 urban environment under the NPS:UD will be implemented.

4 Social Media

Council used social media to drive engagement and spread awareness of Te Pātukurea and the consultation period. In total, during the consultation period:

- Six posts about Te Pātukurea were published on Council's Facebook page. The posts were shared 21 times and received 207 reactions and 32 comments.
- A further five posts were shared by community groups and stakeholders such as Vision Kerikeri and individuals.
- Two videos were posted on Council's Facebook page which together were viewed over 6,600 times and received 50 reactions, nine comments and ten shares.
- One post published on Council's LinkedIn page which was commented on four times, liked 14 times, and reposted once.

Title	Date published	Status	Reach	Likes and reactions	Comments	Shares
Time is running out — with less than a week left to shar... Reel · Far North District Council	16 April 12:07	Boost	170	5	0	1
Time is running out — with less than a week left to shar... Video · Far North District Council	16 April 12:04	Boost	2.7K	24	3	6
Kahika Moko visited Kerikeri High School today to hear wha... Photo · Far North District Council	8 April 17:33	Boost	4.7K	43	5	5
Sadly, due to bad weather, Friday's Te Pātukurea - Kerikeri W... Photo · Far North District Council	3 April 15:58	Boost	1.9K	7	1	3
Morenal · Our team is at The Old Packhouse Markets this ... Photo · Far North District Council	22 March 08:00	Boost	2.4K	17	8	3

Image 1: Insights from Council's Facebook page

Key themes from the comments received across all Council posts on social media included:

- Council needs to focus on providing better infrastructure – such as three waters services and schools - before allowing for growth in Kerikeri and Waipapa.
- There is a need for more affordable homes in both centres.
- Concern over the cost and funding of providing for growth.
- Recognition of the complexity of long-term planning and the tension between that and also providing for short-term needs.

5 In-person sessions

A total of six in-person drop-in sessions were held during the consultation period:

- 22 March at the Kerikeri Packhouse Markets
- 26 March on the main street of Kerikeri outside of Ray White
- 29 March at the Ahuareka Festival at Ōtiria Marae
- 5 April at New World in Kerikeri
- 9 April at the Warehouse in Waipapa
- 14 April at New World in Kerikeri

These events provided an opportunity to drive awareness and engagement, answer questions about the spatial plan and encourage people to make a submission. Each session included large printouts of the key proposals in the draft spatial plan and other essential information. Each session was hosted by at least one member of the Te Pātukurea planning team to answer questions directly and provide any assistance in helping people provide feedback. Several elected members also attended some of these events.

People were able to fill in a submission form and hand it in to the team or take one away to fill in later. Hundreds of people attended these events with an average of around 60 people per event.

6 Verbal Submissions

Submitters were provided with the opportunity to make a verbal submission, either standalone or in support of their written submission with a verbal submission to Elected Members on 1-2 May 2025. Verbal submissions were delivered by a total of 32 submitters (or their representatives) including representatives of the Hapū Rōpū and a rangatahi group representative. Two verbal submitters were

representatives of their own hapū, which are included in the Hapū Rōpū A summary of some of the key points raised by all submitters (with the exception of the Hapū Rōpū and rangatahi) is outlined in the table below.

Theme	Summary of points made
Growth, housing and land use	Submitters frequently discussed how planning should enable growth in a way that is affordable and accessible. There was repeated concern that existing zoning patterns may not allow for the housing choice or density needed to meet future demand. Several people suggested that land availability and subdivision capacity were critical barriers to growth.
Infrastructure and flood control	Submitters often highlighted the need to consider flood risk in planning decisions, particularly in relation to areas like Waipapa. Some suggested specific flood mitigation schemes, while others argued that infrastructure planning must occur before rezoning. There is also concern about the cost of infrastructure upgrades and who will bear them.
Growth scenario F	<p>Many submitters support Scenario F on the basis that it offers a simpler, more cost-effective way to enable growth. The argument is that a single landowner and single site reduces costs and planning complexity. Others suggested that Scenario F better achieves the spatial plan's objectives, while a few expressed concern that it is being excluded. Several submitters identified caveats to their support for this scenario, such as the need to address site constraints and secure developer commitment to certain outcomes relating to affordability and amenity.</p> <p>Some submitters discussed the benefits they felt would be achieved by a new linkage road (proposed by the landowner of Scenario F) within Scenario F.</p>
Transport and connectivity	Submitters raised concerns about traffic congestion and the need for better transport links between Kerikeri and Waipapa. There was strong support for walking and cycling infrastructure, and some submitters argued that growth should be planned in a way that reduces private vehicle use and supports climate change goals.
Environmental concerns	Submitters wanted planning decisions to better protect natural features, including waterways and highly productive soils. Some suggested that intensification is preferable to greenfield sprawl to avoid further encroachment on valued environmental areas.

6.1.1 Hapū Rōpū and rangatahi verbal submissions

The following is a summary of the key points shared at the verbal submissions by the Hapū Rōpū and rangatahi.

Hapū Rōpū



- Uphold the principles of Te Tiriti o Waitangi, including recognising tino rangatiratanga of hapū, engaging in early partnership, and provide for co-governance and co-management opportunities.
- That capacity for hapū to address resource consents are stretched.
- Advocates for stronger protection of our wetlands and ecological areas, sustainable land use practices, and increased investment in waste and water treatment – supports energy recovery, nutrient recycling, restoration of degraded waterways.
- Limit high density development until infrastructure is in-place, embed cultural design principles into new development and urban design.
- Support Māori businesses, employment initiatives, and education/training that aligns with local needs. Infrastructure development needs to consider the needs of rural whanau.
- Has been a tough decision but supports the proposed 'hybrid' growth option. When asked about the possibility of supporting scenario F, they noted broadly that various factors and mitigation measures would need to be considered, but that they will continue to participate and be engaged if that area is included.

Rangatahi group

- Over half were in support of the spatial plan, emphasising the importance of careful planning that prioritises environmental preservation over placing houses haphazardly.
- Strong recommendation around integrating public transport planning into the plan to ensure accessibility in and around these areas.
- Recommends creating safe spaces for rangatahi to gather and they expressed willingness to contribute during the planning stages.
- Highlighted the important of amplifying local young voices, recognising the keen interest from rangatahi and their role as future citizens in these communities.

A summary of points raised in each of the other verbal submissions is presented below:

Audrey Campbell-Frear

- Concerned at the depth of economic development analysis, and at potentially flawed reasoning and growth calculations (suggests there should be 3,600 jobs) and insufficient commercial land allocation.
- Criticised poor consultation and alignment with national and regional policies.
- Opposition to discouraging rural development due to infrastructure costs; advocating for development contributions instead.
- Believes that restricting growth in Wāhi Toitū (no go) areas is flawed and that growth can be accommodated within these areas with appropriate risk management.
- Emphasises the need for robust economic investigation, addressing ignored criteria in multi-criteria assessments, noting tourism specifically.

William (Bill) Gillanders

- Advocates for factory-built houses as a more cost-effective and future-focussed option.
- Criticises the road-building process as not delivering results; specifically, he believes the CBD road will never happen.
- Criticises several involved people and related ideas as “stupid”.

John Sanderson

- Prefers Option D (Kerikeri south expansion), solely, rather than combined with Option E (growth at Waipapa) due to better cost and efficiency metrics.



- Acknowledges that including growth at Waipapa is a result of community feedback, but questions if the community would still feel the same way if they understood costs better.
- Argues that the benefits from one growing hub are better than growing both and will limit the growth in traffic between both centres.
- Supports increasing pedestrian and cycling infrastructure, including along Puketotara Stream, particularly in response to climate change.
- Suggests that FNDC should have development contributions which fund the “nice-to-haves”.
- Says intensification is good (better than sprawl) and that we need green space and alternatives to car travel.

Jill Stirling

- Lives in an area where housing intensification is proposed and is cross that it's treated as mixed-use. Says it as if the plan has already gone through and is disadvantaging residents.
- Objects to how the plan is presented – that a preferred option was highlighted, influencing consultation inappropriately.
- Acknowledges the need for housing but the proposal will rate/tax existing residents off their land.
- Says QV valuations are inaccurate and rates too high.
- Suggests growth could be accommodated by a large mixed-use area and stretched out, including to the river.

Dean Smith

- Understands that growth is going to happen and sees value in the spatial plan.
- Concerned about future sporting constraints and the impact of proposed medium-density housing near Baysport on their ability to expand or accommodate a growing number of sports members.
- Says that all sport codes have the potential for future expansion but no certain plan yet.
- Suggests identifying future needs early to address them effectively and having co-ordinated conversations regarding the potential to relocate some sports to Te Puawaitanga. .

Hone (John) Tiatoa

- Advocates for Māori, iwi, and hapū ropū to be involved in the spatial plans as well as the upholding treaty settlements.
- Highlights the need for iwi and hapū engagement to ensure the success of the overall KSWP spatial plan.
- Argues that the plan overlooks the treaty settlement landscape and fails to adequately involve Māori at both iwi and hapū levels to unlock investment opportunities.
- Recommends sharing detailed maps with iwi and hapū, amending them to include overlays of historic land claims, as current plans lack sufficient detail from a hapū perspective.
- Notes that iwi and hapū already possess spatial maps but are open to collaborating with councils to align their plans.
- Suggests that Māori councils contribute funding to support iwi and hapū in developing policies and maps collaboratively.

Sue Bell

- Supports the spatial plan especially the idea around intensification but is mainly concerned with a parking strategy to go alongside the plan.
- Highlights the idea around the character of the village.
- Suggests that the spatial plan needs to integrate into it transport and parking i.e. parking at supermarkets and a possibility to expand this.

Craig Deal (Fish & Game Northland)



- Supports the spatial plan and its focus on intensification to prevent urban sprawl, without a preference in option but backs the overall principles of the plan.
- Concerned about limited access to fish and birds, as well as fragmented public access to fishing areas. Advocates for an improved strategy to facilitate access to waterways.
- Recommends developments/subdivisions allow public access to fishing streams in their respective areas.

Dean Baigent-Mercer

- Supports the general plan including width of blue and green spaces but advocates for a wilderness experience that avoids fencing areas near waterways.
- Recommends integrating climate resilience into the plan to support both human habitat and biodiversity.
- Concerned about development near flood stopbanks and inherent pressure to build closer to these, referring to the impact of burst stopbanks during cyclone Gabrielle in Napier. Suggests we have an opportunity to avoid this now.
- Opposes the use of exotic palms in development and instead recommends other suitable native trees for urban environments. Suggests a target minimum 15% canopy cover up to 30% canopy cover.
- Suggests creating wetlands in areas where there are no developments.

Chris Penny

- Argues that debt needs to be brought down by selling assets such as the airport and wharves.
- Opposes the development of rural land and argues that it will degrade food productivity and resilience.
- Opposes urban sprawling and suggests using rural and fertile land for agricultural purposes.
- Suggests the need to include hospitals and hotels in Kerikeri as part of the plan.
- Concerned about how future developments will be paid for and suggests people to have their own water tanks to save the town supply of water.

David Bates

- Concerned about land conservation and questions why 300 resident submissions have been all counted as one submission under VKK (Vision Kerikeri), requests explanation.
- Says there are false claims regarding road congestion and delays at intersection.
- Says that population growth will need upgrades the plan doesn't account for such as transport upgrades.

Douglas Percy

- Prefers the hybrid option between Scenario D and a bit of E, if it was expanded to include Waitotara Drive and had ratepayers' support. Supports intensification with smaller lots. Would discuss transferring land to FNDC, providing a walkway between Waitotara Drive and Te Puawaitanga if his site could be upzoned.
- States there is a focus on low-income homes rather than the bigger picture.
- Suggests making room for developments and spaces that will attract back young people with skills and Option F would be ideal to do this.
- Suggests putting houses on piles and raising ground level to avoid flooding.

Patti Poa (Disabled Persons Assembly New Zealand Inc)

- Advocates for inclusive infrastructure, including accessible housing designed with universal principles, accessible transport options, and features like accessible playgrounds.
- Highlights disabled people often feeling excluded in the planning of sustainable cities.



- Recommends collaboration with the Northland Disability Group and involving disability advisors to ensure the inclusion of disabled mana whenua, while being mindful of language used.
- Supports the approach to avoid development in natural hazard prone areas.

Fred Terry

- Advocates for the goals and intentions of the Kerikeri River Management Group.
- Highlights that the changes in land use have changed flooding paths and that flooding maps need to be updated.
- Concerned about major flooding issues being resolved before undertaking redevelopment and suggests that flood mitigations should have occurred before Waipapa was developed.
- Suggests strengthening the planning function in Council along with ensuring engineering standards are applied to developments in the area. Recommends working with NRC to address flooding issues in Waipapa including the critical flood generation zone.

Joe Carr

- Advocates for the goals and intentions of the Kerikeri River Management Group.
- Says that development in Waipapa has occurred with minimal regulatory care and highlights that roads act as overland flow paths.
- Highlights the LiDAR modelling is being updated and should help identify good policy around protective flooding measures, and to wait for these results before proposing growth in Waipapa.
- Suggests the opportunity for Scenario F to be interrogated against new LiDAR modelling.
- Suggests bringing back the K3 dam into the Long-Term Plan.

Murray Wright

- Opposes the spatial plan, citing unaddressed flooding concerns in Waipapa, and emphasises the need of the K3 dam in line with flood mitigations to effectively detain water and mitigate flood risks in the region.
- Supports Scenario F in Kerikeri, says that a supermarket in Scenario F could take the pressure off.
- Supports developments in this area with a dam in place and well-engineered flow path situated east of SH10.

Gerry Paul (Turner Centre)

- Highlights Turner Centre as a crucial part to the community because it weaves together arts, culture and creativity which aligns with almost all objectives of Toi Mana.
- Advocates for cultural and creative infrastructure in Kerikeri and to include such spaces in the plan.
- Notes that the spatial plan makes few references to culture and creativity; supports an overall plan that allows for the delivery of arts and cultural outcomes in Kerikeri.
- Suggests exploring funding opportunities to understand the need for cultural and creative outcomes and highlights the importance of social infrastructure.

Katerina Dvorakova

- Opposes Scenario D because of the pressure it could put on Kerikeri but acknowledges the transport upgrades planned and suggests that the bypass is a good idea.
- Suggests utilising more of the surrounding natural environment and public amenities i.e. making walking paths to the river more accessible for walkers and kids on bikes.
- Suggests considering flood plain as a tool to work with by incorporating water sensitive areas into urban design.
- Recommends development of the Golf course as it is flat land and suggests relocating the golf course elsewhere.



- Highlights that Kerikeri lacks high quality public spaces in its urban areas and needs such spaces incorporated into the spatial plans.

Whati Rameka (Ngāti Rēhia)

- Advocates for the interests of hapū groups under Ngāti Rēhia, emphasising the importance of kaitiakitanga and incorporating language and cultural narratives to promote and uphold these values.
- Supports housing growth and pushing housing equity for all.
- Supports Scenario F for housing-related reasons, and in favour of development over toitū and toiora that can be managed by their environmental teams.

Graeme McCarrison (Spark telco)

- Involved in work with a service provider and advocates for them to be recognised as an important part of the development of a community and for the development of digital infrastructure plans.
- Highlights the need for the implementation plan to include strategic infrastructure with steps that will serve the community well during a large storm.
- Suggests that development needs both digital and wireless, highlighting a need for a strategy that will cause developers and communication suppliers to work together so that communities have access to power and communication services

Mike Doesburg (KiwiFresh Orange Company)

- Advocates for Scenario F as the best way to achieve the objectives of the spatial plan and promote the social, economic, environmental, and cultural wellbeing of the community.
- Asserts that the hybrid D+E scenario proposed in the draft spatial plan has not been properly assessed, is not justified from a technical perspective, and hasn't seen sufficient consultation.
- Says Scenario F can provide sufficient land to meet projected housing demand with detached houses on 400-550m² sections, while the draft spatial plan requires intensification to meet housing needs, meaning there will be a shortfall of land if demand for larger sections/detached housing persists.
- Says Scenario F's land values and economies of scale could make affordable housing more achievable, and consolidated development will be easier than the development of fragmented areas proposed in the draft spatial plan.
- Proposes an agreement with the Council for the developer to fund and provide infrastructure, saying that KiwiFresh is committed to paying its way for the infrastructure. Ongoing funding and maintenance costs subject to confirmation – multiple options.
- Highlights that this proposal adds a new connection between Kerikeri and Waipapa.
- The KFO proposal for development on Scenario F has been subject to wide community consultation and engagement with stakeholders, and says they have broad support.
- Asks Council to adopt the Spatial Plan with amendments to include Scenario F, or to retain the status-quo. Doesn't believe more consultation is required for these options.

Rolf Mueller-Glodde (Vision Kerikeri)

- Advocates for the interest of Vision Kerikeri with more than 134 members.
- Concerns include linkage of roads, traffic system, connectivity of cycleways, cost-effective developments, flood risks and mitigations, and public spaces.
- Emphasises that the combination of KFO and the K3A dam could provide effective measures of flooding controls, says that cooperation with NRC for flood mitigations would be critical.
- Highlights that the hybrid scenario lacks green public spaces and suggests that the transport plan needs to be updated and incorporated back into the spatial plan.

- Proposes collaborative engagement on developing the master plans, especially at the community level.
- Suggests Scenario F be added to the hybrid scenario, noting it is insufficient on its own and that flood issues will require mitigation.

Inge Bremer (Carbon Neutral NZ Trust – Kerikeri Branch)

- Supports Scenario F with a few changes and states that it is a missed opportunity with better traffic issues, cost-effective social housing, and little to no cost for WW treatment system.
- Stresses the need for improved transport options, including a cycleway connecting the high school to Te Puawaitanga as well as a multimodal network supporting both cycling and walking.
- Highlights flooding as a major issue, says that the hybrid scenario fails to address existing flooding issues for Waipapa and supports detention dam K3A or the use of Waipapa lake to assist with these flooding issues.
- Opposes hybrid scenario to protect productive land in south of Kerikeri.
- Suggests that Waipapa can accommodate commercial growth with effective flood management.

Annika Dickey (Our Kerikeri Community Charitable Trust)

- Concerns for Waipapa includes minimal new public spaces and a lack of infrastructure to support commercial growth.
- Concerns for Kerikeri focuses on housing density and the protection of the natural productive lands on Kerikeri Road.
- Suggests avoiding over-intensification under Tier 1 and Tier 2 principles to preserve rural character and provide diverse housing choices.
- Highlights the need for better connectivity for a range of transport options and states that scenario F provides this.
- Supports F with flood mitigations.
- Suggests improvement of Bing property by embedding the proposed destination node into that site to include hospitality and restaurants. However, still states that the plan requires a lot more work – suggests moving away from giving timelines.

Rolf Mueller-Glodde (Kapiro Conservation Trust/Friends of Rangitana Stream)

- Concerns around connectivity around the Kerikeri-Waipapa area and making it safer to cycle especially around the Waipapa Landing Bridge.
- Highlights flooding as an issue and suggests incorporating flood mitigation plans as in Scenario F.
- Recommends protection of horticultural land and existing irrigation network.
- Supports the hybrid scenario for growth but seeks amendments to be made to the draft including the incorporation of Scenario F for long term development.
- Emphasis on including urban design protocols as part of spatial plan development.

Rolf Mueller-Glodde

- Suggests a staged approach is required as spatial plan cannot be implemented in one go.
- Suggests including option F as part of the hybrid option.
- Highlights not to scrap anything, could instead delay and take more time to consider the options and submissions made.
- Acknowledges that there will be a long process of approvals still needed (after the adoption of the spatial plan) before houses are built in the scenario F area.

Nicki Curtis

- Concerns about the genuineness of the consultation process and the timing.



- Questioned scenario F being ruled out and the inclusion of cost recovery into this scenario.
- Raised concerns around transport, lack of green spaces in Kerikeri, river access, and connectivity.
- Highlights keeping the rural character/village vibe as it is the heart of the community and suggests that medium and high-density housing has usually been avoided.

Joanne Civil (Ngāti Hineira)

- Says a Waipapa detention dam is necessary to address flood risk.
- Waipapa also needs dedicated wastewater treatment to provide for future development.
- Currently difficult for hapū to engage with developers about projects affecting their waterways; important for hapū to be involved ongoing, acknowledging there are different opinions.
- Believes Scenario F provides an opportunity to control development around waterways, believes that development may happen whether or not it's included in the Spatial Plan.

Jaime Pavlicevic

- Involved with community groups including gymnastics club, has identified that funding favours sports/recreation activities with high male participation. Strong social value from investment in sports and rec, so the imbalance is disempowering women and girls comparatively.
- Feminist urban design principles and gender sensitive budgeting is key to equitable investment, FNDC could be a leader on this.
- Access to sport and active recreation needs to be a priority, including transport and safety.

7 Conclusion

Across the six-week consultation period, a total of 391 submissions on the draft spatial plan were received via the online survey, hardcopy survey and email from stakeholders, rangatahi and the wider community. 32 presented a verbal submission to Elected Members.

Many of those in opposition to the draft spatial plan referenced Scenario F or the "Our Kerikeri / Vision Kerikeri" submission / article as the reason. When this is taken into account, the balance of responses show there is broad support for the draft spatial plan. The majority of those seeking incorporation of Scenario F still want a spatial plan to proceed in some manner. Meanwhile, among rangatahi, support for the draft spatial plan was high.

Sentiment among stakeholders, individuals, community groups and government agencies who provided a submission via email was mixed with support mainly coming from government agencies and changes to the plan being suggested by stakeholders and community groups.

This feedback will be considered by Council at the May 22 Deliberations workshop and used to refine the spatial plan. It will then be considered for adoption in mid-2025.

Appendix: Engagement Methodology

To develop Te Pātukurea, three distinct public engagement periods have been carried out to date. These include:

- November to December 2023 - the community were encouraged to have their say on emerging themes for Te Pātukurea. Incorporating feedback from early stakeholder engagement and in partnership with the Hapū Rōpū, the Council developed these themes into objectives of Te Pātukurea. The engagement material included a range of aspirations within each of the themes.
- 1 to 29 November 2024 - Feedback was sought on the six proposed scenarios which considered what the future of Kerikeri and Waipapa could look like. Residents were asked to choose a preferred scenario and explain why that was their preferred scenario.
- 22 March to 22 April 2025 – Council carried out a formal consultation with the public on the draft spatial plan and its implementation plan, using the Special Consultative Procedure (s.83 of Local Government Act 2002). Submissions received during this time are considered in this report.

Feedback received from stakeholders and the wider community in the first two phases was used to develop the draft spatial plan. Formal submissions received during the third phase of engagement, discussed in this report, will now be used to refine and confirm Te Pātukurea.

• Engagement approach

The approach to engagement across the project has been separated into three categories: partnership with the hapū rōpū and engagement with stakeholders and engagement with the wider community. These are outlined in table 1 below.

Table 1: engagement approaches with different groups

Group	Who	Engagement method
Partners	Hapū rōpū	Collaborate with monthly regarding each aspect of the decision-making process.
Key stakeholders	Government agencies (e.g. Waka Kotahi) Private industry (e.g. large businesses) Asset owners/operators (e.g. utility providers) Service providers/special interests (e.g. schools) Community groups	Involved throughout the early stages of the process and development of growth scenarios to ensure concerns and aspirations were understood and considered, with an opportunity to provide further input during the public consultation on the growth scenarios.

<p>The public</p>	<p>Wider Kerikeri Waipapa community</p>	<p>Consult with to obtain their feedback on analysis, alternatives and/or decisions. Keep informed throughout the project.</p>
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• **Engagement methods**

A range of engagement methods were used to share the draft spatial plan and provide stakeholders, rangatahi and the community with an opportunity to make a submission on it. An overview of the tactics used is outlined in table 2 below.

Table 2: tactics to drive engagement and support the submission process

<p>Tactics to engage the community and support the submission process</p>		
<p style="text-align: center;">Website</p> <p>Council's website was the key source of information where people could access the draft spatial plan, read FAQs and make a submission through the online survey.</p>		
<p>In-person sessions</p> <p>Council ran a number of face-to-face events which were a mix of drop-in sessions and pop-up stalls at community events. These provided an opportunity for the public to ask questions about the draft plan and fill in a submission form.</p>	<p>Information at libraries and service centres</p> <p>Posters and copies of the hard copy submission form were available at Council service centres and libraries.</p>	<p>Social media</p> <p>Project information was shared on Council's Facebook page several times throughout the course of the submission period.</p> <p>Paid social media posts were also used to increase reach.</p> <p>Post responses were recorded and analysed as part of this report.</p>

<p style="text-align: center;">Survey</p> <p>An online survey where people could make a formal submission on the draft plan was the key tool for gathering community input.</p> <p>Hardcopy submission forms were also available at service centres and at pop-up events.</p>	<p style="text-align: center;">Print collateral</p> <p>Print was used to share how and where people could make a submission and the location of events.</p> <p>Posters were displayed in local places like cafés, service stations, community notice boards and supermarkets.</p> <p>A5 (folded out to A2) information sheets were also handed out at pop-up events.</p>	<p style="text-align: center;">Email newsletter</p> <p>Two email newsletters were sent to Council's stakeholder database and previous survey respondents.</p> <p>The first email shared information about the draft spatial plan, a link to the plan and information about how to make a submission. The second email, sent near the end of the campaign, advised 'there's still time to have their say'.</p>
<p style="text-align: center;">Phone number</p> <p>The Council customer service team accepted calls relating to Te Pātukurea throughout the consultation period. This provided an additional way for people to find out more information about the project and to provide verbal feedback.</p>	<p style="text-align: center;">Newspaper advertising</p> <p>Adverts in local papers at the start and end of the campaign were used to promote that engagement is open and how people can have their say.</p>	<p style="text-align: center;">Radio advertising</p> <p>Short adverts on radio stations were used to raise awareness about the draft spatial plan and website address.</p>
<p style="text-align: center;">News story/media release</p> <p>A news story was published on Council's website about the draft spatial plan and what it proposed. This was also issued as a media release to increase awareness and encourage submissions.</p>	<p style="text-align: center;">Flyer</p> <p>A flyer was mailed to every property in Kerikeri/Waipapa and surrounds sharing information about the draft spatial plan, a link to the plan and information about how to make a formal submission.</p>	<p style="text-align: center;">Submissions inbox</p> <p>Project queries or requests for more information were managed through the project inbox. This was another way for people to send feedback digitally.</p>

<p style="text-align: center;">StoryMaps</p> <p>Using a mix of images, GIS mapping and narrative, digital tool StoryMaps was used to illustrate the draft spatial plan, and the interventions proposed. It also housed the online survey which meant the community could look through the draft plan and then make a submission.</p>	<p style="text-align: center;">Verbal submissions</p> <p>Submitters were given the opportunity to make a verbal submission to Elected Members on 1 and 2 May 2025.</p>	<p style="text-align: center;">Q&A video</p> <p>Council created a questions and answers video part way through the submission period to provide clarity on three key areas of interest which were evident in comments posted on social media and in submissions that has already been received. This was shared on Council’s Facebook page.</p>
<p style="text-align: center;">Rangatahi event</p> <p>An in-school event with rangatahi to ensure their voices are heard as part of the development of the spatial plan.</p>		

Approach to submissions

The following section outlines how submissions were captured during the consultation period and how many were received. It also outlines considerations that were taken during the review process in instances where multiple submissions were received from the same person or a group or additional information to support a submission was received separately from the submission itself.

- **Capturing responses**

During the consultation period, submitters could provide a formal submission in one of three ways:

- Via online survey (primary method of receiving submissions)
- Via hard-copy survey (written)
- Via email

Council also prioritised capturing responses from rangatahi (youth) throughout the development of Te Pātukurea, recognising their voices are often under-represented in community consultation. In partnership with Healthy Families Far North, a youth-led engagement approach was developed through which local rangatahi facilitated peer discussions about the issues raised in the consultation during an ‘in-school’ event. The submissions that young people made during this event have been incorporated into this report in sections 3-5.

While not considered a formal submission, comments on Council’s social media posts on Facebook and LinkedIn during the submission period have also been summarised in Section 6.

Link to Raw submissions

https://fndc.sharepoint.com/:b:/t/collaborate-Kerikeri-WaipapaSpatialPlan/EfXdrL-70D5MoO07jXt_eelBN34EDG-6WkdVZ1VQ5WYhGA?e=P9HGPG

Ref	Q: Wish to Speak Submitter Details			Q1: Support for SP		Q2: Changes to Plan	Q3: UD Principles		Q4: Implementation Plan	
	Do you wish to speak to your submission ?	First Name	Last Name	Q1: Do you support the draft spatial plan?	Q1: Reason	Q2: Please outline any specific changes to the draft spatial plan that you would like us to consider.	Q3: Do you think the proposed planning and urban design principles will help us achieve our	Q3: Reason	Q4: Do you agree with the actions set out in the draft implementation plan	Q4: Reason
1	No			No	Kerikeri cannot cope with more people, cars etc. keep Kerikeri a small community	All of it	No	Kerikeri does not need to get bigger. Just fix what we have	No	
2	No			I don't know / Not sure		Indoor /covered space for netball. All purpose for other indoor sports.	Not Stated		Not Stated	
3	No	Alannah		I don't know / Not sure	If there are going to be so many new houses and people then changes to the one way system needs to be made	With an already overpopulated town and more houses estimated from this plan what improvements to the one way system will happen? New medical practises? Hospital ? There needs to be an indoor swimming pool in Kerikeri I have no idea why it isn't in the sports ground plans do you know how many kids have to travel to kawakawa 4 times a week to train give the kids more sporting opportunities by having a swimming club and year round indoor swimming pool, we are surrounded by water and yet so many kids don't know how to swim and little dippers pricing is too expensive for most families	I don't know / Not sure		Yes	
4	No	Aroha	Chase	I don't know / Not sure	This plan provides a lot of positives to encourage growth and mentions steps to take to ensure infrastructure is supplied but the plan is not clear on where the costs are coming from to flit the bill for such implementation.	More green spaces and ecological corridor links and walkways to ensure that the proposed urbanisation does not over take the amenity of this beautiful township.	Yes		I don't know / Not sure	
5	No	Jeannette	Klomp	I don't know / Not sure	It is not the plan, but why is nothing mentioned about a hospital? With the increase of more (older) people Kerikeri NEEDS a hospital.		I don't know / Not sure		Not Stated	
6	No	Claire	Eyres	No	Changes to rural land to residential zoning, building properties on the soil of which supported Kerikeri with its growth.	Kerikeri residential zoning on Kerikeri Road. Once properties have been built over the soil it can't be undone. Make bigger residential zone in Waipapa. Protect the land and soil, as indicated in the opening statement. Kerikeri known for it's soil and citrus fruit. Fertile healthy soil.	No	Roading and infrastructure, roading needs to be on grid to allow for decongestion and multiple routes	Yes	
7	Yes	Peter	Hanley	No	I do not believe that the new housing assumptions will transfer to reality. I believe that the absence of any credible market research or informed input into the assumptions of small lots and multi level living is appalling.	I understand that the proposed density and location of new housing will provide the cheapest option for Council. Leaving aside the social suitability of such housing, I think to assume that multi-level housing on small lots is likely to find buyers is fundamentally flawed. There is no evidence presented in the document to support such an assumption. Much, if not all of the remainder of the plan then becomes equally flawed if Council is intent on ONLY allowing high density dwellings within the existing urban area. Without new residents, there is no call for additional employment or retail, no need for additional recreational facilities. This in turns begs the question. Who is going to provide the capital to build these dwellings? Council? NO! Kainga Ora? NO! Charities? NO! Commercial builders? Why are they not building them now? I want to see Kerikeri and Waipapa thrive and grow. I will be long gone when most of this plan is enacted. THINK AGAIN. CHECK THE ASSUMPTIONS.	No	Fundamental assumptions lack critical thinking and evidence.	I don't know / Not sure	
8	No	Ken	Shields	No	Traffic plan for the proposed growth in Kerikeri is not sustainable. The back road behind the existing shops through to King street is not included . This would allow for better traffic flow for through traffic	Its interesting that the Noah and Grace scenario is not included in the draft plan. Surely the current majority of retirees, independent lifestyle, and semi retirees in the Kerikeri area who pay their rates to support the council are not included in the draft plan scenarios. What are the FNDC plans to encourage more entrepreneurs, tech start-ups, and wealthy overseas families and investment into the area?	I don't know / Not sure	If the masterplan is to encourage younger families into the area you need to bring in more local job opportunities in industry, agriculture, tech, and large box retail etc, that will generate the need for more housing, schools, retail & restaurants.	I don't know / Not sure	Still too many choices, if the preferred plans / scenario D and E, then just concentrate on these two options or a mix of them. The present the fully costed options with pros and cons.

9	No	Tracee	Bayer	I don't know / Not sure	More housing means more people. The current infrastructure can't handle the amount of people now. Traffic, Doctors, Dentist's, Sewerage are struggling now. Sort these out first before adding more to the already strained system.	Why not move housing out to Waipapa. Allowing another Supermarket and Schools etc, to go in at Waipapa would make sense. Most of the shops that are there now would sustain a community if there was another Supermarket. The traffic in Kerikeri is bad now, imagine what it will be like with more and more people moving to the area.	I don't know / Not sure	Tracee	I don't know / Not sure	
10	No	Dasniel	Kirsch	Yes	Good to guide development so it causes the least amount of harm, towards healthy environments and healthy communities but also prosperity. The plan is considerate of so many things that will in the end be affected by how development pans out. Thank you.	There seems not enough planning around public transport and not enough to encourage people to use bicycles. Currently cycling around here is shocking and outright dangerous. SH10 is the worst, and in particular the Waipapa Stream bridge. Every street has to be safe and pleasant to cycle on. In addition we need alternative avenues for walking and cycling away from highways and roads. Shortcuts, cross links. park routes. And there has to be a bus network, even just minibusses. There is nothing in place. These are very important priorities that don't seem to feature very highly or not at all in the plan.	Yes		I don't know / Not sure	
11	No	Lorna	Mongell	Yes	My feelings at present are aligned with the improvements you suggest. It is today's problems, lack of areas to meet without busy traffic that do not allow a strong feeling of a town center	In regard to apartments and townhouses. With so much open space around it would be nice to make a requirement that a percentage of the land is used for a Greenspace. Houses in Kerikeri road for instance are jammed together and appear claustrophobic and cheap. And we need families. I find houses like that inappropriate and appealing and unhealthy.	Yes	Only by what I perceived as above. One thing that has stifled Whangarei is the constant traffic. I would like to see the Far North have its own character and not have everything geared to needing a car.	Yes	You know better than me!
12	No	Andy	Boor	Yes	Reducing sprawl and long-term reliance on cars is very important. Active transport opportunities will reduce future traffic congestion, proportion of space required for car parking, and enhance quality of life.	Does the new CBD road plan include pedestrianisation of the section of Kerikeri Road in the middle of town (the current one way section)? Not clear to me from the current plan. If achievable this would add to the character and attractiveness of the CBD as a place to visit for tourists, and spend time for locals, boosting independent shops and hospitality. This is future proofing Kerikeri town centre against large format retail in Waipapa drawing away its relevance.	Yes		Yes	
13.1	No	Joanie	Irissarri	I don't know / Not sure		Please before any development happens the infrastructure needs to be sorted!	I don't know / Not sure		Not Stated	
13.2	No	Joanie	Irissarri	No	The infrastructure is not in place	Infrastructure needs to be in place b4 any development is under taksn	Not Stated		No	
14	No	Lynette	Lindsay	Yes	V supportive of development within or near existing townships, variety of new housing, retention/expansion of guarenteed green spaces and agricultural areas,	Please give consideration to allowing residents on tankwater and regularly serviced, efficient septic systems to retain these when sewage and water networks are expanded in future years plus penalty payments not being appied.	Yes		Yes	
15	Yes	Sue	Bell	I don't know / Not sure	Without knowing where extra car parking spaces will be in Kerikeri it's not easy to visualise how new retail ,cafes, etc will benefit if people can't park. It can be hard enough to find a car park now	Indicate where carparking is on the different maps.	I don't know / Not sure	Where are the public carparks ? It's all good encouraging people to visit the shops and if you can walk from home thats all good but if we are trying to attract visitors and tourists they will need to parkou can walk from home that's all	I don't know / Not sure	
16	Yes	Michelle	Denholm	No	Council needs to focus on basic infrastructure - roading, sewerage and rubbish collections	Otaha Road needs sealing! It's had no real maintenance on it apart from grading for years. The last road count was 2021. There are hundreds of people (if not thousand) who now live down this road. Council needs to get back to basics before developing further areas. We don't even have rubbish collection. We collect our own rainwater, manage our own septic and take our rubbish to the tip. It's an actual joke.	No	I've already stated above my reasoning.	No	As above
17	No	sue	kennedy	No	Why build new housing when the infrastructure doesn't support the current housing and population? For example, rural roading is abysmal, actually untenable, especially if anyone has a medical condition such as arthritis!	Service your current ratepayers more appropriately, stop wasting money on non essentials and get the roads etc up to a drivable standard.	No	Libraries and community hubs are a luxury when you have roads that are practically undriveable!	Not Stated	

18	No			No	It does not address the areas of concern the community has especially affordable housing	The best option to address all areas of concern in Kerikeri and Waipapa is option F. One area in the draft plan has a significant area of highly productive land...I am told the most productive land in Kerikeri yet you state it as a concern with option F. Can you explain how the draft plan will provide affordable housing?	No	No connectivity. How can so small properties being subdivided address the cost of land? This can only be achieved in large land area development.	No	There are much better and more affordable options
19	No	Aimee	Collins	No	Removing recreational areas in Waipapa is ridiculous as they are used so heavily. Currently the children can access local food businesses in central Waipapa without the need for children crossing a main highway - this does not allow that.	The Waitotara plan (which was rejected) would have allowed a larger amount of residential land designated to Waipapa and more seamlessly connected Kerikeri and Waipapa. How will the schools cope with the influx of students in the zones? Where would the sewerage go to?	No	I think the terraced houses suggested in the plan are counterintuitive to the active lifestyle of those wishing to live closer to sportsfields. I think its a bandage for trying to covert a smaller area to a residential area.	I don't know / Not sure	
20	No			Yes	I like that we are growing both Kerikeri and Waipapa	More things for young people	Yes	The principles are great	Yes	Just wondering if we can go faster
21	No	Lucy	Best	Yes	Development is great and growth is needed	Social infrastructure, developmental infrastructure, public services and youth consideration	Yes	Connecting people and growing our community	I don't know / Not sure	Hard to understand
22	No	Aaron	barton	I don't know / Not sure	over all it good	by not going with option F this take away a vital part of that plan which was a cause way which would help take Waipapa away from being flooded in heavy rain none on the other plans take this into account	I don't know / Not sure		Yes	
23	No	Christopher	O'Brien	No	Before any plans to grow Kerikeri a new link to SH10 is absolutely essential, preferably from Mill/Shepherd to Cottle Hill. Otherwise Kerikeri will suddenly come to a grinding halt.	The new link must be the priority.	I don't know / Not sure		I don't know / Not sure	
24	No	Tom	Rutherford	Yes	The research and approach is open and transparent	There are some things which I believe would make a difference 1. Fresh water - why cant households install a water holding tank - even ifs it sole use was toilet/washing and garden/irrigation. Maybe have a max size of 15,000 l and a water pump would be involved, appreciating there may are electrical considerations, but they can be overcome. 2. With the technology now of modern bio- systems, re-investigate the min size section these can be utilised on and perhaps a rates % relief for those with larger sections that upgrade and decrease waste water output from their section	Yes	as mentioned I thing the thinking behind on what you are wanting to achieve for the community is correct	Yes	as per your draft plan
25	No	Natalie	Todd	Yes	The urban spread is controlled by going up and not out to protect our productive land.	n/a	Yes		Yes	
26	No	Brett	Loveday	No	Why spoil this beautiful small town and install these shit duplex-townhouses. We dont need a mini Auckland up here leave our town alone.	Leave our town alone	No		No	
27	No	Paul	Brandt	Yes	We need growth in the area for future generations	Spead it up.	Yes	The Plan looks good, I am worried about it being challenged and held up for another 30 years.	Yes	
28	No	Barbara	Linton	No	I believe that there needs to be more infrastructure BEFORE we intensify! We need services (sewage in particular) to existing properties before we add more people.	Ensure town sewage and water are available to ALL properties before we allow intensification: All residential properties along Kerikeri Road (and side streets) - 1st priority. We look like a 3rd world country to people wanting to settle, when existing properties under 1.5km from the Butler Centre still have to have septic!! All residential properties in the Riverview/Landing area, to the roundabout at Kapiro Rd - 2nd priority. Many of these tanks are 30+ yrs old and have failed/are failing now. All residential properties along Waipapa Road (and side streets) - 3rd OTHER desperate needs: We need better medical facilities (aged population, and more lower-socio economic households with Kiangora building in the area) Both, statistically, have high health needs. We need a proper, indoor, year-round swimming pool in Kerikeri/Waipapa. We are surrounded by water in the Far North and we need kids and new immigrants to learn to swim.	No	See above	No	See above

29	No			I don't know / Not sure	I support majority of the plan, however there is one aspect about the Kerikeri industrial area expansion that I do not support.	The small area proposed for expansion of the Kerikeri industrial area onto the other side of the Wairoa stream is not ideal (shaded purple area). Expanding the industrial area to other side the stream can cause more contaminants in runoff during 'first-flush' events into the Wairoa stream, esp. during high rainfall. The stream health is already at the lower end of acceptable. https://www.visionkerikeri.org.nz/post/kkhs-students-conduct-edna-sampling-of-the-wairoa-stream I am worried that expansion of the industrial area spreading to both sides of the stream in the future will not contribute to conservation and preservation of the stream and its natural character; nor will it help preserve or enhance our environment. It may lead to unintentional pollution and accidental contamination of the stream and surrounds. The popular walking track along the stream and residents in the area will likely be affected by additional noise, odour, reduced biodiversity, birdlife and amenity values.	Yes		Yes	
30	No	Sam	Still	Yes	The growth of these areas is imminent - I want my town to be well equipped, and well-resourced to handle this growth. I want Kerikeri and Waipapa to continue to be great places to live, and be accessible for many different types of people.	Not necessarily changes, but I am really interested in the PT options being explored. Bus routes would change the landscape significantly - especially as the urban areas become denser. Being able to move around the area without reliance on a car is not just a good idea environmentally, but it allows free movement and independence for people like myself who can't or don't drive.	Yes		Yes	They seem meaningful, and well thought out. Realistic.
31	No	Leigh	Munro	No	Prefer Option 'F'	No real consideration of impact on roading, which is why option F seems far more workable.	No	Not enough thought about infrastructure	No	Kerikeri traffic flow is already bad. It will be ridiculous to add 4000 new residents without creating link roads to help ease congestion.
32	No	Annie	Bramall	Yes	New town planning is needed to future proof the area	Enhancement of road junctions is needed as traffic becomes heavier for example a round a bout at the junction of Hone heke road and Cobham road. Space for sade walking a cycling. Park and ride systems to reduce cars in the town center.	I don't know / Not sure	More houses but no provision for more school places or more doctors for example.	Yes	More housing needed and traffic management needs sorting
33	No	Jamie	Christensen	I don't know / Not sure	The spatial plan is too detailed for me to have time to read closely. I need a shorter simplified version.	I am a full-time carer and solo mum to a disabled toddler who will remain wheelchair bound. This has opened my eyes to how inaccessible Kerikeri and Waipapa are. I do not feel that the plan adequately addresses this. There is not a wheelchair friendly path for walking in a green space, crossing many of our roads is dangerous, the playground is unsuitable for him, we cannot access the post office as there isn't enough space for his wheelchair, there are no disabled parks that accommodate a van with a hoist, there is nowhere anywhere to change a nappy for a disabled child or adult, we can't even enter our local icon - the Stone Store. These are just a few examples, I have many more. For the spatial plan to truly represent our population, it must include and create the space and tools for our disabled neighbours to interact with, and enjoy our town alongside everyone else.	I don't know / Not sure		I don't know / Not sure	
34	Yes	Ariaana	Cardis	No	It's a stupid idea	Cancel it. Kerikeri doesn't have the infrastructure, jobs or roads to deal with the proposed plan. Parking in Kerikeri isn't easy and traffic in school and work rush is a nightmare! The roads need to be improved before housing comes into play. Kerikeri is a safe community but with this crime will come and that's not what we need. It's a retirement town and that's how it should be kept	I don't know / Not sure		I don't know / Not sure	

35	No			I don't know / Not sure	Your comms are too complicated and only had a better idea of how things would look after talking with lady outside Ray White who was going through the changes with the public.	Please do not turn Kerikeri into a mini Auckland or Wellington (where I moved 3 from 3 years ago). People are moving here to get away from high density housing and silly net zero initiatives. Housing should not be high rise, as it will jar with the rural environment and nature of the township. Please allow plenty of space for car parking!!! Please ensure there is a change to the loop road in the township to accommodate increase in volume of traffic. Your printed brochure did a much better job explaining the changes than your online comms. Should have been mail dropped.	I don't know / Not sure	I understand you are not required to have parking, only based on market demand. As someone who has to ferry around elderly parents with mobility issues, parking outside shops etc is extremely important.	I don't know / Not sure	Would have liked to have seen drawings of what housing in inner district would look like against the skyline. Very different looking at these things from a bird's eye perspective only.
36	No	Jerry	Garton	Yes	Fantastic news to bring to Northland economy	Need to specifically include key infrastructure and amenities to support high density housing such as self storage opportunities	Yes		I don't know / Not sure	
37	No	Kathryn	de Luc	Yes	It takes the opportunity to develop both centres for growth whilst enhancing services and maintaining rural balance.	The increased number of people living and working in both Waipapa and Kerikeri CBD's will continue to want to travel/visit the other centre. Has enough consideration been given to roading requirements between the two centres. Will we not need a third road to connect the two centres as there is only a limited amount you can improve on Waipapa road and SH10? Has enough consideration been given to future health services for the area to support the growth - very little is mentioned in the document.	Yes		No	Concerned the timeline for many of the changes is a number of years away whereas we need enhanced infrastructure now already.
38	No	DAVID	MCCLELLAND	Yes	We desperately require affordable housing to retain the younger generation and keep a functioning community to support future growth. I think it would be more beneficial to upzone some greenfield sites sooner, as it will take much longer to grow by infill.	I think an 80-20 split urban/rural would be more achievable. Many people are attracted to the area for the "lifestyle". We don't want to kill the golden goose completely! Large format retail should not be in Kerikeri and should be encouraged to locate in Waipapa. Issues include truck deliveries and confusion of the village atmosphere that we are trying to create. The existing larger retailers are only there because of favorable rents and know they need to be in Waipapa eventually. Mill Lane needs to be encouraged /assisted to relocate to Waipapa not enlarged. Rezone Mill Lane future res and give them the financial ability to move over time. More Mixed Use on Kerikeri Rd up to Greenway Drive on both sides. Waipapa requires a WWTP to include the existing commercial development to allow for business/employment growth. In order to support the cultural and environmental outcomes, we firstly need a strong economy with affordable housing to achieve everyone's aspirations for Kerikeri/Waipapa.	Yes	By releasing /servicing more land with the appropriate infrastructure for different housing typologies we should achieve the desired outcome.	No	Trying to implement infill growth rather than some greenfield too, will take much longer, as council has no control over hundreds of individual land owners. Working more closely with the local development community will help to achieve your plan.

39.1	No	Richard David Dunsheath	Yes	The focus on 95% growth in Kerikeri and Waipapa is good. BUT ID LIKE TO SEE MORE RESIDENTIAL AREA DEVELOPED AROUND WAIPAPA	<p>OPPOSED TO: 'INDUSTRY' ZONE BETWEEN STATE HIGHWAY 10 AND WAIPAPA STREAM</p> <p>SUPPORT TOWARDS: 'RURAL RESIDENTIAL' ZONE BETWEEN STATE HIGHWAY 10 AND WAIPAPA STREAM. AS PROPOSED IN THE DISTRICT PLAN.</p> <p>For Rural Residential:</p> <ul style="list-style-type: none"> •Spacious, peri-urban living environment located close to Waipapa. •It aligns with the councils 'design principles' •Already established as residential and the density is increasing •North facing •Walking distance to jobs in Waipapa for community, efficiency and reducing climate emissions. •Neighbours Waipapa stream to healthy living. <p>Against Industry zone:</p> <ul style="list-style-type: none"> •Does not align to council 'design principles' •Too steep slope •Existing residential dwelling throughout. It would ruin and pollute the surrounding environment. •Wasting the natural area around Waipapa stream •Separating industry zone means inefficient infrastructure (such as roads for heavy trucks). <p>The best place for industry zone growth would be West of State Highway 10.</p>	Yes	N/A	Yes	Move faster: More residential housing developed around Waipapa close to the jobs
39.2	No	Richard Dunsheath	Yes	I mostly support but some changes are needed around Waipapa outlined below and attached.	<p>We are against: 'Industry' zone between State Highway 10 & Waipapa stream.</p> <p>We support: 'Rural Residential' zone between State Highway 10 & Waipapa stream. As proposed in the district plan.</p> <p>Please see letter attached.</p>	Yes		Yes	I'd like to see more residential development around Waipapa. Please see my letter attached.
39.3	Not Stated	Richard Dunsheath	Yes			Not Stated		Not Stated	
40	No		No	1. There is no future roading plans here. 2. The legend does not explain the stripes across the land areas. 3.This plan for the next 30 years is woefully inadequate and is lacking in any detail. 4. Where are the roads to link these places up.	Plan F.	No	Because Kerikeri is far bigger than your plan. Where are the outlining areas and the roads and infrastructure to support this plan. 5. This pamphlet is not consulting 6.	No	Preset thinking. Growth is organic. Where is the road linking these places sports fields and housing development to Kerikeri. Growth is an organic thing which happens over a period of time when money and will is available. The structure is far too set
41	No	John Hill	No	Kerikeri is traffic gridlocked now, more transport routes are required between Kerikeri and state highway 10, there is no extra routes in the plan that i can see	Extra Kerikeri access roading routes to state highway 10 at least 3 more would be required in your time line	No	As written above you want to condense living, what is your traffic management plan ??	No	A lot of kerikeri central houses are going to be bulldozed to impliment your 145 to 175SQ M sections and no traffic management plan to open up Kerikeri and Waipapa
42	No		No			No		No	
43	No		No	There is a great need for a hospital and increased medical services.	build a hospital	I don't know / Not sure		Not Stated	
44	No	Egon Eberle	Yes	good mix of small business and residential growth	get the roading infrastructure sorted before commencing residential development	Yes		Yes	
45.1	No	Sue Fletcher McAir	Yes	The destination hub	Focus on destination hub, please	Yes		I don't know / Not sure	
45.2	No	Susan Fletcher McAir	No	As per Vision Kerikeri's submission - I support their submission.	I support changes as per Vision Kerikeri's submission	No	See Vision Kerikeri's submission	No	As per Vision Kerikeri's submission
46	No	Ash Boyd	No	Not ideal	Option F seems a lot better for a growing Kerikeri	No	Connectivity is a big one	I don't know / Not sure	
47	No	Dennis Corbett	No	Wrong option	Option F is by far the best option to address our needs	No	no connectivity, traffic congestions	No	Will not affordable housing (urgent)
48.1	Yes	Fred Terry	Yes	Support in general terms	Include more detail of infrastructure to support plan	I don't know / Not sure	The plan lacks sufficient forward infrastructure planning	Not Stated	
48.2	Not Stated	Fred Terry	Yes			Not Stated		Not Stated	

49	No	Jeremy Stephens	Yes	Waipapa and Kerikeri are growing in population and a plan is needed to deal with this, over all I agree with the plan	The commercial area north of Waipapa on the north eastern side of SH10 seems counter productive to the point of this plan. The road through to the sportsfields from this also feels as if it would cut the area off from the River down below, Rather than commercial I would support more residential as the road would be safer to be on for children and the hillside that goes down to the river would have less run off from commercial properties, this hill is quite steep and could have some lovely cascading housing that goes down the hill offering great views for residents over the river and across the other side towards Kapiro road	Yes	overall I agree in the buildup of kerikeri south (no where else in kerikeri to really go, heading further east down inlet road just becomes more cut off) and Northern Waipapa road makes sense as southern waipapa road has flood risks	Yes	n/a
50	Yes	Mark Sorensen	Yes	Extend out residential zone of Kerikeri, to transform it into a more walkable village. This will remove the need to drive and park in town. More scooters, walking, biking is needed in Kerikeri.	Medium density housing should be implemented south of Kerikeri up to the top of the hill. All this land is well within walking distance to Kerikeri.	Yes	Yes it will be good to keep intensive housing close to Kerikeri and keep Waipapa as the commercial/Industrial hub.	Yes	
51	No	Peter Sharpe	Yes			Yes		Yes	
52	No	Mike Simm	No	Lack of transparency from the FNDC around Option F and the source of their Traffic Strategy material advocating minimal traffic management changes is both disappointing and designed to further alienate ratepayers to this Council. Lack of listening skills	I want to see Option F fully examined as I consider it to be the best option for the future of Kerikeri.	No		No	
53	No	Rod Macivor	No	Plan F is better option	Include plan F	No		No	
54	No	Jessica Donovan	Yes	I support the idea of having a spatial plan. There are things about the proposed plan that I support and don't support.	I like the idea of growth in the centre of Kerikeri and Waipapa rather than the rural areas. I like that better transport connections are being considered. I like that recreational and community facilities are being considered and healthy waterways. However I still don't think you have made allowance for enough recreational and community facilities to support a population of 25,000 - where is our access to beaches, large green spaces, and what are 25,000 people going to do for entertainment every weekend? There is not a lot to do in Kerikeri, especially for young people (especially teenagers)	I don't know / Not sure	I don't understand how you are going to implement these good ideas (for instance changing the face of parts of Waipapa from commercial industry to high value community, recreation and education facilities	I don't know / Not sure	as above
55	No	keith day	No		preference is option F	No		No	
56.1	No	Peter Foote	No			No		No	
56.2	No	Peter Foote	No	Option F is the only scenario worth considering	more consideration of option F	No	You have not fully considered Option F	No	More consideration of Option F
57	No		No	700 feedback responses is not representative of, you must get more public feedback.		No	See 1.	No	See 1.
58	No	Jack Clarke	No	I mostly object to the housing intensification as the existing infrastructure eg roads, schools, doctors and dentists can't cope with the population at the moment. These key services need to be updated before there can be any large scale growth.	The implementation of higher density housing will forever change the small town feel that makes kerikeri so special. It also doesn't account for the way that people want to live in the area with many coming for a slower pace of life with more open land around rather than being jammed in next to their neighbours. It also doesn't leave room for the various outdoor equipment e.g boats that many people use to enjoy the area. Creating higher density housing will negatively impact people's wellbeing. I personally would not want to live in a duplex or right in the town center as I live in the area for the opportunity to have my own space.	No	The plan will only further congest the town centers of kerikeri and waipapa as they are already above capacity. People cannot access key medical facilities because of over demand.	I don't know / Not sure	
59	No	Judith Bell	No	It does not deal with traffic issues in Kerikeri	I would prefer option F and the Council to consider it. The land is patoral, not highly productive, it will give an alternative link between KK and Waipapa, including cycling paths. Also the developer is prepared to cover some infrastructure costs. A no brainer!	No		No	
60.1	No	Roger Larkin	No			No		No	
60.2	No	Roger Larkin	No		please consider and implement option F	No		No	because you have not properly considered option F
60.3	No	Anthony Roger Larkin	No	In principle, some options need reviewing.	Review options B, E and F.	I don't know / Not sure		No	Options B to E would increase traffic on Kerikeri Road and Waipapa Road, these two roads are very busy now. Developments on Kerikeri Road will quickly increase this. Option F is more forward looking including cycling and walking options.

61	No	Lionel	Chambers	No	Option F should be included.	It offers an improved alternative route and shorter connectivity between Kerikeri CBD and Waipapa, provides connections for cycling and walking, reduces CO2 emissions, and offers potential savings. Getting around safely for our children and grandchildren should be paramount.	No		No	
62	No	Darryl	Work	Yes	I wish to add that I am totally opposed to option F which would have had a major impact on the Kerikeri Golf Club. The loss of land to accommodate access to Kiwi Fresh Orange Co. land would radically change the unique character of the course.		Yes		No	
63	Yes	Gillian	Preece	No	Prefer option F which is not mentioned because 1. ease of development with one owner2. avoids "urban sprawl"3. land not of horticultural significance 4. Flood mitigation, water treatment etc could be a development cost.	See above (Prefer option F which is not mentioned because 1. ease of development with one owner2. avoids "urban sprawl"3. land not of horticultural significance 4. Flood mitigation, water treatment etc could be a development cost.)	No		No	
64	No	Jennie	Landers	No	Option F needs inclusion	Option F needs inclusion to better provide for future	No	Option F needs inclusion in the Draft spacial plan	No	Option F needs inclusion in the Draft spacial plan
65	No	Sarah	Davis	No	BECAUSE I SUPPORT OPTION F	Option F will integrate the two areas much more cohesively with better options for cycling and walking, links to the sports ground etc. reducing CO2 emissions and travel time. This also gives the provision for cheaper mixed housing and merges the two areas together more intensively- less spread means less traffic on existing byways.	No	more spread.	I don't know / Not sure	it is so confusing
66	No	Rosemary	Fagan	No	I think Option F should be included as it makes more sense than the other options.	A new road between Golf view Road and SH10 proposed in option F makes a lot more sense. It offers shorter travelling distance and would relieve congestion on Kerikeri Road, Waipapa Road and the Heritage bypass which are already struggling to cope with the growth of our town. It would also offer walking and cycling paths, this would also help relieve congestion and reduce emissions. Our children and grandchildren need to be able to safely travel independently. The developer plans to cover costs of the infrastructure thereby leaving council and the rate payers financially better off.	No	This will cause adverse impacts in the future	No	Adverse impacts in the future. The population of Kerikeri continues to grow and yet infrastructure seems to fall by the wayside. Due to inadequate planning
67	No	AC	Peckham	No		Option F. This provides a new, alternative road between Kerikeri and Waipapa. You cannot increase growth as projected with existing road network - congestion will be massive and will counter all the benefits you outline. Please add Option F to the proposed Options D and E.	No		No	
68	No	Elizabeth	Oliver	No	I support option F - other options are simply tactical bandaids	I support Option F This option is better for the environment, better for Kerikeri and better for community. It's an option that strategically considers the future of Kerikeri and how to create community connection.	No		No	
69	No	Birgit	Atkemeier	No	Where is option F? Please include and consider carefully Option F	Option F should be included as it offers an improved alternative route and shorter connectivity between Kerikeri CBD and Waipapa, provides connections for cycling and walking, reduces CO2 emissions, and offers potential time savings. Getting around safely for our children and grandchildren. With the other options Waipapa Road and Kerikeri Road will become overwhelmed. Option F also could link Pungaer Road and Puketotara Road right into town with cycleways. Kids could cycle to school from their and to their sports activities.	No		No	
70	No	Jenny	Collison	No	I strongly favour Option F	I I don't understand why Option F has not been rated more highly by the Council. Other options will increase traffic on SH10 and Waipapa Rd and the Heritage Bypass, while Option F allows for a separate road connecting Waipapa and Kerikeri, plus walkways and cycleways. It provides a logical expansion of Kerikeri north to Waipapa.	No	Only Option F provides real opportunities for off-road cycling between KK and Waipapa centres, and good walkways away from roads.	No	See above
71	No	Eddy	Gompelman	No	will increase traffic on the roads between Kerikeri and Waipapa	option F, The greenfield development on the Brownlie farm. planning 4000 houses and very important from a rate payers view, the developer will carry all the infrastructure cost, including badly needed new roading between Waipapa and Kerikeri. You will also have a population /workforce close to your planned industry in Waipapa.	No		No	Option F, the greenfield development of Brownlie farmland makes much more sense This land is being grazed, the soils near Kerikeri are rich horticultural soils

72	No	Jacques	Brown	Yes	The plan appears to bring a bit of a refresh to Keri. Improved connection roads will alleviate overuse of some existing roads.	I can't determine what the exact plan is with Homestead Rd, but get rid of it since it is the town's largest bottleneck and probably looks the worst!	Yes		Yes	
73	No	Robert	McReavy	No	I believe the best plan is option F. Kerikeri needs another road out of the CBD to Waipapa and Option F provides that at no cost to the ratepayers.	I believe option F is the best plan and the council appears to have ignored it or given incorrect reasons why they do not support it.	No	Kerikeri needs better roading. There are currently only two ways into or out of Kerikeri CBD. Traffic was horrible when the were roadworks on Kerikeri road. If the population grows and all the growth is put on Kerikeri road it will get worse.	No	The council is not looking forward when it says we do not need more roading. Shortsighted and wrong thinking.
74	No	Laurian	Dixon	No		Please include option F in the plan. I support this idea.	No		No	
75	No	Geoff	dixon	No		Include Option F	No		No	
76	No	Shona	Work	Yes	Support options D and E and Memorandum, Fig 2 Beca transport upgrades.	Totally oppose Senario F, due to the impact on the environment by the river and Rainbow Falls track, which should be preserved. Also the changes to the golf course as part of that biodiversity, would be greatly affected and alter the character of the golf course, a community asset which should be protected.	Yes	Waipapa definitely needs more affordable housing options.	I don't know / Not sure	Seems a very long and costly process, are there ways to fast track this? Hall road extension first?
77	No	Richard	Thomas	No	Kerikeri centre is overcrowded at the moment and is unable to accept any expansion because of a lack of parking spaces as the town grows. It is already at capacity	Traffic flow in and around Kerikeri centre must be addressed. An improvement via a better one-way system may alleviate the problem in the short term but not over the proposed 30 year plan ! Parking requirements will only increase over time and will restrict residents need for shopping. No public transport will alleviate this issue.	No	Inadequate road system through town and lack of parking spaces	No	Reasons stated above
78	No	David	Turner	No		I prefer Option F. The Spatial Plan has a 30-year planning horizon; the population is estimated to increase to 24,000 people within 25 years. Concentrating on Options B to E would all increase traffic on Waipapa and Kerikeri Roads. The Spatial Plan (P58) shows upgrades of Kerikeri and Waipapa Roads under staging of infrastructure (presumably widening), but these roads and their traffic, without an alternative route, would still be linked and overburdened via the two-lane Heritage bypass bridge. Connectivity is poor in Kerikeri. Option F proposes a new road from Golf View Road to SH 10, an alternative link between Kerikeri and Waipapa, providing shorter travel distances to key destinations such as sports fields, schools, and social services, and reducing emissions. The Draft Spatial Plan (P45) identifies walking and cycling pathways as key priorities. The new sports fields at Te Puhawaitanga are isolated from Kerikeri and only accessible by vehicle perpetuating dependence on them.	No		No	
79	No	Jay	Prestt	No	i would like to see information on the other options in particular option F	I would like to see option F implemented as it will address many of the issues discussed such as but not limited to traffic problems and seems to be the best plan connecting Kerikeri and Waipapa. It also reduces the loss of our best soils along Kerikeri road. I felt that although you were seeking public feedback that the process was disingenuous as the speech was we are seeking public feedback on the special plan but we have determined from feedback this is the best option. The outcome seemed to be already decided and more of a box ticking. There was very limited information on the other options.	No	owners within the current residential area will not subdivide at your expected rate	I don't know / Not sure	
80	No	Stephen	Byrne	No	The planning motives are flawed. Prefer a wilder more exciting vision that includes better transporting alternatives.	Hybrid version of scenarios D, E and includes F (a new road access to Waipapa)	No	As already stated, improvements can be achieved with new transport design and access.	I don't know / Not sure	Some of it is considered, but the roading access is stupid. There are more cars with single occupants than ever, and more traffic congestion than ever.

81	No	Trevor	Billany	Yes		Increase the number and range of cycleways, to reduce traffic and improve health. Possibly upgrading walking tracks to cycleways.	Yes		Yes	
82	Yes	Keri	Molloy	Yes		I like Option F, as outlined by Vision Kerikeri. It involves pastoral land rather than horticultural land and it offers a practical roading plan, with walking and cycling paths. Traffic management is a major factor in accommodating growth for Kerikeri.	Yes		Yes	
83	No	Ernest	Watson	No	Option F has been misrepresented	Option F should be the preferred option for the following reasons:- 1) The land involved is pastoral land not highly productive horticultural land. 2) Environmental concerns re flooding will be mitigated by the developer. 3) A new link road through to SH10 will relieve increasing traffic pressure on the Bypass road. 4) The developer will pay for all necessary infrastructure.	I don't know / Not sure		I don't know / Not sure	It all depends on preference for Option F
84	No	Dianne	Thomas	No	There are parts that I agree with, and support, such as building the centres in KK and Waipapa, however there does not seem to be provision for additional roading to reduce congestion.	I would like to see the Mill/Hall road connection, the Bypass continued to Kapiro road, to take traffic off the Landing road bridge, and the link road in town. Option F should be considered as a link from KK to Waipapa.	No	I hope that the council will ensure that the building of affordable housing will incorporate appropriate covenants to protect the look and feel of the area. It has to be an attractive place to come to offering up-scale eatery/cafes and art/shopping.	No	Please consider some of the infrastructure so that population growth does not create more problems such as more traffic congestion, and additional repairs to existing roading.
85	No	Alan	Panckhurst	No	Not enough emphasis given to preserving high value horticultural and agricultural land.	Consider developing town along Inlet Road, on land that isn't very suitable for horticulture or high value farm land.	I don't know / Not sure		I don't know / Not sure	
86	No	Nola	Blainey	No	Need provision to be made to include a walking track, cafes and art galleries along the prettiest part of the river between the BYPASS and the golf club bridge.	The track needs to be a safe, well lit route which will make it possible for families to gather for picnics and enjoy the river. Also enable school children to walk safely to the rugby ground for sport. This track should directly connect with the track on the opposite side of the bridge down to the stone store on the southern side.	No	An urgent bypass road is needed around the Main Street to direct through traffic away from the shopping precinct.	Not Stated	
87	No	Daniel	Graham	Yes	I support Scenario E with D as a second choice.	Scenario E is really good. Kerikeri is too busy and Scenario A, B, C, will clog up Waipapa Road and Kerikeri centre even more. The focus MUST be on growing Waipapa with a large supermarket (ideally Pak n Save as we don't have one), a large Doctors surgery, swimming pool facilities, and schools ready to expand in the future. Housing should surround these main projects to the East and South East and along SH10 slightly. Having moved from the UK, I know first hand of several examples who tried to "pack" more people into small towns. It fails. Growing Waipapa is the only good option. Putting housing along Waipapa Road will just result in that route into Kerikeri being congested and Kerikeri town centre becoming a car park. There are several unused lots and brownfield sites, plus the new sports fields, to locate a PaknSave, primary school, High School, and pool around and then housing behind them away from SH 10 but feeding onto it in 3 new roundabouts.	I don't know / Not sure	You seem very focused on water and not enough on facilities	Yes	Seems like a good action plan.
88	No	Sarah	Sorensen	Yes	I think this will improve Kerikeri	Intensify the housing and lot sizes close to town	Yes	The terms look reasonable	Yes	The quicker the better. This congestion is going to get worse

89	No	Mereana	Wi-Kaitaia	Yes	In general I think it is a strong urban growth plan.	I support the overall direction and objectives of the plan. However, I note a few areas that could be strengthened in the final version. Social infrastructure planning (e.g. schools, health and social services) deserves more attention. As the population grows, so too will demand for these essential services. In particular, density around Hone Heke road during school hours is a key safety issue. Additionally, while cultural values are well represented, dedicated strategies to support papakāinga development and whenua Māori housing options should be included explicitly. Finally, I wish to encourage deeper engagement with our young people (who are less likely to have their voices heard compared with other cohorts), especially given the long-term nature of this plan. Their perspectives are vital to shaping communities that reflect future needs.	Yes	The principles clearly promote a resilient urban form. The inclusion of walkable catchments, mixed-use developments, and medium-density housing options will increase housing diversity and affordability.	Yes	Yes, they provide a clear pathway toward achieving the spatial plan's objectives.
90	No	Lynette	Swinbourn	No	Kerikeri is all ready to congested	More growth in Waipapa not Kerikeri	Yes		Not Stated	
91	No	Anton	Kusanic	No			No		No	
92	No			Yes	I support there being a spatial plan, the general aims as i think its practical to grow out from the existing town centers, but have concerns over the new industrial area in kerikeri and no new residential growth on inlet road	I own a property near the new proposed industrial area. I have concerns over its location as its physically seperated from mill lane, and it would require extensive road works to cater for heavy traffic in that location. The surrounding area is lifestyle and residential and does not cater for the increased traffic. If it was supported there - there would have to be alot of amenity controls due to the exsiting environment. Plus long term investment in alternative traffic routes such as connecting limelight road with Hall Road. I would prefer to see areas of Hall Road rezoned, or what is known as Turnstone There is a large property (orchard site) opposite Orchard Estate - some new residential growth there would be good.	I don't know / Not sure	I'm not an expert in this field and will leave it to those who are to decide	Yes	Would like it to be clearer on the order of how development will be enabled e.g is it infill first due to cost / capacity and new areas later on at certain timespans, e.g in 15 years unless a developer pays for everything to bring it foward
93	Yes	MARK	TURNER	No	The Spatial Plan is a deeply flawed document that glosses over critical issues, misrepresents community realities, and dismisses key environmental risks.	The document needs to be rewritten	No	See above	No	See above
94	No	Colin and Deb	Mann	Yes	We like the idea of keening residential housing close to town centers.	More school primary, Intermediate and high. Hospital clinics Medial facilities	Yes	We like the 3 stages of short term, middle and long term	Yes	Plan must include schools and medial facilities
95	Yes	John	Sanderson	Yes	I support proposal D providing most growth to the SW of Kerikeri. I am concerned that proposals B,C and E will significantly increase traffic on Waipapa Rd and the current Bypass. Option D offers the best transport upgrade options for least cost.	I support Option D. Transport and the 3 waters are the lowest impact with this option. I am very concerned about increased traffic on Waipapa Rd and the Bypass with options B,C and E due to the commuter traffic with these options into Kerikeri. We should be building hoses in areas to reduce commuter traffic as much as possible. The SW of Kerikeri Option D or Option F are the two best options for this. I understand water infrastructure for Option F is much higher though. Commuter traffic on the KK Bypass is already at capacity at peak times with the bottleneck caused by Kerikeri Road backing taffic to a standstill back down the Bypass. Putting more people onto that Bypass is unsustainable. Its great to see the plans for the town bypass proposed and this needs to be implemented asap. Option D was supported the most by experts and hapu. It was also second on community feedback. This says to me it is the best option. The Kerikeri CBD bypass road is critical do implement asap before 2027.	Yes	see attached word document	Yes	See word doc.
96	No	Kristy	Renee	I don't know / Not sure		Consider option f and listen to your community	I don't know / Not sure		I don't know / Not sure	
97	No	William Lloyd	Jerome	No	I support option F that you seem to erroneously believe will rob the area of horticultural land	Look again at option F.	No	You are not taking full account of potential flooding issues, in my view.	No	You are biased in favour of plans that could promote building on flood-prone sites.
98	No	Paula	Schwass	No	Does not prioritise option F	Make option F the preference. I concur with Vision Kerikeri and their logic	No	Refer above	No	As above

99	No	Wayne	Scott	No	Doesn't address the issue of transport still limits access to a circular aspect and also seems to limit the variety of housing options which we will need in the future	Option F seems to offer some answers to the future and I think it should be included as part of the solution	No		No	
100	No	Robi	Quilter	No		I would like option F to be considered because it makes more sense long term To connect Kerikeri and Waipapa.	No		No	
101	No	Ian	Dormer	No	Kerikeri is crowded already with congested traffic, minimal parking for residents and visitors - any development should happen outside the town boundaries on underutilized land - not crowding new housing on existing sections.	Option F should be included in the plan alongside Options D & E, as it provides a timely opportunity to look at ways we can protect the whole area from flooding, ease traffic congestion issues and listen to ideas for development of benefit to the community. This is not as stated, highly productive agricultural land - it is pastoral land. The lower cost of the previously undeveloped land would also enable more affordable housing.	No		No	
102	No	Judy	Willis	No	Not enough connectivity and general cohesion	CBD ring road	No		No	
103	No	Michael	Winch	Yes	Future development should be concentrated in the existing developed areas of Kerikeri and Waipapa.	The maps of growth areas should exclude flood prone land adjacent to the Kerikeri River at Waipapa and the highly productive soils along Kerikeri Road. I agree that a Kerikeri CBD bypass is needed. This should be designed and implemented as soon as possible. I strongly support the Mill Lane - Hall Road extension. The existing Mill Lane carriageway will need to be widened to provide two unobstructed through lanes with parking on each side. The Cobham Road - Hone Heke Road roundabout design needs to be modified to provide for the increase in turning traffic at Mill Lane. The plan needs to provide for a roundabout at the Kerikeri Road Hall Road intersection, not several hundred metres south as shown in the Beca traffic report.	Yes		Yes	The actions required are generally appropriate. However, where land is needed for future transport links and/or easements for 3 waters upgrades, these need to be identified and purchased as soon as possible to prevent compromise by future development.
104	No	Terri	Robinson	No	I support scenario F. You didn't supply all of the information for people to make informed decisions.	Choose scenario F. What you have chosen is already happening, it is not a 30 year plan.	No	As above	No	As above
105	No	Jono	Corskie	No	Consideration of Education Zoning and interaction with industry, flood risk of land adjacent to Kerikeri River in Waipapa	Locating the high value community, recreation and education facilities further away from industry in Waipapa. It has been located immediately adjacent to the Promax plastics factory that is continuously heating plastic and the smell is prevalent through this area. I do not think the intended high value community, recreation and education usage will be achieved in the area zoned. Promax Plastics being in the location where it is provides a prime example of the reverse sensitivity issues locating this zoning next to industry.	Yes	Kerikeri expansion area and Waipapa provide a good direction I feel to developing the region.	I don't know / Not sure	I did not read this section - no comment
106	No	Jenny	Howard	No	I think the chosen option will destroy the charm of central Kerikeri	I believe Option F is the best option for expansion and will improve connectivity between Kerikeri and Waipapa while still retaining the "village vibe" of Kerikeri.	I don't know / Not sure		I don't know / Not sure	
107	No	Heather	Sorensen	Yes	Good for the future		Yes	Keen to see future considerations moving forward	Yes	
108	Yes	Mark	Sorensen	Yes	I have a property on Kerikeri road and I would like to develop it	The plan has a new major road going through my property, but I was unaware of this.	Yes	I think the infrastructure upgrades are well over due	Yes	yes, quicker the better so this town can grow. especially with the northern corridor roading network that is coming.
109	No	Mike	Mcglynn	I don't know / Not sure	Concerns about limited car parking around the Kerikeri township and increased volumes of wastewater that will be discharged into the Waitangi wetland complex. These wetlands are slowly being destroyed by nutrient enrichment.		I don't know / Not sure		I don't know / Not sure	

110	No	Robert Wright	I don't know / Not sure	As a concept it is fine but it lacks detail to enable an informed decision.	It is important that the "open vista" of Kerikeri Road from SH10 to Kerikeri Township is maintained in keeping with its promoted character. * Multi-story housing should not be alongside the road frontage. Single story housing adjacent to the road is acceptable with the proposed medium housing behind that. * A direct cycle track linking Waipapa and Kerikeri would be an asset provided it is not alongside the roads. *The earlier proposed road link from Maraenui Road appears a better long term traffic solution than the link between Mill Lane and Hall Road.	Yes		Yes	
111	No	Ian Jefferies	No	We don't want to see a proliferation of housing in the centre of Kerikeri.	Reconsider the planned housing density in the centre of Kerikeri.	Yes		No	We are concerned that increased density housing in this area will lead to an increase of social issues.
112.1	Yes	Audrey Campbell-Freese	No	Refer to attachment.	Refer to details provided in this submission/attachment.	No		No	
112.2	Yes	Audrey Campbell-Freese	No	Refer to attachment.	Refer to details in submission	No		No	
113	No	Jo Alexander	Yes	It balances the feedback from various stakeholders and makes sense financially. Cost has to be a big driver plus giving Kerikeri and Waipapa each a clear role and identity in the future.	It's not clear to me if there will be parks. Intensification of housing makes complete sense but only works if there are lots of green spaces people can use. for all sorts of activities. I am not sure we have enough park areas even now.	Yes	Kerikeri has grown fast and without much real direction or a clear strategy so any principles feel like a win.	Yes	
114	No	JOY (ENTHINIT 76)	Yes	D. or E	Attention to BACKUP traffic from Kapiro Road, Waipapa Road into Kerikeri Road from the roundabout. Its terrible. Not smooth at all and with by pass the other way from Homestead road joining the queue. I come from Coopers Beach. I can use Kapiro Rd, Waipapa Road or go through Waipapa to roundabout at top of Kerikeri Road. But choice is not always there when I want to get somewhere central quick, ALSO 4 disabled parks around Library should be closely monitored. I was angry when 1 Maori said he could park there because he knew the PARKING WARDEN! Please take that on board.	Yes	Not sure about Duplexes in town. Used to live in Kerikeri and it is not suited to SQUEEZED UP living.	Yes	? Not sure that I can be an appropriate person as don't live Kerikeri. Growth more in Waipapa, Waipapa Road.Husband died leukaemia - sprays? Horticulture too close?
115	Yes	Ian Palmer	Yes	Medium density housing close to Kerikeri CBD is the better option than continued urban sprawl further afield.		Yes		Yes	Need to move more quickly to change zoning to become consistent with the Spatial Plan
116	No	Trudy Crerar	Yes	Smaller urban and especially smaller lifestyle block sizes on urban land is a great step to protect highly productive land. Linking up awa focused walking and cycle links is a must with more crossings please.	The Kerikeri CBD roading is appalling, especially with school dropoff and pickup times sometimes taking 40 minutes plus to get from schools to the village! The ring road is infuriating and doesn't make sense..if you want to head north, you have to head south through the centre of town!? Countdown roundabout is confounding and too small. The bypass road could have more road links from town heading north, with another town route to link closer to SH10. My main bug bear is the lack of funds to keep on top of weed growth in roading and other reserves. Longer term maintenance costs and contributions from developments may help? Current problems are beyond volunteer groups abilities to keep atop of. Enhance the village feel to Kerikeri...there's little reference to cultural histories of the area within the town, including links between forest and foreshore. Perhaps a cultural centre or living museum would help? Perhaps a regular bus facility between Kerikeri and Waipapa with a bus hub?	I don't know / Not sure	Roading routes aren't currently working effectively. Waste and stormwater issues are a priority and Im not convinced council knows how to improve either?	I don't know / Not sure	You refer in your models to folk working remotely. SO what about the years when young people are developing their skills? Greater emphasis on educational facilities to keep young people in town.

117	No	David	Mules	Yes	The principles involved in the process seem sound. In particular, the involvement of mana whenua in the process, and the need to confine urban sprawl by greater intensification of affordable housing, and the complementary relationship between K & W.	Given that the FNDC district is one of the most rural in NZ, it is important to also recognise the needs of the many who live elsewhere in BOI/Hokianga/Whangaroa to be able to readily access goods and services by vehicle in these towns: with store parking areas to enable collection of large/bulky items that cannot easily be carried by hand; and also to be able to park centrally within the town areas to enable foot access to a wide variety of retail/commercial/recreational services on their monthly/quarterly shopping visits to town.	Yes	Provided the integrity of the FNDC planning & design process is upheld, this will help ensure the connectivity & coordination of the Spatial Plan with other planning/budgeting/consultation processes.	Yes	It will be important that ongoing monitoring & review is maintained, lest the integrity of Spatial Plan is compromised through unforeseen events or personalities that arrive on the scene, pushing new priorities & compromising the resolve for this plan.
118	No	Rosemary	Sopp	Yes	Intensification, rather than taking up more greenfield, so helps protect our horticultural assets as well as provide for better environmental protections. As such infrastructure costs are contained, current transport network more sustainably enhanced.	Ensuring more effective management of pest/invasive plant species which are causing major degradation of our river walks and conservation areas. There needs to be more options to compel property owners to do their part. If we are to retain our biodiversity and promote tourism this will be key	Yes		Yes	
119	No			Yes	Its a sensible to extend in that direction	Just to ensure that the area beside state high way 10 for recreation is expanded	Yes		Yes	
120	No	Leah	Watson	No	It does not solve the current traffic issue in Kerikeri Rd so will certainly not deal with the future.	An initial perusal of Option F suggests rejection because of stormwater and flooding issues. However, it appears that this can be dealt with adequately and therefore allow the other benefits of this plan which give alternative access to the township, thus relieving the pressure on Kerikeri Rd and the bypass - which has become a major disruptive factor for such a small town. As well there are benefits noted in the assessment document. If the developer pays for the infrastructure this relieves the ratepayers of a burden that exists with the other options	No	The traffic issues and access to the township are not dealt with adequately.	No	As noted above - issues re traffic management clogging the township now as well as into the future.
121	Yes	Dean	Baigent-Mercer	Yes	The overall plan sounds sensible, though I would prefer high producing soils to be excluded from housing. I'd like to see the green/blue walkways and links be generous in their width, rather than constrained tight paths.	Nature based solutions to climate resilience should be key design principles including making room for rivers, sponge gardens, native habitat carbon sinks, managed retreat for native biodiversity/homes/businesses.	I don't know / Not sure	Rather than hard engineering around waterways to prevent flood risk, we need to plant to make room for rivers. Info here: https://www.forestandbird.org.nz/sites/default/files/2022-11/F%26B_Room-For-Rivers_Report_online_0.pdf	Yes	
122	No	Kathy	Davies	No	The core assumption of 95% residential expansion being close to town center is wrong. Many people move to Kerikeri to get away from a city and enjoy the rural coastal lifestyle - hence the large number of dwelling built in those zones currently.	Consideration given to development in rural and coastal zones. Realism about % people who want to buy dwelling close to town. ROADING - nothing significant in plan to resolve current bottleneck traffic in town and further roading enhancements needed for envisaged densification. Insist on Commercial developments where zoning is catering for expanded commercial/retail.	No	I don't believe that 95% growth within the town center is a realistic objective.	No	I believe people will continue to move to Kerikeri and want coastal lifestyle properties.
123	No	Barbara	MITCHELL	Yes	Option D & E Absolutely not F	Roading around Kerikeri needs serious consideration. A bypass via Cottle Hill Rd should be looked into.	I don't know / Not sure	Infrastructure! The potential increase in housing needs a much larger sewage system and a much larger water reservoir	Yes	
124	No	Lloyd	Parris	No	The expansion of Kerikeri housing is ill conceived without first considering the access road I'd in Kerikeri township	Sort out the roading access into and around Kerikeri first. This seems almost impossible as undoing what is there now and rearranging access seems almost undoable	I don't know / Not sure	Any housing expansion needs to be in waipapa as the scope seems very achievable with space available	No	For the above stated reason. I may be wrong, but I note that there are no councillors living in Kerikeri. If there were this plan involving Kerikeri would look very different.
125	No	Barbara	Souster	Yes	A plan for the growth of the Kerikeri Waipapa district is necessary for orderly development. The draft plan as presented in the 77-page Statement of Proposal is full of aspiration. A shame the proposals don't fulfil that dream.	Option F. This is the only scenario which creates new roads and considers flood mitigation. All of the other scenarios continue the ad hoc development along the current arterial roads. This will lead to increased traffic congestion, fail to provide the promised cycle and pedestrian ways, and gives no consideration to flooding, which given recent development in Waipapa is a disaster waiting to happen.	No	The scenarios A - E fail to achieve the stated objectives.	No	I support the Vision Kerikeri submission.
126	No	Donald	Chandler	I don't know / Not sure	The devil is in the details, which have not been worked out.	I support Our Kerikeri's submission. I would like my support counted as additional to their submission.	I don't know / Not sure	Again, the details matter.	I don't know / Not sure	Incomplete. I support Our Kerikeri's submission. I would like my support counted as additional to their submission.
127	No	Lyn		No		I support Our Kerikeri plan	Not Stated		Not Stated	
128	No	Jan-Marie	Thomas	No	I support the submissions of Vision Kerikeri and Our Kerikeri	I support the submissions of Vision Kerikeri and Our Kerikeri	No	I support the submissions of Vision Kerikeri and Our Kerikeri	No	I support the submissions of Vision Kerikeri and Our Kerikeri
129	No	Melissa	Wallace	Yes	Council needs to stop trucks on the Landing bridge.	Bypass should go through to Kapiro Road to reduce the traffic on Landing Road	Yes	Option F looks like a good plan	Yes	Option F must work, it's the only way
130	No	Di	Thomas	No	I support the Our Kerikeri submission	I support the our Kerikeri submission	No	I support the our Kerikeri plan	No	I support the our kerikeri plan

131	No	Debbie	Leduc	No	Want to be careful what type of housing is built and where due to the insufficient infrastructures in place need more medical dental and perhaps a closer hospital	Type of housing not apartments Need medical doctors and dentists not having to go 1.5 hour away more schools Better waste Water Management for Waipapa retail	I don't know / Not sure	No	Building of homes without infrastructure	
132	No	Nicola	Buxton	No	I agree with Our Kerikeri / Vision Kerikeri's joint submission	As per Our Kerikeri/Vision Kerikeri's submission	No	No		
133	No	Melanie	Miller	No	Please refer to the submissions by Vision Kerikeri and Our Kerikeri Trust for my reasons. I have read their submissions, and I support all the points made in their submissions.	I support the amendments proposed in the submissions by Vision Kerikeri and Our Kerikeri Trust. * Insufficient infrastructure for flood mitigation. FNDC should work urgently with NRC to ensure a detention dam and improved stormwater management in Waipapa in particular. * Waipapa: With this proviso, future growth in Waipapa should proceed only on the south side, towards Option F. Developing an area on the north side of Waipapa Road (as proposed in the Hybrid Scenario) is unwise because in the longer term it is likely to encourage ribbon development along Waipapa Road and development northward on SH10 into existing horticultural areas and productive land. * I support a separate wastewater treatment plant for Waipapa to take the opportunity to use more advanced technology that is likely to be lower cost and better for the environment. This will avoid building or expanding a long pipeline to Kerikeri. * I support all amendments stated by Vision Kerikeri and Our Kerikeri Trust.	No	I support the submissions made by Vision Kerikeri and Our Kerikeri Trust	No	The timetables are unacceptably slow for: structure plan for urban Kerikeri (proposed for 2027), Placemaking plan for Kerikeri (proposed for 4-10 years time),. Detention dam and improved stormwater systems needs to be worked on immediately.
134	No	Richard	Miller	No	I support vision kerikeri submission		No	I support vision kerikeri submission	No	I support vision kerikeri submission
135	No	Aleysha	Pangari	No	I agree with Our Kerikeri/Vision Kerikeri joint submission	Refer Our Kerikeri/Vision Kerikeri joint submission	No	Refer Our Kerikeri/Vision Kerikeri joint submission	No	Refer Our Kerikeri/Vision Kerikeri joint submission
136	No	Alison	Ayr	No	I support Our Kerikeri's submission. Refer to that.	I support Our Kerikeri's submission. Refer to that.	No	I support Our Kerikeri's submission. Refer to that.	No	I support Our Kerikeri's submission. Refer to that.
137	No	Amy	Curran	No	I support Our Kerikeri's submission.	As per Our Kerikeri's submission, I support the changes they have outlined	I don't know / Not sure		I don't know / Not sure	
138	No	Murray	Townsend	No		I endorse the submission made by Vision Kerikeri and Our Kerikeri. For over 25 years Council has ignored the submissions from Vision Kerikeri and individual submitters such as myself to the detriment of Kerikeri and the environment. Of note has been the almost total ignoring of infrastructure improvements required, the implementation of good planning principles such as to restrict strip development, and spasmodic unserviced development. The Vision Kerikeri submission details these failures and suggests a future Kerikeri which would make it a much more cohesive, community oriented community. Their submission is the result of a large amount of consultation, research, discussion and thought by many. An impartial analysis would see the wisdom in it.	No		No	
139	No	Wayne	Weber	No	This will result in a build up of traffic and population in the middle of Kerikeri whilst only having 2 ways in and out of Kerikeri	The committee of the Kerikeri Golf Club in principle support option F for the development of the land between Kerikeri and Waipapa, which will improve the roading, and link the golf club closer to the community.	No	As above	No	As above

140	No	Rod	Brown	No	Insufficient consideration to flooding at Waipapa of known flood effects in extreme weather events. also lack of connectivity.	Integrating flood management with Spatial Plan as a strategic issue rather than do flood planning and reacting to it later. More extreme and intense weather events are expected. More commercial development and housing around Waipapa including Option F are threatened in extreme events and needs control measures. There is insufficient attention to connectivity and it does not show cycling connections between the two towns. Ribbon development along Waipapa and Kerikeri roads is undesirable. Option F should be incorporated in a hybrid of Options D& E as it offers an alternative road and cycling and walking connection and emmission savings	I don't know / Not sure		Yes	Agree with more intensification in the CBD within walking distance.
141	No	Matthew	Tyler	No	Refer to Our Kerikeri/Vision Kerikeri's joint submission, which I am in full agreeance with	Refer to Our Kerikeri/Vision Kerikeri's joint submission, which I am in full agreeance with	No	Refer to Our Kerikeri/Vision Kerikeri's joint submission, which I am in full agreeance with	No	Refer to Our Kerikeri/Vision Kerikeri's joint submission, which I am in full agreeance with
142.1	No	Pete	Gentil	No	I agree with Our Kerikeri/Vision Kerikeri's joint submission.		No	I agree with Our Kerikeri/Vision Kerikeri's joint submission.	No	I agree with Our Kerikeri/Vision Kerikeri's joint submission.
142.2	No	Pete	Gentil	No	Not the best option for 30 year expansion - Still only leaves one way in and out of Kerikeri. I don't believe people moving here desire to live in town houses, duplex's or apartments. I would like to see the numbers of respondents to the preferred options questionnaire, rather than the 1st - 5th rating.	Option F - Giving more access in and out of both Kerikeri and Waipapa - Easing congestion - a safer community. Also saving travel time.	No		No	It is the easy way out for the Council.
143	No	Kirsty	Grant	No	Please refer to Our Kerikeri Community Charitable Trust's submission which I fully support	Please refer to Our Kerikeri Community Charitable Trust's submission which I fully support	No	Please refer to Our Kerikeri Community Charitable Trust's submission which I fully support	No	Please refer to Our Kerikeri Community Charitable Trust's submission which I fully support
144	No	Howard	Smith	No	Want adoption of Option F	Option F provides another access from Kerikeri to SH10 to the west. Also as part of development there will be significant mitigation of flood prone areas especially around SH10 and Waipapa and environs. Also provides cycle and walking access. I understand the bulk of the costs will be provided by developer with minimal capital outlay to the Council. Council has made it difficult on itself be doing away with development levies, this provides a practical option. Also opens up new land without creep onto valuable horticultural land/within Kerikeri Irrigation Scheme.	Yes	As long as Council uses common sense, thinks long term (Option F), and minimises loss of valuable horticultural land.	Yes	
145	No	Sharon	Roberts	No	I support Our Kerikeri/Vision Kerikeri submission		No	I support Our Kerikeri/Vision Kerikeri submission	No	I support Our Kerikeri/Vision Kerikeri submission
146	No	Gerald	Buxton	No	I support the KERIKERI VISION ideas and changes to the plan	See changes proposed by KERIKERI VISION	No		No	
147	No	Andrea	Magill	No	I support OUR KERIKERI plan and Option F with the new through road. Any existing development on our current roading system will be a debacle.	Option F - we need a new road!!	No	Short sighted and will cause huge problems on roading.	No	The plan is already pretty much happening now. There's nothing special about it at all.
148	No	Kainga Ora	Kainga Ora	Yes	Please see attachment	Please see attachment	Yes	Please see attachment	Yes	Please see attachment
149	Yes	Joanne	Civil	No	The Spatial plan, was to work with all community. But only to find out, we were misled. I had asked over the years to engage with all working groups and our Community. I still have not seen any changes, that have been brought to our Governance table	Moving the Industrial plan to Waipapa Fixing the red flags in Waipapa Providing a waste water treatment plant in Waipapa Providing a holding Dam in Waipapa Working with N.R.C and all working groups Hapu Ropu engaging with all developments and with Council	No	I want incorporate Scenario F	No	I want to incorporate option F
150	No	Tanya	Reid	No	Develops two separate disconnected hubs (with residential houses on land with no possible road access) rather than one more cohesive whole. Does not respond to current traffic connectivity issues (people, cycles, vehicles)	Consider option F or similar which connects Kerikeri and waipapa so that people can live and work in the same area as there is no public transport option	No		No	
151	No	Jane	Jones	No		Please refer to the Our Kerikeri Community Trust submission which I fully support	No	Please refer to the Our Kerikeri Community Trust submission which I fully support	No	Please refer to the Our Kerikeri Community Trust submission which I fully support

152	Yes	KRISTINE	KERR	No	No clear sense of place, identity, or urban design guidelines, inadequate transport routes for projected growth + planned developments, creation of slum housing on arterial road, insufficient parking; flood mitigation options not considered	Urban design guidelines; Guidelines for QUALITY HOUSING - not cheap slum housing on the main arterial road into town. The samples shown in the spatial plan are embarrassing. Road network between kerikeri and waipapa other than the highway and Waipapa Road; Sufficient parking for high density housing - how are people meant to travel say from Kerikeri to a hospital, recreation facilities, or even carry their groceries home without a car. we've seen the new high density Kainga Ora inadequate parking forcing cars to park on roads. Hospital / public health care facilities for growing population Additional education facilities for 25000 extra people Green space within housing developments Be creative, plan for growth, not just 'more of the same' on a bigger scale.	No	The plan directs everyone onto the same transport routes to the same facilities rather than diversifying and avoiding congestion. its very shortsighted and seems to focus on slum housing	No	Some of them yes, but we're so far behind with the Structure Plan that it's all a bit vague and seems to focus rather a lot on cheap housing and maori advocacy rather than big issues like drinking water, transport, sewage
153	No	Steven	De Ruiter	No	I agree with our Kerikeri/Vision Kerikeri's joint submission	I agree with our Kerikeri/Vision Kerikeri's joint submission	No	I agree with our Kerikeri/Vision Kerikeri's joint submission	No	I agree with our Kerikeri/Vision Kerikeri's joint submission
154	No	Peter	Bestwick	No	I support the plan submitted by Our Kerikeri	As per "OurKerikeri" submission	No		No	
155	No	VINCENT	BUXTON	No	I agree with the contents of the submissions of Our Kerikeri and Vision Kerikeri	I agree with the contents of the submissions of Our Kerikeri and Vision Kerikeri	No	I agree with the contents of the submissions of Our Kerikeri and Vision Kerikeri	No	I agree with the contents of the submissions of Our Kerikeri and Vision Kerikeri
156	No	Shirley	Dryden	No	Traffic jams Address this problem first before we get more housing we don't want.No infrastructure. Not enough cycleways, walkways.	We need more doctors We need indoor facilities such as a swimming pool, pickleball courts to attract vibrant working people. How can \$12 million be justified on a library in Kaikohe when we can hardly access ours and it was subsidised by the Proctors We can not afford these exorbitant rates and money spent badly on sports fields the flood and homes wasted. Bilingual signs even this plan does not interpret all the Maori words kaitiakitanga, taonga, mahinga kai. Rangatiratanga no wonder this plan can be difficult to understand. Please at least have an English interpretation. We don't want more housing especially not kainga ora but you did not listen	No	Address our traffic flow wastewater and roads. Provide indoor facilities a swimming pool, indoor pickleball courts. Stop changng speed limits. They are now too low and confusing.	I don't know / Not sure	We need better roads, a plan to stop the traffic jams. Safe cycling lanes could help alleviate this. At present the roafs are not safe People are getting seriously hurt
157	No	Mike	Reilly	I don't know / Not sure	I agree with some of the proposed changes, but not all of them.	The Council should purchase the land previously used by Bunnings, in the middle of the one-way section in Kerikeri town centre, and construct a multi-level car parking facility. A modest charge for parking in this car park, would in time repay the Council for the purchase and building cost.	Yes	Growth in the area is inevitable and essential, so planning will achieve this goal.	Yes	
158	Yes	Jill	Stirling	No	It serves the interest of developers. It creates winners and losers. And created uncertainty suddenly we are over capitalized. Transport plans are good.	Fair and equitable rating that does not rely on future planning zones and unreliable valuations. For eg 4 King Street valuation valued with house that had already been moved off. Kainga Ora paid excessive amounts for sections that doesn't mean we will get that amount for ours. QV have already adjusted the King Street rates down - valuations trends are wildly inaccurate and reflect manipulation. It's not acceptable to increase rates of residence to pay for infrastructure required because of future new zoning. As a King Street resident, we stand to be rated off our property. Rating on similar properties in Hawkings Cres the rating is not as harsh, the difference, the property belongs to a large business the retirement village. Q.V. has valued the houses in our street, as if they had been condemned. \$30,000 regardless of decade built, number of bedrooms, square meterage or maintenance is an insult. This to elevate the value of the land so more rates can be gathered. Shame on you.	No	In the instance of townhouse and small apartments concentrated in one area is not a good idea because i) for your graphic you have aspiration of how this would look but no quality specifications.	No	See above. Redirecting growth to urban centers is not the same as swamping selected communities and running off the locals. It amounts to a land confiscation.
159	No	Graeme	Brown	Yes	Think its particularly important to prevent development on Waipapa flood plain = option f. Proposed plan does this	Think plan should allow development both sides of Kerikeri and Waipapa Rds to maximise use of infrastructure required	I don't know / Not sure		Yes	Broad approach appears sound
160	Yes	Inge	Bremer	No	see enclosure	see enclosure	No	see enclosure	No	see enclosure

161	No	Sara	Dormer	No	I agree with Our Kerikeri's submission.	I agree with Our Kerikeri's submission.	No	I agree with Our Kerikeri's submission.	No	I agree with Our Kerikeri's submission.
162	Yes	Rolf	Mueller-Glodd	No	see enclosure	see enclosure	No	see enclosure	No	see enclosure
163	No	Gage	Latell	No	I support Our Kerikeri plan.		No		No	
164	No	Susan	Kilmister	No			No		No	I agree with the Our Kerikeri's submission.
165	No	Ray	Paterson	No	To centred to Kerikeri. Needs to be more developed residential on the Waipapa side		No		No	
166	Yes	Nici	Curtis	No	The draft plan has failed to address many key and current issues that will only increase over time. It is crucial that FNDC listens to the voices of our community. I support Our Kerikeri and Vision Kerikeri and I urge you to hear our concerns.	See attached	No	attached	No	It seems that key details and accurate data have not informed the decision making to date. For example, where is the detailed analysis of all scenarios? Where is the analysis of infrastructure funding and delivery options
167	Yes	Graeme	McCarrison	Yes	See our written submission, attached	Needs to show how the Plan fits into the wider Spatial Planning for Far North.	I don't know / Not sure		Yes	There needs to be better integration planning for both private and public sector network infrastructure.
168	No	David	Neil	Yes	I am particularly opposed to Option F proceeding in any way until the Members of the Kerikeri Golf Club have been fully informed on the proposals and proposed effects on their land. At this stage only the Golf Club Committee have been involved.	N/A	I don't know / Not sure	Not Qualified or knowledgeable in this field.	Not Stated	
169	No	Christine	Scott	No	I support Our Kerikeri's Submission		No	As above .Our Kerikeri's Submission	No	As above
170	No	Rick	Curtis	No	I support Our Kerikeri and Vision Kerikeri's submission	Adopt scenario F	No		No	Plan objectives will not be met by the current draft - affordable housing, traffic options, increased active transport plus maintaining our village community fdo not appear to have been considered.
171	No	Marc	Verwoerd	No	I agree with Our Kerikeri's submission.	I agree with Our Kerikeri's submission.	No	I agree with Our Kerikeri's submission.	No	I agree with Our Kerikeri's submission.
172	No	Melanie	Chandler-Wint	No	I agree with the Ou Kerikeri/Vision Kerikeri Submission		No	I agree with Our Kerikeri/Vision Kerikeri's Submission	No	I agree with Our Kerikeri/Vision Kerikeri's Submission
173	No	Rick	Palmer	No	I support Our Kerikeri's proposals	I support Our Kerikeri's proposals	No	I support Our Kerikeri's proposals	No	I support Our Kerikeri's proposals
174	No	james	fenton	Yes	I support the development of medium density dwellings near existing shops and schools	discourage big box retail development	Yes	Medium Density housing needs to be inclusive without creating privatised public space.	Yes	CBD traffic design and urban design / placemaking should be people focussed rather than solely car focused to ensure roads are both safe and useful, not just fastest car travel.
175	Yes	Dean	Smith	Yes	I'm making a submission on behalf of Baysport in Waipapa. It was recommended to submit through this process. As I am submitting on behalf of an organisation I will say we had a consensus to support in principle with the some suggestions.	The area which Baysport currently occupies is included in the proposed plan. The various sporting codes at Baysport agree that the proposed plan has a lot of merit, and would consider altering the current format of Baysport if it allowed for sport and recreation to continue to grow and serve more of our community, particularly from our member clubs. There are examples in our community of the development potential for sport and recreation when facilities cater for this, with the significant growth the squash facility has allowed for being one of these. As part of the future development in Waipapa as indicated in the spatial plan, the facilities at Baysport could be improved through development of existing facilities or new facilities. Provision for investment needs to be actioned in a method that supports our sporting organisations and community to reach its best potential. Baysport is most willing to discuss this potential, but it must be enabling not restrictive.	I don't know / Not sure		I don't know / Not sure	

176	Yes	Murray	Wright	No	Flooding issues have not been addressed. These issues will affect all future planning.	I am a member of the Kerikeri/Waipapa River Working Group and we have identified the need for a K3 dam to mitigate downstream flooding and supply water for future urban development. This dam, in conjunction with an overland flow path as suggested by a proposed development (Te Pae Waiora) will then make any future planning for this area achievable. Moving forward without these amenities will jeopardise any existing and future assets and it would be folly for FNDC to not put these requirements as a prerequisite for the spatial plan. I also support Fred Perry's submission dated 23/03/2025.	No	It is all meaningless unless flood protection is addressed (in the Waipapa area).	I don't know / Not sure	Reasons as set out above.
177	No	Brian	Collison	No	I support the submissions of Vision Kerikeri and Our Kerikeri.	I support the submissions of Vision Kerikeri and Our Kerikeri.	No	I support the submissions of Vision Kerikeri and Our Kerikeri.	No	I support the submissions of Vision Kerikeri and Our Kerikeri.
178	No			No	I agree with the 'Our Kerikeri' submissions		No		No	I agree with the 'Our Kerikeri' submissions
179	No	Tracey	Harper-Verwoerd	No	I support Our Kerikeri's submission to the Draft Spatial Plan.	Adopt plan F which recognises and serves residential requirements for not only small high density plots located around central Kerikeri but also larger residential plots. This will reduce the distance required for travel from home to work.	I don't know / Not sure	These fail to recognise the requirements of significant growth in population and economic priorities.	No	Wrong plan. Should be Plan F.
180	No	Vivien	Smith	No		I would like option F to be given consideration	No		No	
181	No	Avril	Warren	No	I agree with Our Kerikeri's submission		No	I agree with Our Kerikeri's submission	No	I agree with Our Kerikeri's submission
182	No	Francis David	Warren	No	I support Our Kerikeri's submission		No	I support Our Kerikeri's submission	No	I support Our Kerikeri's submission
183	Yes	John	Tiatao	I don't know / Not sure	Inclusion of Statue policy been implemented within draft Kerikeri Waipapa Spatial plan and policy	As noted Spatial Planning Act 2023 Under section 5 Tiriti o Waitangi All persons exercising powers and performing functions and duties under this Act must give effect to the principles of te Tiriti o Waitangi. Under section 6 Iwi and hapū responsibilities in relation to te taiao Under section 7 Protected customary rights in common marine and coastal area Under section 3(a)(i)(ii)(b) Purpose of Spatial Planning Act 2023. Under section 23(2)(c)(i)(ii)(d)(i)(ii) General considerations: instruments Under Schedule 2 sections (1) to (6) Transitional, savings, and related provisions for upholding Treaty settlements, NHNP Act, and other arrangements sections. Where is the implementation acknowledgement within your draft Kerikeri Waipapa spatial plan and draft policies for the statue above and the areas of interests below. Zoning Areas Future Infrastructure	Not Stated		I don't know / Not sure	Does the implementation plan objectives acknowledge principles of Te Tiriti o Waitangi raised in question one?
184	No	Lasse	Pedersen	No	I support Our Kerikeri submission		No	I support Our Kerikeri submission	No	I support Our Kerikeri submission
185	No	Joanna	Lumkong	No	It is has not even come close to maximising opportunities and is far from the transformative document we desperately need.	Please consider the submissions by Vision kerikeri and Our Kerikeri please change zoning on the Bing property which backs to the river reserve to allow for live/ work dwellings and public spaces. For too long our river ways and coast line have been zoned and subdivided for residential and lifestyle dwellings how about a boardwalk with local creative boutique stores, cafes etc, etc	No	see Vision Kerikeri and Our Kerikeri submissions	No	see Vision Kerikeri and Our Kerikeri submissions

186	Yes	Jaime Pavlicevic	Yes		We support Te Puāwaitanga being envisioned as the key centre for sports facilities, and repurposing the Baysport area for local parks and housing, supporting the growing community. We would like to see the future use of Te Puāwaitanga guided by an AGILE future master planning process. Our submission outlines specific considerations for the artistic sports community and wider considerations for adopting feminist design principles. We support the creation of sports and recreational spaces which are more inclusive for all, spaces that work better for women and girls, often work better for other groups. We do not feel that the Stage 1 delivery of Te Puāwaitanga incorporated an equitable infrastructure investment model. There are currently no system-wide policies that measure how spending benefits males and females differently. However, it is clear just by looking at membership data the sports with higher male participation have benefited the most from the funding allocated to date.	No	There is further potential for optimisation. A lack of gender-sensitive budgeting in public infrastructure results in inadequate facility development that do not meet women and girls needs and favor the needs of men and boys.	Yes	
187	No	Margaret Joy May	Yes	I enjoy the outdoor lifestyle and support keeping the horticulture and rural production areas protected for food production and protection of waterways and wildlife	I'm against small bock subdivision in the horticulture and rural production areas. Especially in the kiwi areas and the airport zone as these areas need protection for the future of Kerikeri Im currently rural production area Lot 2 DP 351015 90B Wiroa rd next to the Marsden Winery . I am in the airport zone and the Kaitaia small aircraft and rescue helicopters fly over my land. It's essential that this area is protected from in fill housing, or further subdivision.	Yes	Protection of the horticultural and rural production areas areas for food production is essential for the future and to protect the natural environment and waterways from intensive subdivision	Yes	I agree with rezoning rural production areas to horticultural and to protect the airport zones from intensive housing
188	No	Kylie Mooney	No		I agree with Our Kerikeri's submission	No		No	
189	No	Rebecca Powrie	No			No		No	
190	No	Suzanne Willetts	Yes	Kats very detailed and accurate	Rural lifestyle zones	Yes		Yes	
191.1	Yes	Rolf Vision Kerikeri	No	see enclosure	see enclosure	No	see enclosure	No	see enclosure
191.2	Not Stated	Rolf Vision Kerikeri	No			Not Stated		Not Stated	
192	Yes	Inge Carbon Neutrale	No	see enclosure	see enclosure	No	see enclosure	No	see enclosure
193	No	Conway Lewis	I don't know / Not sure	Development next to Golf Course roading is major problem getting up Golf View and Fairway Drive.	tHINK THE PLAN IS GREAT APART FROM THE GOLF AREA PART. Development next to Golf Course has not been planned well. Roothing must go to State Highway 10 and Waipapa Road.	Yes	Ibelieve your planning is going forward in the right areas.	Yes	your choice of area suits the growth.
194	No	Roby Oleary	No	Lead to more congestion on main road.	Consider F as likely more affordable housin, development of cycleways . Less congestion	No	F will link centres together and allow for more diverse housing options	No	
195	No	Richard Williams	I don't know / Not sure	I support Our Kerikeri's submission to the Draft Spatial Plan	I support Our Kerikeri's submission to the Draft Spatial Plan	I don't know / Not sure	I support Our Kerikeri's submission to the Draft Spatial Plan	I don't know / Not sure	
196	No	Curtis Developments Trust	No	We support Our Kerikeri's responses and agree with their submission	We support Our Kerikeri's responses and agree with their submission	No	We support Our Kerikeri's responses and agree with their submission	No	We support Our Kerikeri's responses and agree with their submission
197	No		No	Spatial Plan supports car oriented transportation instead of mitigation. No coherent system for cycling. Scenario D is over the most fertile land. There is no good public space for people to gather except green field next to library.	Alternative roads to ease traffic on Kerikeri Road. No more greenfield developments relying on this road please. Alternative route though golf course with new link to SH10 would help traffic and could connect cycleway to rivers that only have walking tracks. Improve overall connectivity across existing urban areas to encourage walking and cycling. Expansion between the two towns would make sense, some areas are flat and easy to build on provided flood risk is managed (trenches, swales, spill ways). Make local rivers and adjacent green zones more accessible, people won't move for nature to rural areas and stay living in town. Also add some higher buildings with apartments and good outdoor space, as affordable option.	Yes	Principles are excellent but the proposed hybrid scenario doesn't leverage that as much as some other options with better access to landscape features and more resolved traffic.	I don't know / Not sure	I would add cycleways to Kerikeri plan, there's allowance for intersection upgrade but nothing like cycleways or protected path implementation. then, in Financial plan, consider private developers of large land contributing more on infrastructure.
198	No	Roberta Wilson	No	My reasons are specified in attached submission by Vision Kerikeri community group	The changes I want to see are specified in attached submission by Vision Kerikeri community group	No	My reasons are specified in attached submission by Vision Kerikeri community group	No	My reasons are specified in attached submission by Vision Kerikeri community group
199	No	Pete Wilson	No	The attached submission by Vision Kerikeri provides my comments and reasons for not supporting the draft spatial plan	The attached submission by Vision Kerikeri specifies the changes I want to see in the draft spatial plan	No	The attached submission by Vision Kerikeri provides my comments and reasons	No	The attached submission by Vision Kerikeri provides my reasons and concerns

200	Yes	Whati	Rameka	No	Option F should also be incorporated	The affordability housing issue and cost of land under the different scenarios pale when looked at against Option F. The most viable option as there is only one land owner versus multiple land owners under other options. There would appear to be better connectivity for community and an undertaking to self fund infrastructure.	No	More certainty is needed to understand the flooding risks across Kerikeri Waipapa	No	No visionary development for employment, business growth or affordable housing.
201	No	Alyssa	Farrand	No		I fully support Our Kerikeri Community Charitable Trust's submission	No		No	
202	No	Patricia	Collins	No		I support the submissions of Vision Kerikeri and Our Kerikeri	Not Stated		No	
203	No	Richard	Collins	No		I support the submissions of Vision Kerikeri and Our Kerikeri	Not Stated		No	
204.1	Yes	Katerina	Dvorakova	No	Please see document attached, outlining why I think it does not meet the Spatial Plan objectives. This was also sent by email in full resolution.	Please see document attached, outlining why I think it does not meet the Spatial Plan objectives. The document provides an alternative proposal that, in my opinion, deliver results closer to the objectives set in Spatial Plan.	Yes	I absolutely agree with the Principles. However, the proposed D+E will not achieve the full potential, compared to other options that translate the Principles to physical spaces much more. Particularly Local Character & Identity and Accessibility.	I don't know / Not sure	Generally, I agree as this is not my field of expertise. I would include more discussions on quality of spaces in the CBD as this is greatly underutilised. Make the centre car-free. Precedents of "cities for people" by Jan Gehl (Sydney, Melbourne, NY...)
204.2	Not Stated	Katerina	Dvorakova	No			Not Stated		Not Stated	
205	No	Tom	batchelor	No	see attachment	see attachment	No	see attachment	No	see attachment
206	Not Stated	John	Halsar	No			Not Stated		Not Stated	
207	No	Franz	Rieger	No	Medical services in the Kerikeri area are already overstretched. Long wait for GP appointments or practices having closed books. There is no scope for more people living in the Far North unless first services increase	Please stop any planning to increased the number of people living in the Kerikeri area now. Already now services like medical or education are completely overstretched. The development of more housing without first increasing services is good for developers but terrible for the people already living in Kerikeri. The same for more commercial development. Instead of building new houses it would make more sense to restrict second homes in Northland through local council planning rules and zoning bylaws to 5 % of all houses that are sold in the future.	No	To put resources into promoting growth in Waipapa or Kerikeri does not adress the real housing problem in Northland. Poor housing in rural areas, resulting foe example in high child asthma statistics.	No	as stated above
208	No	Rosemary	Slatter	Yes	Overall the plan is clear and seems on the right track - consultation has been good.	My main concerns are wastewater, stormwater and water supply. Water is 5x more expensive here than in Central Otago. We have rain and land. We live in a new house consented etc but it's on a floodplain. It's vital that future weather patterns are considered. There was nothing on the plan (or the planner we met could say) could say about public transport - at least between Waipapa and Kerikeri. An opportunity was missed to have a modern sewage system in 2007 (?) it would be great to have a town wide system for many reasons. Unlocking govt funding seems to be the biggest strategic challenge. Moko is great but that will be his toughest job. Northland has never been well resourced.	Yes	After attending a consultation meeting and reading the plan we were concerned that all the excellent planning in the world can't be achieved without govt funding. Mill Lane being an example. That has been planned for 2 decades. W	Not Stated	
209	No	Mike	Howard	No	Option F - linking Kerikeri and Waipapa appears to be a better long term solution. The draft plan seems likely to destroy the desirable character of Kerikeri township		I don't know / Not sure		I don't know / Not sure	
210	No	Graeme	McLelland	No	see 2 below.	The inclusion of Option F, along with Options D and E, for the reasons outlined in Vision Kerikeri's online article entitled Te Patukurea Spacial Plan for Kerikeri/Waipapa dated April 4 2025.	No		No	See 2 above
211	No	Neil	Sorensen	Yes	Best option to preserve horticultural land and best use infrastructure. I would be opposed to Option F which has the potential to seriously impinge on the Kerikeri Golf Club site which is a significant recreation asset for the region.	Nil	Yes		Yes	

212	No	John	Hastar	No	The plan creates a severe strangle hold on surrounding land suitable for housing intensification. This will push up land prices and affect our young first home buyers trying to find small cheap parcels of land so they can build their family home.	You must consider opening more land along Kerikeri Inlet Rd to Medium Density Residential housing. This area is close to town, water and sewage. It's flat nature makes for good cheap building. You must consider opening more land along Kerikeri Inlet Rd to Medium Density Residential housing. Just extend the proposed boundaries a little further. More land needs to be allocated in Waipapa for Industrial and medium density residential. The current plan is a joke and will stifle growth.	No	Who wants to live in multi level townhouses. Sections of 400-800m2 will provide for expansion and a better quality of living that will attract young families. Somewhere to park a trailer for the tradie might go a long way to building a better community.	No	Where is the sort term residential growth plan for Waipapa? Waipapa needs fast track residential land available. This plan fails that. You need growth Plans B, D and E to allow for this.
213	Not Stated	Julianne	Bainbridge	Not Stated			Not Stated		Not Stated	
214	Yes	David	Waddell Bates	No		I support the inclusion of option F in the Spatial Plan for Kerikeri / Waipapa. Kerikeri & Waipapa Roads now come under significant pressure at various times of the day & will / can only get worse as the area grows. Option 5 provides another connection option which will become crucial to Kerikeri into the future.	No		No	
215	Yes	B & B	Bingham	Yes	We need low cost housing near the center so that workers can walk to work. The increase in density makes it cost effective to connect to sewerage and other services.	Many of us a lobbying for access to the river track through Bings Wood. Outline suggestion attached.	I don't know / Not sure	Waipapa is going to grow fastest as it is on highway 10 and nothing is going to stop it. What is important is the Commercial aspect of Kerikeri. Is it to become a retirement town full of tea shops?	Yes	
216	Not Stated	Doug	Bogardus	Yes			Not Stated		Not Stated	
217	Yes		BOI Planning	No	several concerns		Not Stated		Not Stated	
218	No	Peter	Bostwick	No	There has been little or no thought about roading and traffic movements. Our town grinds to a halt regularly at present. Intensification only adds to this, it appears to be virtually doubling size of residential, with still only one road in and one road out. I would be interested to be given figures on the different ideas rather than 1st, 2nd, 3rd, 4th - This can be only one vote difference.	As above, a new road from SH10 will be needed sooner or later.	No		No	It is the easy option.
219	Yes	Joe	Carr	Not Stated			Not Stated		Not Stated	
220	Yes		Disabled Pers	Not Stated			Not Stated		Not Stated	
221	Yes		Fed Farmers	Yes			Not Stated		Not Stated	
222	Yes	Willam Steven	Gillanders	I don't know / Not sure	Some roads are badly planned. I believe the one-way system should be extended diagonally across the carpark from Countdown entrance to Homestead Road.	I have worked in New Zealand, Australia, Canada, Scotland, India and China. Kerikeri has the worst noise control I have ever struck. I prefer the definition of excessive noise in the RMA. Refined to any noise for entertainment.	I don't know / Not sure		I don't know / Not sure	
223	Not Stated	Terry	Goodall	No			Not Stated		Not Stated	
224	Yes		Hapu Ropu	Not Stated			Not Stated		Not Stated	
225	No	Des	Hay	No	It appears there is more provision for housing and industry, but no provision for traffic problems, eg. no extra entry or exit from central Kerikeri to allow traffic to flow on roads other than the main road. Also no bypass through Kaipiro Road to Waipapa Road. There is no mention of other infrastructure which is needed now and in the future if Kerikeri is going to progress.	See above (It appears there is more provision for housing and industry, but no provision for traffic problems, eg. no extra entry or exit from central Kerikeri to allow traffic to flow on roads other than the main road. Also no bypass through Kaipiro Road to Waipapa Road. There is no mention of other infrastructure which is needed now and in the future if Kerikeri is going to progress.)	I don't know / Not sure	It is not clear what plan objectives are with respect to infrastructure.	No	See above
226	No	Patrick	Hodgson	No	Infrastructure. Mainly roading in Kerikeri town. Loss of green space. Loss of bird life. This is why people want to live in Kerikeri.	Go back to the drawing board and plan for the future. Not infill housing.	No	To be honest it looks like it has been planned by younger people who want to do a job without experience.	No	Keep the residential to a good size. Lets say like the Lakes Drive, Pathway's Drive and Puriri Park Lane.
227	Not Stated	Clive	Huggins	Yes			Not Stated		Not Stated	
228	Not Stated		Kapiro Conser	No			Not Stated		Not Stated	
229	Not Stated	David	Kennard	No			Not Stated		Not Stated	
230	Yes		KiwiFresh	No			Not Stated		Not Stated	
231	Yes		LD Family Trus	Not Stated			Not Stated		Not Stated	
232	No	John	Locke	Yes	I endorse the intensification of residential land use. I support the creation of greens space access. I agree with the need to consolidate infrastructure growth.	Pedestrian access of part of the main retail area of Keriker.	Yes		Yes	
233	Not Stated	Melanie	Miller	No			Not Stated		Not Stated	
234	Yes		Northland F&C	Yes			Not Stated		Not Stated	
235	Not Stated		NZTA	Yes			Not Stated		Not Stated	
236	Yes		Our Kerikeri	No			Not Stated		Not Stated	
237	Not Stated		Pavlicevic	Not Stated			Not Stated		Not Stated	
238	Yes	Chris	Penny	No			Not Stated		Not Stated	

239	Yes	Douglas	Percy	I don't know / Not sure	It ticks more of the boxes for the future of Kerikeri. I think the plan is too specific in its areas and should include the surrounding land.	South of Waipapa Road and adjacent to the new Sports Ground should be rezoned to allow residential housing to be built there which would have its own water and waste water. This should include and benefit the Council's property on Waitotara Drive. We would be happy to donate land to the Council for a cycle or pathway for access to the new sports ground from Waitotara Drive, thereby making access easier and safer.	I don't know / Not sure	With the information available I cannot make a constructive comment.	I don't know / Not sure	
240	No	Colin Henry	Read	No	This plan does not provide for a hospital, medical centre, traffic plan etc to handle the current situation with above future growth. Sewage treatment is at or over capacity, the schools are full and you have to wait weeks for a doctor appointment. Fix the current situation first. a) Where will this increase in population come from and where will the work? b) How much has this specific plan cost to date? c) What is the budgeted amount annually for this plan as far as Council expenses are concerned? d) There seems to be a disproportionate excess of Māori involvement inclusion. e) Because of the ageing population, I believe more medical facilities are needed. They should have started construction already. What is the Council doing to attract more doctors, nurses, etc to the area?	I feel the plan name is not practical, not easy to spell and enunciate and it will not be memorable. Stick to the current names which are well known.	No	Because that Plan looks pretty does not provide for the daily needs of the public.	No	Looks like a bureaucratic nightmare with mega expenditure to boot. There is no timing or estimate of cost for each stage. What will be the cost to ratepayers. Developers just profit, walk away and leave ratepayers the mess.
241	No	John Trevor	Rutledge	Yes	Because growth needs planning before it happens.	Easier application and approval of zone changes for development.	Yes		Yes	
242	No	Coral	Shepherd	I don't know / Not sure	Between Warehouse Stationary and Rock Salt the road coming parallel to Kerikeri and Cobham, behind BNZ and Westpac and right through to Hobson Ave is full of large pot holes. This is a disgrace and should be county responsibility not the shops which back on to is as it gives parking to many cars and is close to many shops and library and bus stops of domain etc. Also access to Keri Pumps and post office and more car park spaces. Another problem I have is that more than 25 years ago Darwin Road couldn't handle all the storm water which flooded down onto Inlet road and the S bend and through an orange orchid which is now houses. We gave permission for some water to be deflected at the bottom of our Kiwifruit and Tangelo Orchard. In all these years there has never been any help to clean the drain which has a hedge and bamboo on the other side of the drain. Especially when the hedge is trimmed the drain gets rubbish and has to be cleaned and we do not have the necessary equipment to do	this. On more than one occasion I have tried to talk to someone in charge of drains and they have never been available. I am 82 years old and Lot 1 and Lot 3 off 34 Darwin Road now pay nearly \$10,000 in rates I so would appreciate getting some benefit. Over the years I have also reported to Kerikeri and Landing Road toilets needed attention. I haven't had the time to read the spatial plan at the moment. Sorry I dozed off. What we've got isn't maintained.	Not Stated		Not Stated	
243	Not Stated	Craig	Taylor	Not Stated			Not Stated		Not Stated	
244	Yes		Teixeira	No	proposes new scenario G		Not Stated		Not Stated	
245	Yes		Turner Centre	Not Stated			Not Stated		Not Stated	
246	Yes		Turnstone Trus	Yes			Not Stated		Not Stated	
247	Not Stated	Kathryn	Venator	Not Stated			Not Stated		Not Stated	
248	Not Stated	Alan	Willis	No			Not Stated		Not Stated	
249	Not Stated	Henare	Wilson	No			Not Stated		Not Stated	
250	Not Stated	Rob	Wilson	No			Not Stated		Not Stated	
251	No			No	Where are the extra doctors, schools, dentists, hospital?	See above. (Where are the extra doctors, schools, dentists, hospital?)	I don't know / Not sure		I don't know / Not sure	
252	No			Yes	For the most part. Depends how dense the "Medium Density" is.	I would like the roading/traffic issues to be addressed urgently. It cannot support any more housing than we have now. We have one main road that all depend on, including emergency traffic/vehicles. Parking is becoming an issue too. Consideration for parking needs to be a priority for future subdivisions too. Overall, a good plan.	Yes		I don't know / Not sure	

253	No	Yes	I rank scenarios D E & F in that order. I do not want more development on Waipapa Road.		Yes		Yes	Would like to see a link road from Kapiro Road at Porerua Road to Waipapa Road at the junction with Twin Coast Discovery Highway.
254	No	No	I am concerned there needs to be better services and facilities for our rapidly growing community. In particular public transport facilities and services.	We need better public transport facilities in Kerikeri. - Covered Shelter - Seats for those waiting - Lockers for travelers/visitors. There are up to 30 people waiting for bus services - with no seats, shelter from weather or lockers - the library can no longer store these.	I don't know / Not sure		I don't know / Not sure	
255	No	No	I support parts of the plan, but I don't think it addresses many of the issues we face going forward. These are things that I feel have not been addressed adequately enough or have been left out of the Spatial Plan. 1. An all-year community pool complex which will cater for the varied needs of all the population. The existing high school (community) pool is no longer fit for purpose. 2. The gridlock one way system in our town center. Before the building of many more houses etc. in the middle of Kerikeri, the bypass which still seems to be dots on the plan for the future consideration - needs to become a reality. 3. The Spatial plan does not appear to have much consideration for enhancing the 'boutique' nature of Kerikeri. The reason people are attracted here, both to visit and to live. We should be linking the town from Clark and Kings Road and the fairy pools with walkways, parks and spaces to relax near the river. A	Also a car free area within the shopping center for people to enjoy the ambiance. 4. Build boardwalks and walkways along the Inlet side of Kerikeri river from the Stone Store along the Queens chain. 5. A hospital to service our growing population.	No		No	
256	No	No	I feel you haven't allowed space for any more new through roads or the bypass from the Heritage bypass to the west side of town. Kerikeri Road is already at a standstill when traffic comes off the Heritage Bypass and wants to go into central Kerikeri or through to SH10.	1. How about some car parks or better still a multi-story car park in central Kerikeri. I suggest at the back of the John Butler Center. Another item of concern is that there is only one area of open space in Kerikeri - the Domain where we are expecting 25,000 people to live. 2. In Kerikeri and Waipapa we will definitely need more open spaces for them and this should be allowed for in the Spatial Plan. 3. Spatial plan to allow for future growth of doctors and dentists and their car parking.	No	We need to allow for new roading and car parking and the open space in the Spatial Plan now. At the end of 30 years it will be too late. The Doctors and Dentists we have in Kerikeri are run off their feet. We need to allow space in the plan.	I don't know / Not sure	I can't find pages 53-56 of the draft Spatial Plan it appears to have no numbering on the plan therefore I cannot comment on this question.
257	No	No	No provision for addressing traffic or parking management. Fix the speed limits which do not relate to some streets, roads on the 40kmph cul-de-sacs. There was some discussion a while back (2016 or earlier) a hospital was mooted. I note nothing is mentioned in your plan.		No	30 yrs is a long time for action. Won't happen! Some wording is totally alien to many residents, bearing in mind, generally the population is elderly.	No	Pages 53-56 are full of rubbish to be frank. Where is the money (funds) coming from when some factions don't even pay their rates!
258	No	No	Kerikeri has become a place where people survive by buying and selling their home to generate wealth. If the market is down people struggle. There are not enough facilities (swimming pool, indoor sports) such as what Kaikohe has. The sport fields at Waipapa are in the wrong place. The cost of developing these will be huge. The planner that chose this place of land was not qualified to choose this land. There is too much social housing in the centre of Kerikeri. The commercial zone needs to be refined to make sure certain businesses can't open in the main street. We need more facilities like swimming pools, indoor courts to attract doctors and essential workers and make living in Kerikeri a fun place. We need much more through roads to open the town up for flow. There is far too much race funding going on with rate payers money. If someone wants to learn te reo that great but don't use payers money.	Laundromats should not be in the main street so refining what can be done in the commercial area needs to be done. The look of the town is paramount to attracting investment.	I don't know / Not sure	The centre of Kerikeri is being destroyed due to so much social housing, laundromats. The single land through the centre needs changing more through roads need opening up. Then more facilities are required to attract doctors and essential workers.	I don't know / Not sure	
259	No	No	Don't support more housing to the south of K.K. Road, unless you build a link Rd between Riddell RD and SH10.	Shift intensive housing from K.K. RD to Inlet, Shepherds, Riddell RD area which is close to wastewater treatment.	Not Stated		No	
260	No	Unique Stewart	Yes	It's gonna end up looking similar to Auckland, full of housing.	Not Stated		Not Stated	

261	Yes	Taine		I don't know / Not sure	Unreadable or enterable email address.: tainebarnett41@gmail.com or something similar. public transport is needed heavily to reduce the over whelming traffic the town has, adding more bus stations, bike racks, as well as increasing safety for other tourists and walkers on side walks by adding more crossings on roads.	I say that adding more ways for those living in Kerikeri to move around will reduce car traffic and increase safety without needing to remove land and tree scale. I would want to add in an increase to the width of the sidewalk and changing into a bike and walkable track to reduce cyclist's on the road.	Not Stated		Not Stated
262	No	Lauren		I don't know / Not sure	i would love to have a place like Rainbows End here in Kerikeri. I think we should get a indoor swimming pool. And to get a proper place for dance and gymnastics.		Not Stated		Not Stated
263	Not Stated	Zayn	Clifford	I don't know / Not sure	A couple more boat ramps and KFC		Not Stated		Not Stated
264	Yes	Sophie		Not Stated			Not Stated		Not Stated
265	No	Liam		Yes	it could be improved but the basic layout looks good. On thing is all streets 2 roads.		Not Stated		Not Stated
266	No	Ben	Burges	Yes	I do think alternative roads around the town is great, however my biggest concern is traffic and public transport, and things like bike paths. I dont like that we already have shocking traffic in town and infrastructure that would need to be built wont be done until we have thousands more people living here. We will have to suffer with an already failing traffic system. We need real plans for traffic and transport while its still doable.	BIKELANES that are SAFE!! Otherwise looks good, I think we should encourage more of a nightlife.	Yes	Dont like how residency comes before things like roads and traffic.	Not Stated
267	No			Yes	I would like to see Kerikeri expand and give us more things/options to do in the future.		Not Stated		Not Stated
268	No	Ava	Bradley	Yes	Love the idea of adding to Kerikeri, need more entertainment.	Add a Mall.	Yes		Not Stated
269	No	Tayar		Yes	because it might stop less traffic to stop road fights and crashes and want it to be a two way road. Better roads and build more entertainment like an arcade for people in Kerikeri		Not Stated		Not Stated
270	Not Stated	I	dont	I don't know / Not sure	I dont understand.		Not Stated		Not Stated
271	Not Stated	Billie	Pietersma	I don't know / Not sure		More areas of young people to hang out. More parks, activities and hang out spaces.	Yes	Keeping the nature.	Not Stated
272	No	Cooper	Lonsdale	I don't know / Not sure	a mall or food shopping court in Kerikeri		I don't know / Not sure	I dont know.	Not Stated
273	No	Ben	Ureede	I don't know / Not sure		Add hangi pits every three meters in Kerikeri and Waipapa. Top house on every road.	Not Stated		Not Stated
274	No	Mia		I don't know / Not sure	I would love to have a Kerikeri version of Rainbows End. I also know so many people that are desperate for an indoor swimming pool.		Not Stated		Not Stated
275	No			I don't know / Not sure		Pump track in Waipapa.	I don't know / Not sure		Not Stated
276	No	Nikau		I don't know / Not sure	I want a Kmart. I want a KFC.		Not Stated		Not Stated
277	No	Samantha		Yes	Kerikeri is growing more and more. It's going to need to happen eventually.		Yes	Makes sense.	Not Stated
278	Not Stated			Yes			Not Stated		Not Stated
279	No	candice	Palmer	Yes	I think a KFC will be beneficial because give people more variety in fast food places.		Not Stated		Not Stated
280	No	John		I don't know / Not sure	Hangi pit every 3 m in Kerikeri and Waipapa.		Not Stated		Not Stated
281	No	Troy	Cameron	Yes	I want a KFC - feed more people. I want a Kmart - more useful shops and products.		Not Stated		Not Stated
282	No	Mitchell		No			Not Stated		Not Stated
283	Not Stated			Yes	Because if Kerikeri population is expanding then we will need for attractions and shopping centres and not more retirement homes.		Not Stated		Not Stated
284	No	D		Yes		KFC	Yes		I don't know / Not sure
285	No			Yes	More green space		Yes		I don't know / Not sure
286	No	Kiki		Yes	Fixing the main road is good. More houses grows the community.		I don't know / Not sure		I don't know / Not sure
287	No	Tyler		No	i dont want more houses because it will be more crowded.	Gaming shops	No		No
288	No	Connor	B	Yes	The inclusion of 'more shops and things to do' will allow for people of all ages to visit and unreadable themselves in Kerikeri. As well as an ease in traffic.		Yes	Helps to isolate the 2 townships to themselves.	I don't know / Not sure
289	No	Nina	Burges	I don't know / Not sure	Because I like the plan but i dont want to use trees for it.	Dont kill the trees	Yes		I don't know / Not sure
290	Not Stated			Yes	looks about right.	no	I don't know / Not sure	quite good.	I don't know / Not sure
291	No	Amrus		Yes	because there not much to do in kerikeri at the moment.	No not really.	Yes	because we need more things to do in Kerikeri.	I don't know / Not sure
292	No			Yes		more green space/parks in town. More places to just sit intown without having to buy something to be there - 3rd spaces...	I don't know / Not sure		I don't know / Not sure

293	No	Daytan		I don't know / Not sure	Might need to learn more.	no	I don't know / Not sure	I don't know / Not sure	Ned to learn more.
294	No	Stevan	Kirstan	I don't know / Not sure	it all depends on how it will effect the current residances and how the cost of living will fluctuate.	I believe that if more people join the community there will need to be more entertainment for the younger generations.	Yes	I agree it is time to expand on the Keri community and change the place up abit.	I don't know / Not sure
295	No	Monique		Yes	because I thought it is a good idea.		Yes		I don't know / Not sure
296	No	Amorangi		Yes	Keri/Waipapa just needs improvement to be expanded.	No	Yes	I've got no issues and completly agree.	I don't know / Not sure
297	Not Stated	Kauri	Heihei	I don't know / Not sure	Cause i dont know what the layout of Waipapa look like to start with.	You can slow down for all of the people that are do drifting in ??	No	I cant really read it properly	I don't know / Not sure
298	No	Liam	T	I don't know / Not sure		More KFC, Boat ramps & Waipapa inlet dredged	I don't know / Not sure		I don't know / Not sure
299	No	Jasper	Blandford	I don't know / Not sure		Join Waipapa and Kerikeri.KFC. Boat ramps and car parks. Bigger hunting and fishing, Marine deals store.	Yes		I don't know / Not sure
300	No	Hannah	McGlinchey	I don't know / Not sure	Kerikeri is already under pressure from the current population. The doctors are full, dentists are full, school is too big and has to many students. By having more housing and infrastructure it will only increase pressure.	Growing healthcare areas and education first.	Yes	Bettering the town is fundamentally a good idea, just needs to dot it the right way.	I don't know / Not sure
301	No	James		I don't know / Not sure		no not really	I don't know / Not sure		I don't know / Not sure
302	No	Kendra	thompson-Har	I don't know / Not sure	Dont make it a city.		I don't know / Not sure	Make the speed limits Faster	I don't know / Not sure
303	Not Stated	Max	Freukley	I don't know / Not sure	More car parks. A KFC. More boat ramps.		I don't know / Not sure		I don't know / Not sure
304	No			I don't know / Not sure	add more natural open spaces and a lot more walkways around Kerikeri. I live near the Kerikeri Airport and have to go EVERYWHERE by car, there aren't even sidewalks or natural walkways, when I go to the bus stop. Every morning I have to walk across the fields and beside the roads. I also can't go by bike anywhere because there are no bike ways and the road is too unsafe-apparently the car drivivers are't USED TO DRIVE WITH BIKES AROUND ????? Also there is'nt ANY PUBLIC TRANSPORT AT ALL. YOU SERIOUSLY NEED TO CHANGE THIS!	PUBLIC TRANSPORT	I don't know / Not sure		I don't know / Not sure
305	No	Zanthea	Penny	I don't know / Not sure	I think its a good plan especially to add more shops for clothes (Glassons, Kmart etc) and shoes so it also gives opportunities for employment. More activities to do as well.	Chemist Warehouse, K Mart. Activities like bowling arcades. public transport, metro bus/train.	I don't know / Not sure		I don't know / Not sure
306	Not Stated			I don't know / Not sure	Bring lots of new people to Kerikeri-probably to much. Bring more money to the town. It will put more cars and traffic on the road.	I want mall.	I don't know / Not sure		I don't know / Not sure
307	No	Declan	Mills	Yes	Because the population growth of Keri means well need more accommodation.	No	Yes	Because their good. IDK	I don't know / Not sure
308	No	Kaughan	Wills	Yes			Yes		I don't know / Not sure
309	No	Craig	Wilson	Yes	Prevent urban sprall/ savespace. Cheaper housing? maybe	no	Yes	Covers the main aspects I think are important i.e. stops farms/orchards disappearing.	I don't know / Not sure
310	No	Franky		Yes	Not a lot to do in Keri. More places for youth to do stuff. (Arcade, bowling, go karts etc)	Theres too much traffic in Keri.	Yes		I don't know / Not sure
311	No	Zane		Yes	I want a KFC.	Add a KFC in Kerikeri please. Add a mall.	I don't know / Not sure	I dont know.	I don't know / Not sure
312	No	Hannah	Hallinger	Yes		No	I don't know / Not sure		I don't know / Not sure
313	No	Laura		Yes		No	Yes		I don't know / Not sure
314	No	Gwen		Yes	because there will be more to do.	more shops and things to do - arcades, healthy foods stores, gyms.	Yes		I don't know / Not sure
315	No	Jiddle	Tidds	Yes		Add KFC	Yes		I don't know / Not sure
316	Not Stated	Marley	Garner	Yes	I want a bowling alley, glassons, kmart and chemist warehouse . There is nothing to do in this town, for people my age.	Kmart, chemist warehouse, bowling alley glassons.	Yes	because it would be quite good for the town to have more things to do.	I don't know / Not sure
317	No	Kim		Yes	if we add more houses we'll have to have more space and shops. Just leave some trees.	NVM (nevermind?) donts chop down the trees so I disagree with the houses. Leave it be.	No	because we wl loose relationship with the environment .	No
318	No	Elliott	Mayhill-Knight	Yes	I think its awesome that they wanna expand it since our population is growing and getting bigger.	More recreational facilities and fun for rangatahi. As well as stuff for our community and maybe a KFC.	Yes	its good to focus on this stuff.	Yes
319	No	Kate	Crawford	Yes	i think that we need a planned direction and a future thinking council.	Potentially another road over the river to Waipapa, Road to open up more land and keep rural and production land open.	Yes		Yes
320	No	Lilah	Smith	Yes	It'll be food for Keri/Waipapa especially in the future.	Add a mall	Yes		Yes
321	Not Stated	Fixi	Hartmann	Yes	Looks good, many green spaces and recreational places are good.	Statue of liberty and picture. Public transport, buses to waipapa, waitangi, paihia	Yes		Yes
322	No	Sem	Horgan	Yes	seems good but depends if this includes making changes to people that are already comfortable where they are.	maybe add more activities or attractions eg bushwalks, archades.	Yes	Seems good	Yes
323	No	Arno	Mirster	Yes	Unreadable words.	keep it away from the river.	Yes		Yes
324	Yes	Hinemoa	Messent	Yes	invalid email - hinemessent46@gmail.com i do agree with the plan. I do think there will be more housing and more things to do/shops and activities.	i would love to have more roads and more shortcuts because I hate traffic.	Yes	I agree because I hate walking and I dont have a car, so would be cool to have trains or busses.	Yes

325	No	Solomon	Dickey	Yes	Aim to reduce traffic and reduce personal transport. Agree with the vision and the aims.	More thing to do for children, Entertainment centres, parks garden hangout spaces etc.	Yes	Aligns exactly with my values and vision.	Yes	
326	No			Yes	More stuff to do.		Yes		Yes	
327	Not Stated			Yes	More people and houses closer together, but still a town which I think is a good idea.	Maybe more shops	Yes	Public transport would be good, so you can be into town without someone driving you.	Yes	It might bring the community better together.
328	Not Stated			Yes	it will be better for the community.	Add a KFC. Add a Burger King, Add more KFC's in Northland. (Like in Kerikeri)	Yes	It will look good	Yes	will be good expansion...
329	No			Yes		I think they should add a mall and more places to shop for clothing. .	Yes		Yes	
330	Not Stated	indea	Ralph	Yes	invalid email. indearalph09@gmail.com It sounds like it'll make our lives and transportation easier.	more housing, more space for our school , A KFC please.	Yes		Yes	Expansion sounds like a good idea. Everything feels quite organised.
331	No	sylva		No	in my opinion if we add more housing to Kerikeri, the town will become overpopulated, leading to overcrowded town that is always in traffic jams, or too many people, resulting in giving the town a bad reputation.		No	Part of the new housing plan includes cutting trees down, which inflicts with the environmental plan.	Yes	Yes at it says a clear aim for the future.
332	No	Olivier		No	Destruction of enviroment		Yes	Basic positive ideas	Yes	Makes sense in terms of how to manage resources.
333	No	Sienna	Ochiston	I don't know / Not sure		+ add shopping centre. Glassons and shops so people dont have to leave for long drives to get clothes and other things. + Buses to get place to place because many people like teens or whoever don't have cars or cheap ways of transport. Its too expensive for people like myself who live in rural places to drive into school or town. We need buses or trains that we can reg onto to get where we need without difficulty.	I don't know / Not sure		I don't know / Not sure	
334	Not Stated	Ands	Ostfrost	No	We need a statue of Liberty.	Yes we need activities to do when its raining. An indoor pool for example. and we need buses to take in and out of town. A drawing of the state of liberty was drawn in the submission too.	Yes	It looks like people actually thought about what they where doing.	Yes	Kerikeri is gonna grown in the coming years and it needs better infrastructure.
335	No	Annabel		I don't know / Not sure	If we add more houses, it'll give more traffic, its already bad enough getting to school. But more shops and things to do will get us the things we want/need and get people outside more.	Dont chop the trees not only does it disturb the people but also the animals and environment.	No	they're cutting down trees to "save the environment" how are we gonna do more by cutting more.	No	I think we could expand into clearer spaces and any trees chopped down get re-planted.
336	Not Stated	Ollie	Sainsbury	I don't know / Not sure			Yes		No	
337	Not Stated	Kayla		Yes	i think there will be a lot more buildings in 30 years including houses so there will be more people.	I would want Kerikeri to be like the big city and Waipapa the small town.	Yes	More buses so that the perople without a car can easily catch a bus from Kaeo to towns.	Yes	Because they need help and support.
338	Yes			Yes	(Statue of Liberty) and picture of said. Public Transport, More activities.		Yes	All important structures included. Its nice to balance green spaces and houses.	Yes	
339	No	Yoko-Belle	Brewis	Yes	yes because Kerikeri population will grow the more we bring to it. We need some more big businesses as they attract people. More public transport (Busses, Uber)		Yes	Because Kerikeri/Waipapa will grow the more we bring to it.	Yes	
340	No	Oliver	Ashton	Yes	email unaccepted: oliverashton9@icloud.com Because i think more shops and stuff to do can be so good and more meaning in this town.		Yes	I would agree. i think no having to use gas would be great.	Yes	Yes, we will need more help as we grow.
341	No			Yes	Yes! I think this is a good idea to expand the area around Waipapa and Kerikeri. There will be more housing and also the more roads will help flow of traffic that will grow in the future due to the population growing.	I think a big shopping center to improve shopping for the people in the future.	Yes		Yes	
342	No			Yes	i do think it because Kerikeri Waipapa needs improving.	Archade (things to do), Mall, Shopping Centre.	Yes	Suits design.	Yes	
343	Not Stated	Tam	Uti	Yes			Yes		Yes	
344	No	Nate	Phillips	Yes			Yes	Cool. Needs more development.	Yes	Needs more
345	Not Stated	Liam	curtis	Yes		2 lane road down the town. KFC	Yes		Yes	
346	No	Emma		I don't know / Not sure	i think the idea of more shops is good but there would be more traffic and hard to go the the new shops.	no	I don't know / Not sure	Sorry not sure.	Yes	To make Kerikeri a better place.
347	Not Stated	Tylor	Keehan	Yes	email unaccepted. tylerkeehan08@gmail.com Kerikeri doesnt have much recreational activities/facilities. Better transport between towns would be nice. Housing is a big concern for my future.	An emphasis on more recreational facilities, aw well as making these facilities more affordable.	Yes		Yes	
348	Not Stated			Yes	More people have houses closer together, but still in town which I think is a good idea.		Yes	Public Transport would be good, so you can be in town without someone driving you.	Yes	It might bring the community better together.
349	No	Ellie	Sturge	I don't know / Not sure	Well I think more shops would be good but there is to much traffic in Kerikeri. I'm late to my netball games.	A bus lane so we're not late to school.	Yes	because I am always late to school.	Yes	Because it is important.
350	Not Stated	Dillan		Yes	More local businesses will be supported, more activities wil be around.	Transportation ? A mall/shopping centre. So other larger businesses can come to Kerikeri. Dont quite agree with the 'small town' vibe	Yes		Yes	
351	No	Calais		I don't know / Not sure	Make the main road in town two way, its inconvenient and wouldnt effect the roads side other that carparks. Good plans for future.	Dont push so far on the river/stream.	I don't know / Not sure	Bushes on the river.	Yes	Expanding town will bring more people and better things to do.

352	No	Finn		Yes	Kerikeri is boring and not a lot to do, there's a lot of traffic.		Yes	It will make the town more functional	Yes	
353	No	Karly		I don't know / Not sure	i think more shops would be good there's too much traffic thats why I'm late to netball.	A road for buss's because I'm always late for school and stop chopping down trees.	Yes	IDK. I dont know.	Yes	Because it's important.
354	No	Sam	G	Yes	i think the idea for it is great.	No, apart from expanding kerikeri and not making every home in Kerikeri town.	Yes		Yes	
355	No	Kosta	Silich	Yes	Will help decrease the traffic throughout our community and also grow our town in a positive direction, rather than stay in its old boring ways.	Looks pretty good to me	Yes	Yes, I feel it will hepl the community and our town grow in a positive direction.	Yes	Yes, so Kerikeri can be less boring and a better town for everyone in the public.
356	No	Oriana		I don't know / Not sure	I think more shops and would be amazing.	A bus lane and a KFC	Yes	Yes	Yes	
357	Yes	lilli-Rose	Voakes	Yes	I think we should definately expand - expecially public transport, furthermore a mall would be good.	Adding a bus system, Mall in Waipapa, More shops, More to do.	Yes		Yes	
358	No	Zach		Yes			Yes		Yes	
359	Yes	Waiaaria		I don't know / Not sure	No email supplied. I think in the future kerikeri will have more buildings and more people.	I think that Kerikeri should have more population than Waipapa.	Yes	Because I think it will be cool.	Yes	Because it will be a happier enviroment.
360	No	Charlene	Junang	Yes	It will increase growth. More people will be inclined to move here because there will be more things to do. More shops, entertainment, public transport.	Perhaps more standalone houses. Maybe a cvmmunity garden, orchard. Swimming pool complex indoors. A park where people can exercise, walk their dogs.	Yes	Because the additional amenities are spread out acors the area. The design still has natural spaces.	Yes	Will make the development more cohesive. Will ensure the development is not rushed, peoples opinions are heard etc.
361	No	Bella		I don't know / Not sure	Because it will make people happy but we should keep the trees (I'm literally the lorax)	Nope! I think it pretty good.	Yes	Your keeping the enviroment	Yes	It expands Keri and other places.
362	No	Luka	Ulrich	Yes	Ithink green spaces are definately essential for a growing town to make it feel more open and to keep the rural village atmosphere. I belivve the town definately needs indoor heated swimming pools for year-round access. Also no ugly statues like the one at the round-about.		Yes	I believe that it isessential to preserve the natural native forest not pines in the enviroment in Kerikeri. I think more accessibility for getting around the towns like transport/uber/scooters is so important.	Yes	I think that evaluation of how the towns are heading is vital. With growing population things like housing and transport is so important.
363	No	Sammy	Moyle	Yes	yes, because there ould be more opportunities in Kerikeri and Waipapa if they join together. Better things to do instead of just going to the park. I could bring more people to Kerikeri.	Yes more public transportation, public buses, train stations.	Yes	Yes because everything is detailed describing how the towns would look like.	Yes	more publicity for northland and can provide northland and can provide easier ways to get around.
364	No	Emma	MacMillan	Yes	I think it provides more opportunity for growth and expansion. But I think we need to ensure that we keep the community feel and not make it too much of a city.	no	Yes	Because I think they are good ways to implement growth in this community.	Yes	Because I think they address the issue that is at hand but focusing on only solving the issue rather than doing other things that dont have as much relevance.
365	Yes	Mya	Taurima	I don't know / Not sure	no email left even thoug says yes to being contacted. I think that Kerikeri will grow but I dont think it will become a big city.	I think that Kerikeri should be the big city and Waipapa be the little city.	Yes	because it will be fun	Yes	because it will be better for us.
366	No			Yes	IDK ;-)	Add KFC and Add hangi pits every 3 meters around Keri.	I don't know / Not sure	Idk	Yes	Yes?
367	No	Luke	Norman	I don't know / Not sure		More carparks and a KFC	I don't know / Not sure		Yes	
368	No	Benji	Narukutabua	Yes		Add a KFC in Kerikeri town and Waipapa. Add a shoe outlet, shoes such as Footlocker or Culture Kings. Add useful shops like more groceries stores such as Kmart, PanSave etc.	Yes		Yes	
369	No	Ben	Eckhold	Yes		Add hangi pits every 3 meters in Keri.	Yes		Yes	
370	No	Heuia	Smythe	Yes	I think you took the major values of Kerikeri like the cultural and environmental values and implemented and respected them wonderfully.	Though there is already mention of adding nature to cities, I would like more emphasis on 3rd place for people to hangout/reconnect with nature.	Yes	Could you add Maori culture florishes to the "built towns" Note Keep them seperate as well, more a gradiant of culture then seperate.	Yes	
371	No	Skye	Robinson	I don't know / Not sure	Having new facilities, parks and transport links is good, but i like how Kerikeri is fairly small town and making it have residential growth would make it have lots more people.		Yes	I think the accessibility of an easy way to get around is good and protecting the enviroment.	Yes	
372	No	Austin	Smith	Yes	I like the use of space and placement of things like having more houses in town.	More things to do in Waipapa.	Yes		Yes	
373	No	Malia		I don't know / Not sure		no	I don't know / Not sure		Yes	
374	Yes	Tralalelo	Tralala	Not Stated			Yes		Yes	Looks good.
375	Yes	Lilly	Gillbanks	Yes	I think its definately a good idea to add more things to do in Kerikeri.	chemist Warehouse or Kmart, metro buses so teenagers can get around.	Yes	i think the centre of town is already quite busy, so the location is good.	Yes	We need more thing to do.
376	No			Yes	I like having less traffic, making sure that happens. Having a two way lane in the middle of Kerikeri.	Arcades, more things for rangatahi.	Yes	very nice value.	Yes	Good planning
377	No	Cameron		Yes	I want malls and Co2. I think it would be good.	It is good but it needs a mall.	Yes	I agree with the stuff.	Yes	
378	No			Yes	IDK	Add Boil up shops. Add KFC	I don't know / Not sure	IDK	Yes	Yes ???
379	Yes			Yes	because there is nothing to do in Kerikeri currently.	More footpaths and bike lanes.	Yes	because its good.	Yes	Kerikeri needs more.
380	Not Stated	Grace		Yes	Yeh, I think there will be a lot more space/houses for Kerikeri, so more people can come in the next 30 years.	I want Kerikeri to grow bigger through out the years and public transport.	Yes	Because there could be public transport, more safer enviroment.	Yes	yes because they need support.
381	No	Indie	Trass	I don't know / Not sure	Well I think thatmore houses would be good but the traffic not so good.	More roads because it is really hard getting to places with out more houses	I don't know / Not sure		Yes	

382	No	Sienna	Molloy	I don't know / Not sure	I do not want more traffic, but if we drastically improve our roads and town system, as well as our water ways/sewers, then I would be very open to this plan. I like open areas and parks. Definately want more ways to cease up the traffic. We should not let our small culture filled town, turn into polluted Auckland. Have greenery and trees on the sides of the roads.	Possibly some kind of theme park or more activities for entertainment. Unsure if its there already, I believe should have more busses or a train system. It would be good for the enviroment. Please no using money on seculptures like the on into Keri. As long as thecomplexes and stuff are not all the same, and posibly have communal 'backyards' for the children. I agree with the plan.	Yes	I like the open areas, and that we will still have forestry. I like the housing more people will be in smaller adreas though.	Yes	I agree with the roads and water system improvements. I like how they will work with people in the town, and things like this are really helpful for students to see what's happening in our towns. Please have more of these.
383	Not Stated			Yes			Yes		Yes	
384	Yes	Jayde	Wakeford	Yes	Because we need more houses and more shops and more activities in Kerikeri, because there are alot more people living here and we need more transport for peope who live outside of the town like me.	Yes, I would add more, train stations/metro buses, parks, houses and activities for young people.	Yes	Yes because we need a bigger community.	Yes	brings in more people.
385	No			Yes			Yes		Yes	Yes
386	No	George	Campbell	Yes		Buses around the local area!	Yes		Yes	
387	No			Yes	It provides the local area more space to expand.	No there is not.	No	i dont believe Kerikeri needs more housing	Yes	It will provide more work for trusted businesses.
388	No	Lisa	Schofield	Yes	Because our town really needs to grow so more people can start living here, this way they'll be more jobs available so people wil/may move here with this we'll be done to increase stores and activities.	More shopping malls for slothes and more activities, such as archades, water parks etc. Clothing stores like Glassons, Cotton-on, Lululemon	Yes		Yes	
389	No	Kate		I don't know / Not sure	i want one big town instead of 2 seperated towns. That way we dont have towalk/drive a long way and everything is connected.	Make more bike/running tracks. Shops. A proper 400m track for running.	I don't know / Not sure	It's good but it might cause more traffic.	Yes	Brings in more people.
390	Not Stated	Keira	Hanna-Corran	Yes	I like shopping, adding more storey and things to do will make Kerikeri more lively,	More helping roads. Traffic is crazy.	Yes	I would like transport like trains because less gas money.	Yes	Yes, we willneed more people though.
391	No			Yes		More food shops, more activities, add hangi pits every 3 metres.	Yes		Yes	

Te Pātukurea Draft Spatial Plan Deliberations Report Including Attachments.

**This attachment is
available under separate
cover.**



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Memo: Te Pātukurea – Spatial Plan Amendments

Reporting Officer: Jaye Michalick, Team Leader, Growth Planning & Placemaking

Date: 10 June 2025

This memo summarises the changes made to the Te Pātukurea Spatial Plan document following deliberations with elected members on 22 May 2025. It is intended to be read alongside the final spatial plan document, which will be included on the agenda for the 18 June Council meeting for adoption.

Page #	Amendment	Reason for Amendment
Spatial Plan text changes		
All	Remove references to statement of proposal and draft spatial plan.	The document has been updated to reflect its status as final, with all references to public consultation removed.
B	Revised Mayor's foreword to remove references to public consultation.	
23	Additional text under Kerikeri section, Commercial Urban Change: The development of a riverside 'destination node' will be explored.	The draft spatial plan identifies a riverside 'destination node' within the Bing property, currently being developed by Turnstone Trust. While the site is zoned Residential (General Residential in the Proposed District Plan), Turnstone Trust is seeking to rezone about half the site near Kerikeri Road to Mixed-Use. The riverside area, where the destination node is proposed, is not part of this rezoning request. A separate plan change would be needed to rezone that area. Te Pātukurea is continuing to pursue the destination node through the Proposed District Plan process or a future plan change.
25	Add a new section with heading to page 25: Culture identity and heritage The plan recognises the importance of culture, identity and heritage. It includes urban design principles to enhance Kerikeri's existing identity and preserve its unique heritage. It recognises the role played by key institutions, such as The Turner Centre and Te Ahurea, in supporting and expressing local culture. The plan also acknowledges the value of including under-represented perspectives, such as those of local young people, in shaping the culture, identity and future of Kerikeri.	Acknowledges the value of arts, culture, and creativity to social, cultural, and economic wellbeing in the spatial plan. This includes spatial recognition of key creative and cultural institutions, such as the Turner Centre and Te Ahurea.

<p>25</p>	<p><i>Update the last paragraph to include tracked changes:</i></p> <p>Expanding of the industrial area will create more job opportunities and support local businesses with infrastructure improvements enhancing the efficiency and productivity of industrial activities. <u>In recognition of the sensitivity of the area, the</u> The plan promotes sustainable practices (including buffers and setbacks from rivers in recognition of the waterway and adjacent residential amenity) to integrate industrial land uses with the surrounding environment.</p>	<p><i>No change to the expansion of industrial land in Kerikeri, but the expansion is noted as sensitive, and it is necessary to service future growth.</i></p>
<p>49</p>	<p><i>Update this paragraph to include tracked changes:</i></p> <p>Staging of urban change and investment</p> <p>The plan directs 95% of future growth within and around the existing builtup areas of Kerikeri and Waipapa. This reflects the plan’s ambitious goal to promote urban change, enabling more affordable housing. This in turn will require a review of the rural framework (in the district plan) for the study area, which may result in future plan changes.</p> <p><u>For instance, areas identified as greenfield will not be progressed for upzoning until there is certainty that funding and provision of infrastructure will be provided to service the relevant greenfield area (funded by developers or planned within LTP or infrastructure strategy (or similar)).</u></p> <p>The timing and scale of investment will vary over the life of the spatial plan, timed to match the pace and scale of urban change.</p> <p>It is expected that urban change will occur in the short and medium-term in areas that have access to existing infrastructure. For Te Pātukurea, this means that we may expect to see residential and commercial growth in the urban areas of Kerikeri, and industrial growth in urban Waipapa, within ten years. Intensification in our existing urban environments is a priority. These areas already offer community amenities and services which make intensification / urban living more attractive. Figure 17 below illustrates the staging of urban change, highlighting areas where growth is</p>	<p><i>The spatial plan signals that greenfield growth will only proceed where there is clear certainty around the provision and funding of infrastructure, whether delivered by council or private developers.</i></p>

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	expected to occur in the short, medium, and long term.	
49	<p><i>Add new para <u>above</u> 'Staging of urban change and investment:</i></p> <p><u>Council acknowledges the important role of hapū in shaping the future of Kerikeri-Waipapa and is committed to supporting their aspirations, particularly in relation to housing, social wellbeing, economic development, and cultural revitalisation. As part of the spatial plan's implementation, Council will explore ways to assist hapū in developing their own strategic and planning frameworks in areas of significance to them. This includes maintaining and strengthening their involvement in guiding the development of the area, and supporting efforts to identify and protect sites of cultural, historical, and environmental importance. Opportunities for co-governance and co-management will also be explored, ensuring that hapū have a meaningful role in shared decision-making processes.</u></p> <p><u>All actions will be subject to available resources and future Council decisions, with a focus on building enduring partnerships that reflect the values and priorities of hapū in the Kerikeri-Waipapa area.</u></p>	<i>Flowing from Te Pātukurea, the spatial plan supports hapū in developing their own strategic and planning frameworks for areas of significance or concern to them.</i>
Implementation Plan changes:		
53	<p><i>Add new Action and Rationale under the Strategic Relationship/Advocacy section:</i></p> <p>[Action] <u>Explore co-governance and collaboration opportunities with hapū</u></p> <p>[Rationale] <u>Explore opportunities to maintain and strengthen hapū involvement in guiding the development of the area and achieving the objectives of the spatial plan, and ways to assist hapū in developing their own strategic and planning frameworks in areas of significance to them, including in housing, social, economic, and cultural development. Support strengthening relationships between council and tangata whenua.</u></p>	<i>Implementation action linking to the addition above.</i>
53	<i>Update the rationale for the action: Continue to advocate for transport outcomes with NZTA:</i>	<i>Amended to include actions that strengthen collaboration and engagement between Council and NZTA, focusing on:</i>

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	Collaborating with and advocating to secure funding and alignment on transport infrastructure, <u>network capacity and planning</u> , enhancing connectivity and safety across the growth areas <u>and achieving modal shift</u> .	<ul style="list-style-type: none"> • <i>Network capacity</i> • <i>Interdependency between local and national road networks</i> • <i>Integration of Te Pātukurea's active transport mode goals within the wider transport system</i>
53	<p><i>Update the rationale for the action: Establish an Implementation Steering Group [also update text for the action with an 'n' as shown]:</i></p> <p>The Implementation Steering Group ensures the community's needs, values, and priorities are represented throughout the process. It fosters shared ownership and transparency in delivering the plan. A diverse membership is key—Community Board representation connect the plan to local governance, while Hapū representation brings mana whenua perspectives and kaitiakitanga. <u>Young people's participation ensures their unique perspectives are recognised, valued and included.</u></p>	<i>Ensures that rangatahi are included in implementation plan actions which specifically address growth and development in Kerikeri-Waipapa, such as structure and master planning processes and assessments of community facilities.</i>
53	<p><i>Amend Implementation Plan, Strategic Relationships and Advocacy action:</i></p> <p>Continue working with Network Utility Operators on the timing, <u>staging</u> and delivery of Infrastructure.</p>	<i>Minor addition to existing action relating to working with network utility operators to align network utility infrastructure delivery with growth, ensuring efficient, cost-effective, and resilient community services</i>
54	<p><i>Add new Action and Rational under the Strategic Organisation-wide Collaboration section:</i></p> <p>[Action]: Input into the draft district-wide Parking Strategy</p> <p>[Rationale]: Making appropriate adjustments to the draft strategy to give effect to the changes required by the National Policy Statement-Urban Development</p>	<i>Ensures that Te Pātukurea informs the review of the draft district-wide Parking Strategy, particularly in guiding adjustments needed to give effect to the requirements of the National Policy Statement on Urban Development.</i>
54	<p><i>Add new Action and Rational under the Strategic Organisation-wide Collaboration section:</i></p> <p>[Action]: Refine Wāhi Toitū areas when additional sites of significance are identified.</p> <p>[Rationale]: Updating our constraints data and evidence base in collaboration with hapū to identify sites of cultural, historical,</p>	<i>Ensures that constraints data and the evidence base relating to significant sites are updated.</i>

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	and environmental importance requiring protection from development.	
55	<p><i>Amend Implementation Plan, Investment and funding section. Update rationale for action: Input into 2027 Infrastructure Strategy.</i></p> <p>[Rationale]: Infrastructure requirements identified in Te Pātukurea will inform our infrastructure strategy; An infrastructure strategy sets out the biggest infrastructure challenges Council will face over time and the main options for dealing with them, including the impact of those choices. <u>Te Pātukurea will ensure that future infrastructure in Kerikeri and Waipapa is resilient, efficient and affordable.</u></p>	<i>Added focus on improving efficiency, resilience and affordability in the delivery of infrastructure.</i>
55	<p><i>Amend Implementation Plan, Investment and funding section. Update rationale for action: Develop funding and finance strategy:</i></p> <p>[Rationale]: Funding and financing strategy explores alternative ways of funding which can reduce reliance on rates. <u>The strategy will define level of detail required to inform successful funding applications or mechanisms.</u></p>	<i>Per EM request on 22 May workshop</i>
56	<p><i>Add new Action and Rational under the Waipapa section:</i></p> <p>[Action]: Investigate the reconfiguration of residential and industrial land in Waipapa.</p> <p>[Rationale]: Review and test the area selected for industrial expansion in Waipapa to investigate if a different land use pattern can better achieve Integration with the state highway network.</p>	<i>There is merit in reviewing reconfiguration of residential and industrial land in Waipapa to assess whether an alternative land use pattern could better achieve the desired outcomes for Waipapa.</i>
56	<p><i>Amend Implementation Plan, Waipapa section action and rationale:</i></p> <p>[Action]: Develop Structure Plan / Catchment Mgmt. Plan - Waipapa for Urban Intensification and Greenfield areas of Waipapa, including <u>'Te Puāwaitanga Puāwaitanga Stage 2 Project'</u>, and <u>consideration of the future of Baysport.</u></p> <p>[Rationale]: A structure plan precedes the development of a plan change. This will include master planning to determine what suitable mix of activities can be accommodated at Te Puāwaitanga. <u>Baysports and other key stakeholders will</u></p>	<i>Includes the future development of Te Puāwaitanga in the implementation plan with a commitment to collaborate with Baysports and other key stakeholders to secure the future of sporting facilities in Waipapa.</i>

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	<u>be engaged to help determine the future of sporting facilities in Waipapa.</u>	
56	<p><i>Amend Implementation Plan, Kerikeri section action and rationale:</i></p> <p>[Action]: Develop Structure Plan for urban intensification and greenfield/Catchment Mgmt. Plan – Kerikeri. <u>Include transport assessment of impact of Mill Lane transport on road network.</u></p> <p>[Rationale]: A structure plan precedes the development of a plan change, for the Kerikeri area, a structure plan that considers both greenfield and urban intensification is appropriate. <u>The transport assessment will seek to address concerns of industrial traffic on surrounding residential roading network.</u></p>	<i>Per EM request on 22 May workshop</i>

The following recommendations from the deliberations report have not been included as they have already been reflected in the draft spatial plan document:

- Implementation plan items involving the hapū in steering the development of the Kerikeri-Waipapa area
- The protections for sensitive land are maintained in the spatial plan
- Amending implementation plan to include reference to strategic private infrastructure, such as telecommunication systems, and to include early consultation with providers of these systems as development occurs.

6 TE WĀHANGA TŪMATAITI / PUBLIC EXCLUDED**RESOLUTION TO EXCLUDE THE PUBLIC**

RECOMMENDATION		
<p>That the public be excluded from the following parts of the proceedings of this meeting.</p> <p>The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48 of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:</p>		
General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
6.1 - Delivery of Transport Services	<p>s7(2)(g) - the withholding of the information is necessary to maintain legal professional privilege</p> <p>s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
6.2 - General Employment Matter	<p>s7(2)(a) - the withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons</p> <p>s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

7 KARAKIA WHAKAMUTUNGA / CLOSING PRAYER**8 TE KAPINGA HUI / MEETING CLOSE**