

Application for resource consent or fast-track resource consent

(Or Associated Consent Pursuant to the Resource Management Act 1991 (RMA)) (If applying for a Resource Consent pursuant to Section 87AAC or 88 of the RMA, this form can be used to satisfy the requirements of [Form 9](#)). Prior to, and during, completion of this application form, please refer to [Resource Consent Guidance Notes](#) and [Schedule of Fees and Charges](#) — both available on the Council's web page.

1. Pre-Lodgement Meeting

Have you met with a council Resource Consent representative to discuss this application prior to lodgement?

Yes No

If yes, who have you spoken with?

2. Type of consent being applied for

(more than one circle can be ticked):

Land Use

Discharge

Fast Track Land Use*

Change of Consent Notice (s.221(3))

Subdivision

Extension of time (s.125)

Consent under National Environmental Standard
(e.g. Assessing and Managing Contaminants in Soil)

Other (please specify)

**The fast track is for simple land use consents and is restricted to consents with a controlled activity status.*

3. Would you like to opt out of the fast track process?

Yes No

4. Consultation

Have you consulted with Iwi/Hapū? Yes No

If yes, which groups have you consulted with?

Who else have you consulted with?

For any questions or information regarding iwi/hapū consultation, please contact Te Hono at Far North District Council, tehonosupport@fndc.govt.nz

8. Application site details

Location and/or property street address of the proposed activity:

Name/s:

Site address/
location:

 Postcode

Legal description:

Val Number:

Certificate of title:

Please remember to attach a copy of your Certificate of Title to the application, along with relevant consent notices and/or easements and encumbrances (search copy must be less than 6 months old)

Site visit requirements:

Is there a locked gate or security system restricting access by Council staff? Yes No

Is there a dog on the property? Yes No

Please provide details of any other entry restrictions that Council staff should be aware of, e.g. health and safety, caretaker's details. This is important to avoid a wasted trip and having to re-arrange a second visit.

9. Description of the proposal

Please enter a brief description of the proposal here. Please refer to Chapter 4 of the *District Plan, and Guidance Notes*, for further details of information requirements.

If this is an application for a Change or Cancellation of Consent Notice conditions (s.221(3)), please quote relevant existing Resource Consents and Consent Notice identifiers and provide details of the change(s), with reasons for requesting them.

10. Would you like to request public notification?

Yes No

11. Other consent required/being applied for under different legislation

(more than one circle can be ticked):

Building Consent

Regional Council Consent (ref # if known)

National Environmental Standard Consent

Other (please specify)

12. National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health:

The site and proposal may be subject to the above NES. In order to determine whether regard needs to be had to the NES please answer the following:

Is the piece of land currently being used or has it historically ever been used for an activity or industry on the Hazardous Industries and Activities List (HAIL)? Yes No Don't know

Is the proposed activity an activity covered by the NES? Please tick if any of the following apply to your proposal, as the NESCS may apply as a result? Yes No Don't know

Subdividing land

Disturbing, removing or sampling soil

Changing the use of a piece of land

Removing or replacing a fuel storage system

13. Assessment of environmental effects:

Every application for resource consent must be accompanied by an Assessment of Environmental Effects (AEE). This is a requirement of Schedule 4 of the Resource Management Act 1991 and an application can be rejected if an adequate AEE is not provided. The information in an AEE must be specified in sufficient detail to satisfy the purpose for which it is required. Your AEE may include additional information such as written approvals from adjoining property owners, or affected parties.

Your AEE is attached to this application Yes

14. Draft conditions:

Do you wish to see the draft conditions prior to the release of the resource consent decision? Yes No

If yes, please be advised that the timeframe will be suspended for 5 working days as per s107G of the RMA to enable consideration for the draft conditions.

15. Billing Details:

This identifies the person or entity that will be responsible for paying any invoices or receiving any refunds associated with processing this resource consent. Please also refer to Council's Fees and Charges Schedule.

Name/s: (please write in full)

Wayne and Amanda Hellier

Email:

Phone number:

Postal address:

(or alternative method of service under section 352 of the act)

Postcode

Fees Information

An instalment fee for processing this application is payable at the time of lodgement and must accompany your application in order for it to be lodged. Please note that if the instalment fee is insufficient to cover the actual and reasonable costs of work undertaken to process the application you will be required to pay any additional costs. Invoiced amounts are payable by the 20th of the month following invoice date. You may also be required to make additional payments if your application requires notification.

14. Billing Details:

This identifies the person or entity that will be responsible for paying any invoices or receiving any refunds associated with processing this resource consent. Please also refer to Council's Fees and Charges Schedule.

Name/s: (please write in full)

HOUNORA TRUST

Email:

Phone number:

Postal address:

(or alternative method of service under section 352 of the act)

Fees Information

An instalment fee for processing this application is payable at the time of lodgement and must accompany your application in order for it to be lodged. Please note that if the instalment fee is insufficient to cover the actual and reasonable costs of work undertaken to process the application you will be required to pay any additional costs. Invoiced amounts are payable by the 30th of the month following invoice date. You may also be required to make additional payments if your application requires notification.

Declaration concerning Payment of Fees

I/we understand that the Council may charge me/us for all costs actually and reasonably incurred in processing this application. Subject to my/our rights under Sections 357B and 358 of the RMA, to object to any costs, I/we undertake to pay all and future processing costs incurred by the Council. Without limiting the Far North District Council's legal rights if any steps (including the use of debt collection agencies) are necessary to recover unpaid processing costs I/we agree to pay all costs of recovering those processing costs. If this application is made on behalf of a trust (private or family), a society (incorporated or unincorporated) or a company in signing this application I/we are binding the trust, society or company to pay all the above costs and guaranteeing to pay all the above costs in my/our personal capacity.

Name: (please write in full)

WAYNE GERRY HELLIER

Signature:

(signature of bill payer)

Date 07 09 26

MANDATORY

15. Important Information:

Note to applicant

You must include all information required by this form. The information must be specified in sufficient detail to satisfy the purpose for which it is required.

You may apply for 2 or more resource consents that are needed for the same activity on the same form. You must pay the charge payable to the consent authority for the resource consent application under the Resource Management Act 1991.

Fast-track application

Under the fast-track resource consent process, notice of the decision must be given within 10 working days after the date the application was first lodged with the authority, unless the applicant opts out of that process at the time of lodgement. A fast-track application may cease to be a fast-track application under section 87A(2) of the RMA.

Privacy Information:

Once this application is lodged with the Council it becomes public information. Please advise Council if there is sensitive information in the proposal. The information you have provided on this form is required so that your application for consent pursuant to the Resource Management Act 1991 can be processed under that Act. The information will be stored on a public register and held by the Far North District Council. The details of your application may also be made available to the public on the Council's website, www.fndc.govt.nz. These details are collected to inform the general public and community groups about all consents which have been issued through the Far North District Council.

Checklist

Please tick if information is provided

- Payment (cheques payable to Far North District Council)
- A current Certificate of Title (Search Copy not more than 6 months old)
- Details of your consultation with Iwi and hapū
- Copies of any listed encumbrances, easements and/or consent notices relevant to the application
- Applicant / Agent / Property Owner / Bill Payer details provided
- Location of property and description of proposal
- Assessment of Environmental Effects
- Written Approvals / correspondence from consulted parties
- Reports from technical experts (if required)
- Copies of other relevant consents associated with this application
- Location and Site plans (land use) AND/OR
- Location and Scheme Plan (subdivision)
- Elevations / Floor plans
- Topographical / contour plans

Please refer to Chapter 4 of the District Plan for details of the information that must be provided with an application. Please also refer to the RC Checklist available on the Council's website. This contains more helpful hints as to what information needs to be shown on plans.

Subdivision Consent Application

HOUHORA TRUST

Far North Road (State Highway 1), Houhora

A topographic map with contour lines and a grid, rendered in white and light gray on a dark background, serving as a background for the bottom section of the page.

**reyburn
& bryant**

PLANNERS • SURVEYORS

Subdivision Consent Application

HOUHORA TRUST

Far North Road (State Highway 1), Houhora

Report prepared for:	Houhora Trust
Author	David Johnson, <i>Planner</i>
Reviewed by:	Joseph Henehan, <i>Associate</i>
Consent Authority:	Far North District Council
Report reference:	18832
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Date:	April 2026

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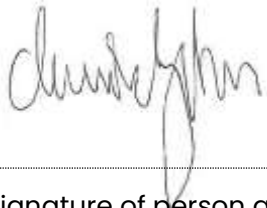
FORM 9

APPLICATION FOR RESOURCE CONSENT UNDER SECTION 88 OF THE RESOURCE MANAGEMENT ACT 1991

To: Far North District Council
Memorial Avenue
Private Bag 752
Kaikohe 0440

1. The **Houhora Trust** apply for subdivision consent to subdivide the site into three lots.
2. The location of the proposed activity is Far North Road (State Highway 1), Houhora.
3. The legal description of the site is Lot 1 DP 435278. The title reference is RT 532257.
4. The applicant is the owner of the site.
5. There are no other activities that are part of the proposal to which this application relates.
6. No additional resource consents or statutory approvals are needed for the proposal to which this application relates that have not yet been applied for as part of this application.
7. We attach an assessment of effects on the environment that:
 - (a) includes the information required by clause 6 of Schedule 4 of the Resource Management Act 1991; and
 - (b) addresses the matters specified in clause 7 of Schedule 4 of the Resource Management Act 1991; and
 - (c) includes such detail as corresponds with the scale and significance of the effects that the activity may have on the environment.
8. We attach an assessment of the proposed activity against the matters set out in Part 2 of the Resource Management Act 1991.

-
9. We attach an assessment of the proposed activity against any relevant provisions of a document referred to in section 104(1)(b) of the Resource Management Act 1991, including information required by clause 2(2) of Schedule 4 of that Act.
 10. No other information is required to be included in the district or regional plan(s) or regulations.



Signature of person authorised to sign on behalf of applicant

David Johnson

08 April 2026

Date

Address for service:

Reyburn and Bryant 1999 Ltd
PO Box 191, Whangarei

Telephone:

(09) 438 3563

Email:

david@reyburnandbryant.co.nz

Contact person:

David Johnson

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APPENDICES

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2. Rule assessment
3. Records of title and associated memorials
4. New Zealand Transport Agency consultation
5. Northland Regional Council Selected Land-use Register

ABBREVIATIONS

AEE	Assessment of Environmental Effects
CE	Coastal Environment
FNDC	Far North District Council
FNDP	Far North District Plan
HAIL	Hazardous Activities and Industries List
LUC	Land Use Capability
NES-CS	National Environmental Standard – Contaminated Soils
NPS-HPL	National Policy Statement for Highly Productive Land
NPS-NH	National Policy Statement for Natural Hazards
NZTA	New Zealand Transport Agency
OFNDP	Operative Far North District Plan
PFNDP	Proposed Far North District Plan

RMA	Resource Management Act, 1991
RPZ	Rural Production Zone
SH1	State Highway 1

1. INTRODUCTION

1.1 Report basis

This report has been prepared for the Houhora Trust (the applicant) in support of an application to undertake a three lot subdivision at Far North Road (State Highway 1 (SH1)), Houhora.

The application has been prepared in accordance with Section 88 and the Fourth Schedule of the RMA. Section 88 of the RMA requires that resource consent applications be accompanied by an Assessment of Environmental Effects (AEE) in accordance with the Fourth Schedule.

The report also includes an analysis of the relevant provisions of the district, regional and national planning documents that are pertinent to the assessment and decision required under s104 of the RMA.

1.2 Property details

Applicant	Houhora Trust
Landowners	WH and AJ Hellier Kevin McDonald Trustee Limited
Site location	Far North Road (SH1), Houhora
Legal descriptions	Lot 1 DP 435278
Record of title	RT 532257
Site area	33.5000ha
District Plan	Far North District Plan
Operative District Plan Zone	Rural Production Zone
Operative District Plan Notations	N/A
Proposed District Plan Zone	Rural Production Zone
Proposed District Plan Notations	Coastal Environment (partial) River Flood Hazard Zones (10 Year and 100 Year ARI Event) (partial)

Coastal Flood Hazard Zones 1, 2, and 3
(partial)

Table 1: Property details.

1.3 Proposal summary

The applicant owns a 33.5ha title on the eastern side of Far North Road (SH1) 4.5km south of the coastal settlement of Houhora and 30km north of Kaitaia. It is legally described as Lot 1 DP 435278.

The site is zoned 'Rural Production' (RPZ) under the Operative Far North District Plan (OFNDP). There are no Resource Areas that relate to the site.

The site will retain its 'Rural Production' zoning under the Proposed Far North District Plan (PFNDP). However, parts of it will also be subject to the Coastal Environment, 10 and 100-year River Flood Hazard Zones and Coastal Flood Hazard Zones 1, 2, and 3.

The applicant proposes to subdivide the site into three lots in accordance with the scheme plan attached in **Appendix 1**. The smallest lot (proposed Lot 3) will have an area of 7.9420ha.

Overall, resource consent is required as a **discretionary activity** from the FNDC due to the size of the proposed lots (less than 12ha but greater than 4ha) and the need to obtain access from SH1.

1.4 Resource consents sought

Operative Far North District Plan rule assessment

Resource consent is required in accordance with the following rules of the OFNDP:

- Rule 13.9.1 – The proposal is a **discretionary activity** under Rule 13.9.1 as the proposed lots have lot sizes of less than 12ha but greater than 4ha.
- Rule 15.1.6C.2 – The proposal does not comply with Rule 15.1.6C.1.1 as the proposed lots will be accessed from SH1. Therefore, resource consent is required as a **discretionary activity** under Rule 15.1.6C.2.

A full assessment of the OFNDP rules is attached in **Appendix 2**.

Proposed Far North District Plan rule assessment

The PFNDP was publicly notified on 27 July 2022. Submissions and further submissions have been received, and the hearings have concluded. However, the Commissioners are yet to make their recommendations, and the Council is yet to issue their decision. In accordance with s86B(3) of the RMA, the rules that would ordinarily apply to this proposal do not currently have legal effect. The proposal therefore does not require resource consent under the PFNDP.

For completeness, an assessment has been made with respect to the rules of the PFNDP, and this is attached in **Appendix 2**. If these rules were to have legal effect, the proposal would be a **non-complying activity** due to the size of proposed Lot 3 being less than 8ha.

1.5 Relevant title memorials

Lot 1 DP 435278 is held in a single title, RT 532257. It is subject to s59 of the Land Act 1948, which has no relevance to this application. It is also subject to other memorials as follows:

- **A160192** – This certificate provides the Crown with drainage rights over part of the site. It is unaffected by this application.
- **D574558.1** – This gazette notice declares Far North Road as a limited access road. It is unaffected by this application.
- **D575041.1** – This is a notice pursuant to s91 of the Transit New Zealand Act 1989. It approves a crossing place for the parent title to RT 532257¹ 0m to 4m from the southern boundary. The existing vehicle crossing to the site is in this location.
- **8644685.3** – This consent notice has three conditions which all apply to the site. It requires a suitable water supply for firefighting and a suitable on-site effluent disposal system at the building consent stage, and advises that there

¹ NA9A/1169

are no physical electricity or telecommunications connections to the site. It will be retained and will apply to the new lots created by the proposed subdivision.

The title and associated memorials are attached in **Appendix 3**.

1.6 Over approvals required

No other approvals are required to give effect to the proposal.

1.7 Processing requests

Prior to the issue of any decision for this consent, please forward the draft conditions for our review and comment.

2. THE SITE AND SURROUNDING ENVIRONMENT

2.1 Site description

Location

The site is located on the eastern side of Far North Road (SH1) 4.5km south of the coastal settlement of Houhora. **Figure 1** below shows the site in red.



Figure 1: Location map (Source: Grip).

Built development

There are several sheds in the southwestern corner of the site.

The rest of the site is vacant.

Access

The site is accessed from Far North Road (SH1) via a metal vehicle crossing and panhandle access (see **Figure 2** below).



Figure 2: Existing access (Source: Google Streetview).

Topography

The site is flat with a slight fall towards the eastern boundary.

Ground cover and vegetation

The site is covered in pasture and stands of indigenous vegetation. The pasture is concentrated in the western half of the property. The stands of indigenous vegetation are scattered across the eastern half of the property, with pasture between the various stands.

Watercourses

There are several ponds scattered across the eastern half of the site.

Archaeological sites

There are no recorded archaeological sites on the site (see **Figure 3** below).



Figure 3: Archaeological sites (Source: New Zealand Archaeological Association).

Soil composition

The soils on the sites are shown as Classes 4 and 6 in the Land Use Capability (LUC) system.² Class 4 and 6 soils are not considered highly productive land under the National Policy Statement for Highly Productive Land (NPS-HPL).

2.2 Surrounding environment

The surrounding environment is characterised by rural production activities interspersed by areas of residential and rural residential development.

Livestock grazing and dairy farming are predominant in the area surrounding the site. There are also several avocado orchards and extensive forestry blocks further to the west.

To the north the land uses transition to the rural residential development and then to residential development at the Houhora coastal settlement 4.5km north of the site.

There are also several areas of ecological significance in the surrounding environment. The closest area to the site is 'East Beach' located between the site and Ngārui-o-te-Marangai Beach to the east. It is a 627ha area of coastal foredunes identified as a Level 1 site of ecological significance in the DOC PNAP report for the Aupori Ecological District. It has an Outstanding Landscape overlay in the OFNDP and a High Natural Character Area in the PFNDP. The western edge follows the Motutangi Stream, 50m east of the eastern site boundary.

² Manaaki Whenua Landcare Research

3. THE PROPOSAL

3.1 General

The proposal is to subdivide the site into three lots.

The proposed lot configuration is depicted on the scheme plan attached in **Appendix 1**, and is summarised in **Table 2** below:

Table 2. Proposed allotment detail.

Lots	Area ³
Lot 1	17.1020ha (16.6480ha net)
Lot 2	8.4568ha
Lot 3	7.9420ha

3.2 Site suitability

The proposed lots have net site areas of at least 7.9420ha. They are therefore large enough and have adequate spaces free of hazards to accommodate several building sites and potential wastewater disposal fields. No site suitability assessment is necessary.

3.3 Access

Access to the proposed lots will continue to be off Far North Road (SH1) via an upgraded vehicle crossing and a shared access.

Given the proposed lots will be accessed from SH1, consultation has been initiated with the New Zealand Transport Agency (NZTA) (see **Appendix 4**). The NZTA has acknowledged receipt of the request for consultation, but is yet to provide any formal recommendations. Their recommendations will be provided

³ These areas are approximate and subject to survey.

to the processing planner when they are received. The existing vehicle crossing will be upgraded in accordance with their requirements.

The shared access is shown on the scheme plan as Areas J, A, I, D and E (in favour of proposed Lots 2 and 3), G (in favour of proposed Lot 2), and H (in favour of proposed Lot 3). It will be constructed in accordance with the requirements of the Transportation Chapter and the FNDC Engineering Standards. Passing bays will be provided as required.

3.4 Servicing

There is no Council reticulation in this location. Any future residential units on the proposed lots will rely on on-site wastewater, stormwater, and water supply systems established by future owners at the time of applying for building consent.

3.5 Electricity and telecommunications

It is not certain whether conventional electricity connections will be provided to the proposed lots. Other options such as solar panels may be utilised. No new connections are proposed as part of this subdivision. Irrespective of whether connections are provided, the proposed lots have direct frontage to a road via the shared access. Easements will be created over the shared access to ensure that electricity connections can be established if required.

No hardwired telecommunications connections are proposed. Wireless services are available should future owners wish to establish a connection.

Condition iii of consent notice 8644685.3, which advises that there are no physical electricity or telecommunications connections to the site, will be retained and will pass down to the proposed lots.

4. ASSESSMENT OF ENVIRONMENTAL EFFECTS

4.1 Existing environment

Section 104(1)(a) of the RMA requires a consideration of the actual and potential effects of allowing the proposed activity on the environment. The environment includes both the physical environment as it exists today and as it is reasonably anticipated to be following the implementation of existing lawful approvals.

In this case, the existing environment includes RT 532257 and the surrounding cadastral pattern. It includes large productive landholdings as well as residential and rural residential development.

4.2 Permitted baseline

Section 104(2) of the RMA allows a consent authority to disregard an adverse effect of an activity on the environment if a plan permits an activity with that effect. This is commonly referred to as the permitted baseline.

The permitted baseline of the site is as follows:

- Two residential units.
- Any number of farm sheds and other accessory buildings.

The effects associated with this permitted development, most notably the establishment of two residential units, form part of the permitted baseline and should be disregarded from the effects assessment.

4.3 Effects on rural character and amenity

The proposed subdivision will result in three lots that substantially exceed the minimum lot size for a discretionary activity subdivision in the RPZ (4ha). The proposed density and scale of development are therefore anticipated by the OFNDP and do not represent an intensity of subdivision that would erode the rural character of the surrounding environment.

While two of the proposed lots align with the permitted baseline, the third lot extends beyond it. Nonetheless, the resulting change in character is limited by the generous lot sizes and the retention of pasture and stands of indigenous vegetation across the site. The subdivision does not facilitate a residential density that is inconsistent or out of place from the prevailing rural environment.

The site is also removed from surrounding development, which limits potential effects on rural character and amenity. The nearest residential unit is 350m north of the northern site boundary and is partially screened by vegetation. The next nearest residential unit is 500m away on the western side of SH1, separated by open pastoral land extending through to SH1. The nearest residential unit to the south is 750m from the southern site boundary. A Conservation Area immediately east of the site prevents any further development. This separation reinforces the perception of openness and minimises any discernible change for surrounding properties as a result of the subdivision.

The absence of built form in the surrounding environment, extensive separation distances, and retention of the open pastoral land and stands of indigenous vegetation ensures that the proposed subdivision will not result in a noticeable change to the rural character or amenity. Accordingly, any adverse effects on rural character and amenity values will be less than minor.

4.4 Effects on rural production values

The proposed subdivision will create three new lots, all of which have net site areas of at least 7.9420ha. These lot sizes align with the discretionary activity subdivision provisions for the RPZ and are of a scale that enables continued productive use of the land. They do not represent an intensity of subdivision that would undermine rural production activities. Each lot is large enough to function as a viable productive title rather than a rural lifestyle property, maintaining the productive potential of the site and providing flexibility for a range of rural production activities. Furthermore, the productive activities currently undertaken on the site (livestock grazing) do not require large contiguous areas of land to remain viable. They are compatible with the proposed lots sizes.

The configuration of the proposed lots results in regular, cohesive titles with practical shapes to facilitate efficient land management. The subdivision does not create fragmented or irregular titles that would constrain farming activities or limit future productive use. Rural production activities will not be constrained by boundary inefficiencies or fragmented landholdings.

As discussed in Section 2.1 of this report, the site is comprised of a mixture of LUC Class 4 and 6 soils. These soils are not classified as highly productive land under the NPS-HPL. The proposal will therefore not result in the fragmentation of identified productive land.

Overall, the adverse effects on productive values will be less than minor.

4.5 Access effects

Access to the proposed lots will be provided via the existing vehicle crossing and a shared access. Whilst no formal comments have been received from the NZTA (**Appendix 4**), the existing vehicle crossing will be upgraded in accordance with their requirements. The shared access will be constructed in accordance with the requirements of the Transportation Chapter and the FNDC Engineering Standards. Adhering to the recommendations of the NZTA and the requirements of the Transportation Chapter and the FNDC Engineering Standards will ensure that access to the proposed lots will be formed to an appropriate standard and will operate safely and efficiently.

Overall, the adverse effects associated with the access arrangements will be less than minor.

4.6 Servicing arrangements

As stated elsewhere in this report, future residential units established on the proposed lots will rely on on-site services. The proposed lots have areas of at least 7.9420ha, and contain multiple building site options. This ensures they are of an adequate size to accommodate on-site services without creating any reverse sensitivity effects on neighbouring properties.

Overall, the adverse effects associated with servicing the proposed lots are less than minor.

4.7 Adverse effects conclusion

Overall, the adverse effects associated with this proposal will be less than minor relative to the existing environment and permitted baseline. There are no potentially adversely affected parties.

5. PLANNING ASSESSMENT

5.1 Relevant planning documents

Section 104(1) of the RMA sets out the matters that a consent authority must, subject to Part 2, have regard to when considering all applications for resource consent.

Given the hierarchical nature of planning documents under the RMA, and the requirement for lower order documents to “give effect to” higher order documents, the relevant documents that require assessment under s104(1) of the RMA are the Operative and Proposed FNDP, the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health Regulations 2011 (NES-CS), the NPS-HPL, and the National Policy Statement for Natural Hazards (NPS-NH).

5.2 Operative Far North District Plan

Given the nature of this application, this assessment considers the relevant objectives and policies in Chapter 8 ‘Rural Environment’, Chapter 13 ‘Subdivision’, and Chapter 15 ‘Transportation’.

The relevant objectives and policies of the OFNDP are assessed below.

Chapter 8 – Rural Environment

The overarching intent of the RPZ is to enable farming and forestry activities and the continuation of a wide range of activities that are compatible with normal farming and forestry activities, including rural lifestyle and rural residential activities. The RPZ objectives and policies set out to achieve the stated purpose of the zone by enabling rural production activities and protecting them from inappropriate subdivision, use, and development,⁴ protecting significant natural features and landscapes,⁵ avoiding conflicts between land use activities,⁶

⁴ Objectives 8.3.2, 8.3.9, 8.3.10, 8.6.3.8, and 8.6.3.9, Policies 8.4.2, 8.6.4.1, and 8.6.4.8.

⁵ Objectives 8.3.4, 8.3.5 and 8.6.3.4, Policies 8.4.3, 8.4.4, and 8.4.8.

⁶ Objectives 8.3.6 and 8.6.3.6, Policies 8.4.5, 8.6.4.7, 8.6.4.8 and 8.6.4.9.

maintaining and enhancing amenity values,⁷ and avoiding, remedying, or mitigating adverse effects associated with servicing and infrastructure.⁸ The proposal is assessed against these themes below.

Regarding the provisions that seek to enable rural production activities and protect them from inappropriate subdivision, use and development, the proposed subdivision maintains the productivity capacity of the site by creating lots that are each of a scale capable of supporting ongoing rural production activities. The proposed lot sizes exceed the minimum lot size for a discretionary activity subdivision in the RPZ, and do not introduce an intensity of development that would undermine productive activities. The lot configuration results in regular, cohesive landholdings that avoid internal fragmentation and enable efficient land management.

Regarding the provisions that seek to protect significant natural features and landscapes, the proposal does not require the removal of any vegetation. All existing stands of vegetation on the site will remain unaffected by the subdivision.

Regarding the provisions that seek to avoid conflicts between land use activities, the proposed lots are configured and large enough that rural production activities can continue without constraint. They are also large enough to ensure that future residential units on the proposed lots can be setback sufficiently from the rural production activities undertaken on adjacent sites. Residential activities on other sites are a substantial distance from the site boundaries. They are not affected by rural production activities undertaken on the proposed lots.

Regarding the provisions that seek to maintain and enhance amenity values, the proposed subdivision is consistent with the established rural character of the surrounding environment and does not introduce an intensity or form of development that would diminish rural amenity. The proposed lots all exceed the minimum lot size for a discretionary activity subdivision in the RPZ, facilitating

⁷ Objectives 8.3.7 and 8.6.3.3, Policies 8.4.4 and 8.6.4.4.

⁸ Objectives 8.3.3 and 8.6.3.7, Policies 8.4.7, 8.4.8, 8.6.4.2, and 8.6.4.3.

productive activities rather than rural lifestyle development. The proposed subdivision will retain the pastoral land and stands of indigenous vegetation that characterise the site and the surrounding environment. There are also significant separation distances between existing residential units and the subject site, minimising any perception of change as a result of the proposed subdivision.

Regarding the provisions that seek to avoid, remedy or mitigate adverse effects associated with servicing the subdivision, the proposed lots are capable of being serviced on-site as they have net site areas of at least 7.9420ha. These arrangements will be established at the building consent stage.

When considered overall, the proposed subdivision is consistent with the objectives and policies of the RPZ by enabling an anticipated form of rural development while maintaining rural character and the capacity for rural production activities. It creates three new lots without affecting their ability to be used for productive purposes or the rural character and amenity values associated with the site and the surrounding environment.

Chapter 13 – Subdivision

The objectives and policies of the Subdivision Chapter require subdivisions to be consistent with the purpose of the underlying zone,⁹ serviced appropriately,¹⁰ provided with electricity supplies appropriate to the activities undertaken on the lot,¹¹ and accessed in a safe and efficient manner.¹²

The proposed lots are consistent with the purpose, objectives, and policies of the RPZ as addressed above.

Regarding the provisions that require new lots to be serviced appropriately, the proposed lots are capable of being serviced on-site as they have net site areas of 7.9420ha, large enough for several building sites and the associated access

⁹ Objective 13.3.1, Policy 13.4.1

¹⁰ Objectives 13.3.2 and 13.3.5, Policy 13.4.8

¹¹ Objective 13.3.8

¹² Objective 13.3.2, Policies 13.4.2 and 13.4.5

and servicing arrangements to be established outside of any hazards. These arrangements will be established at the building consent stage.

Regarding the provisions that require appropriate electricity supplies, it is not certain whether conventional electricity connections will be provided to the proposed lots. Other options such as solar panels may be utilised. Regardless, electricity connections can be established if future owners wish to install them as the necessary easements will be provided over the shared access.

Regarding the provisions that require lots to be accessed in a safe and efficient manner, the existing vehicle crossing will be upgraded in accordance with the requirements of the NZTA, while the shared access will be upgraded in accordance with the OFNDP and the FNDC ES. Further assessment of the objectives and policies of Transportation Chapter is provided below.

Overall, the proposal is consistent with the objectives and policies of the Subdivision Chapter.

Chapter 15 – Transportation

The overarching intent of the Transportation Chapter is to provide parking, access, and public transportation facilities in a safe, efficient, and effective manner. Many of the objectives and policies are not relevant as they relate to parking and public transportation facilities which are more appropriately assessed when the proposed lots are developed. The relevant objectives and policies require the adverse traffic effects to be evaluated and minimised,¹³ and require the provision of appropriate, safe, and efficient accesses.¹⁴

Access to the proposed lots will be from the existing vehicle crossing. It will be upgraded in accordance with the requirements of NZTA. The shared access will be upgraded to comply with the requirements of the Transportation Chapter and the FNDC Engineering Standards. Accordingly, appropriate, safe, and efficient access will be provided to the site.

¹³ Objective 15.1.3.1, Policy 15.1.4.1

¹⁴ Objectives 15.1.3.4 and 15.1.3.5, Policy 15.1.4.6

Overall, the proposal is consistent with the objectives and policies of the Transportation Chapter.

Conclusion

Overall, the proposal is consistent with the objectives and policies of the OFNDP.

5.3 Proposed Far North District Plan

Context

The PFNDP was publicly notified on 27 July 2022. Submissions and further submissions have been received, and the hearings have concluded. However, the Commissioners are yet to make their recommendations, and the Council is yet to issue their decision. In accordance with s86B(3) of the RMA, the rules that would ordinarily apply to this proposal do not currently have legal effect. Nevertheless, an assessment to determine the activity status that this proposal would have under the PFNDP provisions has been made in Section 1.4 of this report. While the majority of the rules do not have legal effect, the objectives and policies are a relevant consideration under s104(1)(b)(vi) of the RMA.

Weighting

With regards to weighting, the Commissioners are yet to make their recommendations. Those recommendations will then still be subject to the Council decision and the appeal process. Little weight should therefore be applied to the PFNDP when considering the application. Nonetheless, an assessment of the objectives and policies is provided below for completeness.

Assessment

The objectives and policies of the RPZ are relevant to the proposal as the site is proposed to be rezoned RPZ under the PFNDP. The district wide Subdivision and Transport Chapters are also relevant.

Generally, the objectives and policies of the RPZ provide for subdivision where it maintains rural character and amenity without compromising the use of the

land for primary production activities.¹⁵ In this case, the proposed lots are all large enough for the existing rural production activities (livestock grazing) to continue without affecting the pastoral land or stands of indigenous vegetation across the site. The increased density will not affect surrounding properties as the existing residential units on other sites are significantly separated from the subject site. Accordingly, the proposed subdivision is not contrary to the objectives and policies of the RPZ Chapter of the PFNDP.

The objectives and policies of the Subdivision Chapter seek to ensure subdivisions are in accordance with the provisions of the underlying zone, and are appropriately serviced and integrated with the surrounding environment.¹⁶ The proposed lots are consistent with the purpose of the RPZ as addressed above, and will be appropriately accessed and serviced as detailed Sections 3.2 – 3.5 of this report.

The objectives and policies of the Transport Chapter seek to ensure that all new lots created through a subdivision have suitable access.¹⁷ In this regard, the proposed lots will continue be accessed from the existing vehicle crossing, which will be upgraded in accordance with the requirements of the NZTA, and the shared access, which will be upgraded in accordance with the FNDC ES. Accordingly, the proposed subdivision does not adversely affect the safety or efficiency of the transport network.

Given the specific characteristics of the site, the proposed subdivision is not contrary to the objectives and policies of the PFNDP.

¹⁵ RPZ-O3, O4, P4, P6 and P7.

¹⁶ SUB-O1, O3, O4, P3 – P6, P10 and P11.

¹⁷ TRAN-O5 and P8

5.4 National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health Regulations 2011

All applications that involve subdivision, an activity that changes the use of a piece of land, or earthworks are subject to the provisions of the NES-CS. The regulation sets out the requirements for considering the potential for soil contamination, based on the HAIL¹⁸ and the risk that this may pose to human health as a result of the proposed land use.

A review of aerial photographs and the Northland Regional Council ‘selected land-use sites’ database was undertaken, which confirmed that no HAIL activities are present or have ever taken place on the subject ‘piece of land’ – refer to the map attached in **Appendix 5**. Accordingly, the NES-CS does not apply to this application.

5.5 National Policy Statement for Highly Productive Land

As per Section 2.1 of this report, the site has Class 4 and 6 soils. These are not considered highly productive land under the NPS-HPL. Therefore, the NPS-HPL is not applicable to this application.

5.6 National Policy Statement for Natural Hazards

The NPS-NH came into effect on 15 January 2025. The overarching objective of the document (Objective 2.1) is to manage natural hazard risk to people and property associated with subdivision, use, and development using a risk-based proportionate approach. It sets out a list of natural hazards that subdivision, use, and development is to consider.

The western and eastern edges of the site are subject to River and Coastal Flood Hazards (see Sheet 2 of the scheme plan). However, the proposed lots contain extensive areas that are not affected by the flood hazards. The shared access is

¹⁸ Hazardous Activities and Industries List

also not affected by the flood hazards. Therefore, the proposed lots retain sufficient flexibility to accommodate any future residential units and services outside of the identified hazard areas, consistent with a risk-based proportionate approach.

Overall, the proposal does not increase natural hazard risk, does not transfer risk to other land, and does not reduce the ability to manage existing hazard risks. Any existing exposure to natural hazards remains unchanged and appropriately managed through the existing development pattern and regulatory framework. Having regard to the scale and nature of the proposal, the proposed subdivision represents a proportionate response to natural hazards and is consistent with the intent and direction of the NPS-NH.

5.7 Part 2 assessment

A detailed assessment of Part 2 matters is not required unless there are issues of invalidity, incomplete coverage, or uncertainty in the planning provisions.¹⁹ That is not the case here, and therefore no assessment of the application is required under Part 2. However, for completeness, the proposal accords with the purpose of the RMA for the following reasons:

1. The proposal enables the efficient use and development of land by subdividing the property in a manner that is anticipated by the FNDP.
2. The proposal retains rural character and amenity values as the proposed lot sizes are consistent with the pattern of development in the surrounding environment, and is well removed from existing development on surrounding properties.
3. Rural production values are maintained as the proposed lots remain a size suitable for the continuation of the existing rural production activities (livestock grazing).

¹⁹ *R J Davidson Family Trust the Marlborough District Council* [2018] NZCA 316

4. Any adverse effects will be less than minor, and are appropriately avoided, remedied, or mitigated.
5. The subdivision will not increase natural hazard risk to people or property.
6. There are no risks to human health associated with the subdivision.

The proposal does not offend any matters of national importance in Section 6, or any of the other matters set out in Sections 7 and 8 of the RMA.

6. CONSULTATION AND NOTIFICATION

6.1 Consultation

Consultation has been initiated with the NZTA prior to lodging this application. The correspondence with NZTA is attached in **Appendix 4**. At the time of preparing this application the NZTA has acknowledged receipt of our request for consultation but has not provided any formal comments. These will be provided to the processing planner when they are received.

6.2 Notification

Sections 95A – 95F of the RMA require an assessment of whether an application should be publicly or limited notified.

The adverse effects of the proposal are assessed in Section 4 of this report. It concludes that any adverse effects will be no more than minor, particularly when assessed against the existing environment, which includes the substantial distance from the proposed lots to residential units on surrounding properties.

The proposed subdivision does not give rise to any new or intensified adverse effects on the surrounding environment beyond those already anticipated by the planning framework. The density and sizes of the proposed lots is consistent with the discretionary activity subdivision provisions for the RPZ. There will also be minimal perceptual change to the existing environment when viewed from surrounding properties due to the substantial separation distance between existing residential units and the subject site.

No persons are adversely affected, there are no special circumstances, the applicant has not requested notification, and there are no relevant plan rules or national environmental standards requiring notification.

Having considered the above, the proposal can proceed on a **non-notified** basis.

7. CONCLUSION

This application seeks to undertake a three lot subdivision at Far North Road (SH1), Houhora.

The proposed lots are considerably larger than the minimum lot size for a discretionary activity subdivision in the RPZ (4ha). They are also separated by at least 350m from existing residential units on surrounding properties, ensuring that there will be minimal perceptual change following completion of the subdivision.

The existing vehicle crossing and the shared access will be upgraded in accordance with the requirements of NZTA, the Transportation Chapter of the OFNDP, and the FNDC Engineering Standards.

The environmental effects associated with the proposal have been assessed in Section 4 of this report and have been determined to be less than minor, having regard to the existing environment and the permitted baseline, in accordance with s104(1)(a) of the RMA.

Section 5 of this report considers the proposal in the context of the OFNDP and the PFNDP. Section 5.2 confirms that the proposal is consistent with the RPZ and the district wide Subdivision and Transportation Chapters of the OFNDP. Section 5.3 confirms that it is not contrary to the objectives and policies of the RPZ or the district wide Subdivision and Transport Chapters of the PFNDP. Sections 5.4 and 5.5 confirm that the NES-CS and the NPS-HPL are not relevant to this application. Section 5.6 confirms that the proposal is consistent with the intent and direction of the NPS-NH. Accordingly, appropriate regard has been given to s104(1)(b)(i), s104(1)(b)(iii) and s104(1)(b)(vi) of the RMA.

Having regard to the relevant matters in s104(1) and s104B of the RMA, the proposal can be approved subject to the appropriate conditions of consent.

APPENDIX 1

SCHEME PLAN



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 - BOUNDARIES SOURCED FROM GRIP. COORDINATES IN TERMS OF MOUNT EDEN 2000.

EXISTING EASEMENTS IN GROSS			
PURPOSE	SHOWN	BURDENED	GRANTEE
RIGHT FULL DRAINAGE	F	LOT 3 HEREON	HER MAJESTY THE QUEEN
DRAINAGE RIGHT	A, B & D	LOT 1 HEREON	HER MAJESTY THE QUEEN #A160192
	C	LOT 3 HEREON	

PROPOSED EASEMENT SCHEDULE			
PURPOSE	SHOWN	BURDENED	BENEFITED
RIGHT OF WAY	J, A, I, D & E	LOT 1 HEREON	LOTS 2 & 3 HEREON
	G		LOT 2 HEREON
	H		LOT 3 HEREON

TOTAL TITLE AREA: 33.5000Ha
 COMPRISED IN: RT 532257 (ALL)
 THIS SITE IS ZONED 'RURAL PRODUCTION' AND THE BUILDING SETBACKS ARE THUS: 10m FROM ROAD AND ALL OTHER BOUNDARIES.

REV	DATE	DESCRIPTION
A	23.03.26	FIRST ISSUE - JH/KM

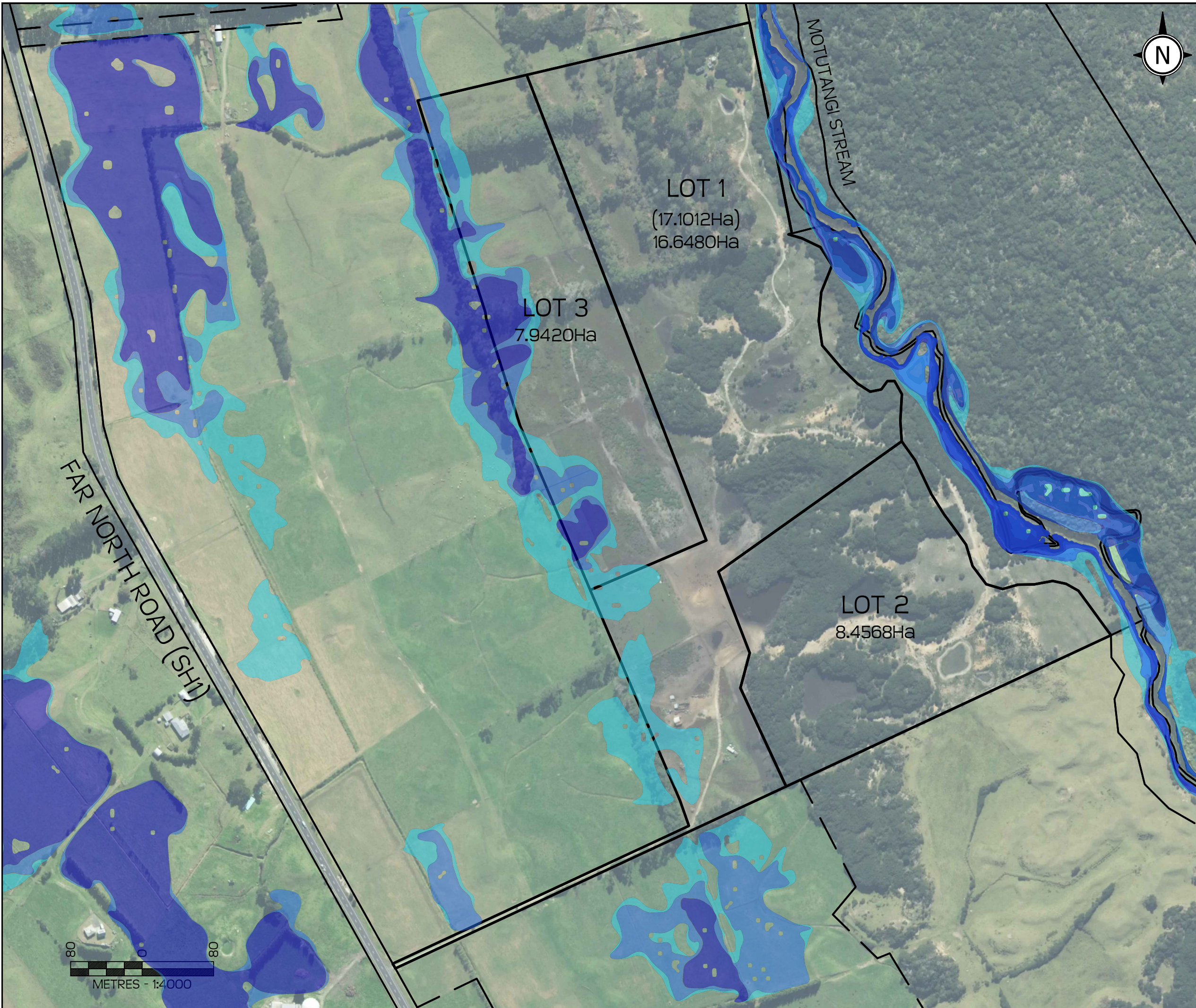
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Ph: 09 438 3563 PO Box 191, Whangarei 0140
 7 Selwyn Ave, Whangarei www.reyburnandbryant.co.nz

CLIENT
WAYNE & AMANDA HELLIER
 FAR NORTH ROAD, HOUHORA

TITLE
PROPOSED SUBDIVISION OF LOT 1 DP 435278

DATE	MARCH 2026	SCALE	1:4000 @A3
DRAWING REF.	S18832	SHEET	01 OF 02
REV	A		



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- RIVER FLOOD HAZARD 50 YEARS
- RIVER FLOOD HAZARD 100 YEARS
- COASTAL FLOOD HAZARD ZONE 0 - CURRENT
- COASTAL FLOOD HAZARD ZONE 1 - 50 YEARS
- COASTAL FLOOD HAZARD ZONE 2 - 100 YEARS
- COASTAL FLOOD HAZARD ZONE 3 - 100 YEARS

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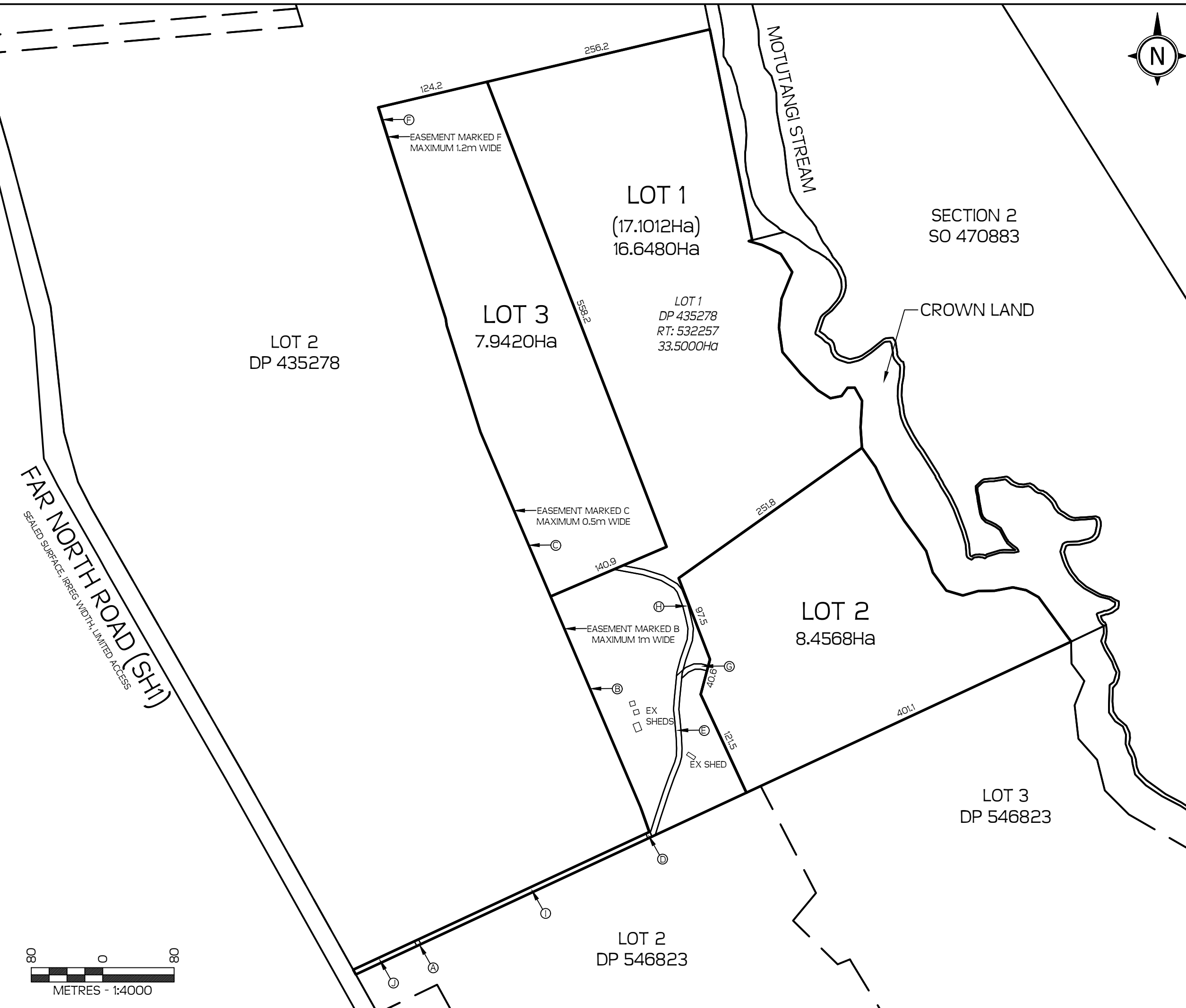
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LOT 1 DP 435278

DATE	MARCH 2026	SCALE	1:4000 @A3
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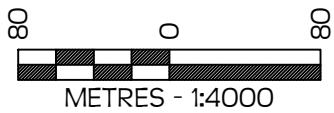
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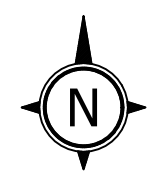
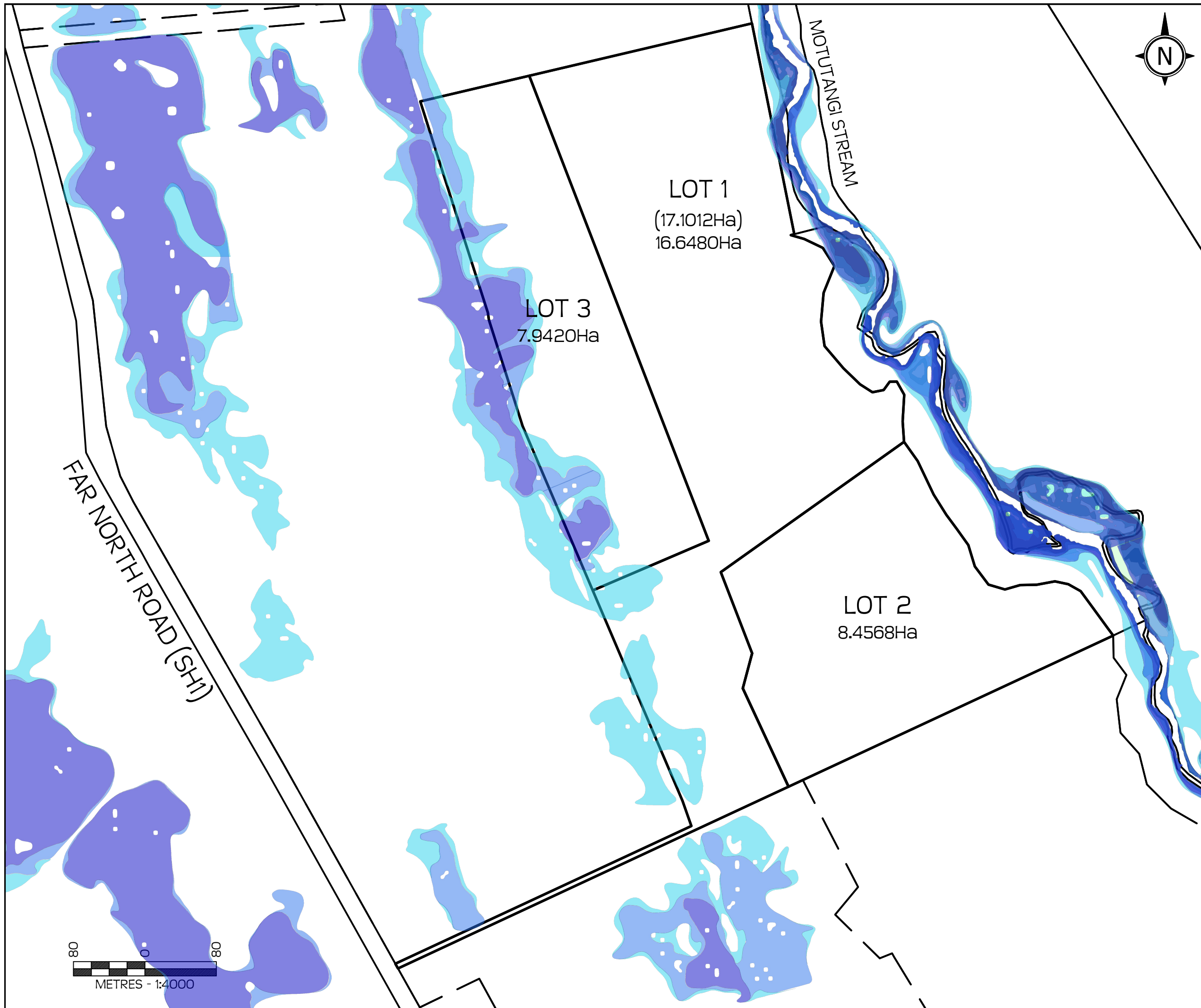
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 FAR NORTH ROAD, HOUHORA

TITLE

**PROPOSED SUBDIVISION OF
 LOT 1 DP 435278**

DATE	MARCH 2026	SCALE	1:4000 @A3
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APPENDIX 2

RULE ASSESSMENT

Operative District Plan Provisions

Section 13 Subdivision		
Rule	Status	Comment
13.7 Controlled (Subdivision) Activities		
13.7.1 – Boundary Adjustments: All Zones except the Recreational Activities and Conservation Zones	N/A	Consent is not sought under this rule as additional lots are proposed.
13.7.2.1 – Minimum Area for Vacant New Lots and New Lots which already accommodate Structures	Discretionary	The proposed lots will have areas of at least 4ha.
13.7.2.2 – Allotment dimensions	Controlled	The proposed lots can contain a shape with a dimension of 30m x 30m.
13.7.2.3 – Amalgamation of Land in a Rural Zone with land in an Urban or Coastal Zone	N/A	Not proposed.
13.7.2.4 – Lots divided by Zone boundaries	N/A	Not proposed.
13.7.2.5 – Sites divided by an Outstanding Landscape, Outstanding Landscape Feature or Outstanding Natural Feature	N/A	The site does not contain one of the identified overlays.
13.7.2.6 – Access, Utilities, Roads, Reserves	N/A	Not proposed.
13.7.2.7 – Savings as to Previous Approvals	N/A	Not proposed.
13.7.2.8 – Proximity to Top Energy Transmission Lines	N/A	Not proposed.
13.7.2.9 – Proximity to the National Grid	N/A	Not proposed.
13.7.3.1 – Property Access	Discretionary	The proposed subdivision does not comply with Rule 15.1.6C.1.1. Refer to assessments from Chapter 15 below.
13.7.3.2 – Natural and Other Hazards	Controlled	The proposed lots are large enough to contain suitable building sites free of the identified hazards.
13.7.3.3 – Water Supply	Controlled	The proposed lots will be supplied with water on-site.
13.7.3.4 – Stormwater Disposal	Controlled	The proposed lots will dispose of stormwater on-site.
13.7.3.5 – Sanitary Sewage Disposal	Controlled	The proposed lots will dispose of wastewater on-site.

13.7.3.6 – Energy Supply	N/A	The site is not within any of the identified zones.
13.7.3.7 – Telecommunications	N/A	The site is not within any of the identified zones.
13.7.3.8 – Easements for any purpose	Controlled	Any necessary easements are shown on the scheme plan or will be provided as required.
13.7.3.9 – Preservation of Heritage Resources, Vegetation, Fauna and Landscape, and Land set aside for Conservation purposes.	N/A	The site does not contain one of the identified overlays.
13.7.3.10 – Access to Reserves and Waterways	N/A	There are no public reserves, waterways or esplanade reserves on the site. Furthermore, the proposed lots are larger than 4ha.
13.7.3.11 – Land Use Compatibility	N/A	No new land uses are proposed.
13.7.3.12 – Proximity to Airports	N/A	The site is not located in close proximity to an airport.
13.7.4 – Subdivision within the National Grid Corridor for all zones	N/A	The site is not within the National Grid Corridor
13.8 Restricted Discretionary Activities		
13.8.1 – Subdivision within the Rural Production Zone	Discretionary	a. Proposed Lots 2 and 3 are smaller than 12ha. b. Not proposed. c. Not proposed.
13.8.2 – Subdivision within 100m of Minerals Zone	N/A	Not proposed.
13.8.3 – Subdivision in the Golf Living Sub-Zone (Kauri Cliffs Zone)	N/A	Not proposed.
13.8.4 – Subdivision in the General Coastal Zone	N/A	Not proposed.
13.8.5 – Subdivision in the Coastal Living and South Kerikeri Inlet Zones	N/A	Not proposed.
13.9 Discretionary Activities		
13.9 – Discretionary Activities	Discretionary	The subdivision does not comply with Rule 13.7.2.1 or Rule 13.8.1 as outlined above.
13.9.1 – Minimum net area for vacant new lots and new lots which already accommodate structures.	Discretionary	The proposed lots are larger than 4ha.
13.9.2 – Management Plans	N/A	Not proposed.
13.9.3 – Development Bonus	N/A	No protection of the identified features is proposed.

Overall Status	Discretionary
-----------------------	----------------------

Section 15.1.6 Traffic		
Rule	Status	Comment
15.1.6C Access		
15.1.6C.1.1 – Private accessway in all zones	Discretionary	<ul style="list-style-type: none"> a. Any new accesses will be constructed in accordance with Appendix 3B-1 of the OFNDP. b. The sites are not within an urban zone. c. No more than 8 H.E.s will use the shared access. d. Access to the site will be from Far North Road (SH1). e. Access is proposed onto SH1.
15.1.6C.1.2 – Private accessways in urban zones	N/A	Not an urban zone
15.1.6C.1.3 – Passing bays on private accessways in all zones	Permitted	Passing bays will be provided on the shared access where required.
15.1.6C.1.4 – Access over footpaths	Permitted	<ul style="list-style-type: none"> a. The shared access will have a single vehicle crossing. b. The maximum width of the vehicle crossing will be 6m.
15.1.6C.1.5 – Vehicle crossing standards in rural and coastal zones	Permitted	<ul style="list-style-type: none"> a. The new vehicle crossing will be constructed in accordance with the requirements of the NZTA. b. The new vehicle crossings will be sealed. c. The new vehicle crossing will be 6m wide at 6m from the carriageway.
15.1.6C.1.6 – Vehicle crossing standards in urban zones.	N/A	The site is not in an urban zone.
15.1.6C.1.7 – General access standards	Permitted	<ul style="list-style-type: none"> a. There will be sufficient room to manoeuvre on-site. b. Any bends will allow for the passage of a Heavy Rigid Vehicle. c. Any excess area will be grassed. d. The vehicle crossing will manage runoff to reduce the volume and rate of stormwater runoff and contaminant loads where practical.
15.1.6C.1.8 – Frontage to existing roads	Permitted	If the carriageway encroaches into the lot boundaries it will be vested as road. This will be confirmed at the survey stage.
15.1.6C.1.9 – New roads	N/A	No new roads are to be vested.
15.1.6C.1.10 – Service lanes, cycle and pedestrian accessways	N/A	No new service lanes, cycle or pedestrian accesses are proposed.

15.1.6C.1.11 – Road designations	N/A	The site does not front an existing road which is subject to a designation for road acquisition and widening purposes.
15.1.6C.2 –Discretionary Activities	Discretionary	The proposal does not comply with Rule 15.1.6C.1.6 above, but it does comply with all the other permitted standards of Rule 15.1.6B.1.
Overall Status	Discretionary	

Proposed District Plan Provisions

Subdivision Chapter (SUB)		
Rule	Status	Comment
SUB-R1 – Boundary adjustments	N/A	Consent is not sought under this rule as additional lots are proposed.
SUB-R2 – Subdivision of land solely to create an allotment that is for the purpose of public works, infrastructure reserves or access	N/A	Not proposed
SUB-R3 – Subdivision of land to create a new allotment	Non-complying	<ol style="list-style-type: none"> 1. The subdivision complies with SUB-S2 – S7. 2. The subdivision does not comply with SUB-S1 as proposed Lot 3 is smaller than 8ha.
SUB-R4 – R10	N/A	Not proposed.
SUB-R11 – Subdivision of a site within flood hazard areas	Restricted discretionary	<p>The proposed lots contain mapped 10 and 100 year flood hazard areas.</p> <p>There are building sites outside of the flood plain. The accesses to them do not need to pass through the flood waters.</p>
SUB-R12 – R21	N/A	Not proposed.
SUB-S1 – Minimum allotment sizes	Non-complying	Proposed Lot 3 is smaller than 8ha.
SUB-S2 – Requirements for building platforms for each allotment	Controlled	There is sufficient space within the proposed lots for 30m x 30m building platforms.
SUB-S3 – Water supply	Controlled	The proposed lots will be supplied with water on-site.
SUB-S4 – Stormwater management	Controlled	The proposed lots will dispose of stormwater on-site.
SUB-S5 – Wastewater disposal	Controlled	The proposed lots will dispose of wastewater on-site.
SUB-S6 – Telecommunications and power supply	N/A	The site is not within any of the identified zones.
SUB-S7 – Easements for any purpose	N/A	Any necessary easements are shown on the scheme plan or will be provided as required.
SUB-S8 – Esplanades	N/A	The proposed lots are larger than 4ha.
Overall Status	Non-complying	

Transport Chapter (TRAN)		
Rule	Status	Comment
TRAN-R1 – Parking	Permitted	Sufficient parking spaces will be provided for the proposed lots in accordance with TRAN-S1.
TRAN-R2 – Vehicle crossings and access, including private accessways	Discretionary	<ol style="list-style-type: none"> 1. The access will serve no more than 8 H.E. 2. Any new vehicle crossing will provide sufficient access for fire appliances. 3. Access will be off Far North Road (SH1). 4. There will be no unused vehicle crossings. 5. The private accessways will comply with TRAN-Table 9. 6. Any new vehicle crossings will comply with TRAN-S2 and TRAN-S3 as outlined below.
TRAN-R3 – Maintenance or upgrading of existing transport infrastructure within the existing road corridor	N/A	No maintenance or upgrading of existing transport infrastructure is proposed within the road corridor.
TRAN-R4 – Electric vehicle charging stations	N/A	Does not propose an electric charging station.
TRAN-R5 – Trip generation	Permitted	Less than 20 residential units are proposed.
TRAN-R6 – R10	N/A	Not proposed.
TRAN-S1 – Requirements for parking	Permitted	<ol style="list-style-type: none"> 1. The minimum number of on-site car parks will be provided at building consent stage. 2. Accessible car parking spaces will be provided if they are required. 3. No loading spaces are required. 4. No end of trip facilities are required. 5. Any on-site car parks will have sufficient manoeuvring dimensions. 6. The activity is represented in TRAN-Table 1.
TRAN-S2 – Requirements for vehicle crossings	Permitted	<ol style="list-style-type: none"> 1. There will be only one vehicle crossing to the proposed lots. 2. There are no pedestrian crossing facilities in the vicinity of the site. 3. The site only has frontage to one road. 4. The vehicle crossings will be sufficient separated from intersections. 5. The vehicle crossing will meet the minimum sight distances for the operating speed limit.
TRAN-S3 – Requirements for passing bays	Permitted	Passing bays will be provided on the shared access as required.
Overall Status	Permitted	

APPENDIX 3

RECORDS OF TITLE AND ASSOCIATED MEMORIALS



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




R. W. Muir
Registrar-General
of Land

Identifier **532257**
Land Registration District **North Auckland**
Date Issued 08 April 2011

Prior References

NA135D/649 NA9A/1169

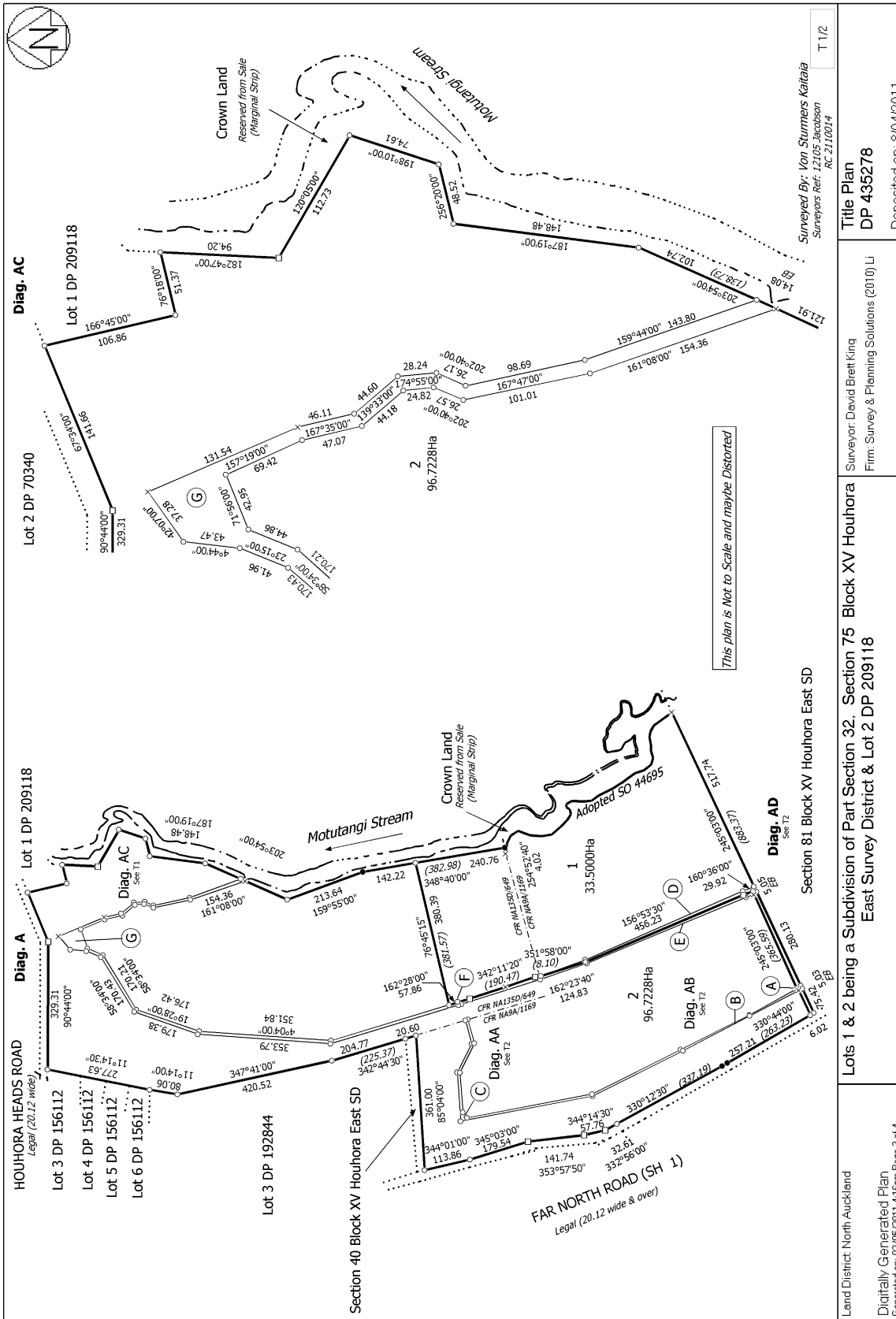
Estate Fee Simple
Area 33.5000 hectares more or less
Legal Description Lot 1 Deposited Plan 435278

Registered Owners

Wayne Harry Hellier, Amanda Jane Hellier and Kevin McDonald Trustee Limited

Interests

Subject to full drainage rights (in gross) over part marked F on DP 435278 in favour of Her Majesty the Queen
Subject to Section 59 Land Act 1948 (affects part formerly Section 75 Block XV Hou Hora East Survey District)
Subject to a drainage right (in gross) over part marked A & D on DP 435278 in favour of Her Majesty the Queen created by Certificate A160192 - 8.7.1966
D574558.1 Gazette Notice (N.Z Gazette No. 46 page 1021) declaring part State Highway 1F Far North District commencing on the eastern side of the highway at the intersection with Hendersons Bay Road and on the western side of the highway at the northern boundary and proceeding in the southerly direction to the intersection with State Highway 18 to be a limited access road - 25.1.2001 at 12.09 pm
D575031.1 Notice pursuant to Section 91 Transit New Zealand Act 1989 - 25.1.2001 at 3.31 pm
8644685.3 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 8.4.2011 at 1:03 pm



Title Plan
 DP 435278

Deposited on: 8/04/2011

Lots 1 & 2 being a Subdivision of Part Section 32, Section 75 Block XV Houhora East Survey District & Lot 2 DP 209118

Legal (20.12 wide & over)

View Instrument Details



Instrument No 8644685.3
Status Registered
Date & Time Lodged 08 April 2011 13:03
Lodged By Hornabrook, Mark Simon
Instrument Type Consent Notice under s221(4)(a) Resource Management Act 1991



Affected Computer Registers	Land District
532257	North Auckland
532258	North Auckland

Annexure Schedule: Contains 2 Pages.

Signature

Signed by Mark Simon Hornabrook as Territorial Authority Representative on 08/04/2011 12:54 PM

*** End of Report ***



Private Bag 752, Memorial Ave
Kaikōhia 0400, New Zealand
Freephone: 0800 920 029
Phone: (09) 405 2750
Fax: (09) 401 2137
Email: osk.us@fndc.govt.nz
Website: www.fndc.govt.nz

THE RESOURCE MANAGEMENT ACT 1991

SECTION 221: CONSENT NOTICE

REGARDING RC 2110014
Being the Subdivision of Lot 2 DP 209118
SECS 32 40 75 BLK XV Houhora East

PURSUANT to Section 221 and for the purpose of Section 224 (c) (ii) of the Resource Management Act 1991, this Consent Notice is issued by the **FAR NORTH DISTRICT COUNCIL** to the effect that conditions described in the schedule below are to be complied with on a continuing basis by the subdividing owner and the subsequent owners after the deposit of the survey plan, and these are to be registered on the titles of the allotments specified below.

SCHEDULE

Lots 1 and 2 – DP 435278

- i. Any new dwelling shall have a roof water collection system with minimum tank storage of 45,000 litres. The tank(s) shall be positioned so that they are safely accessible for fire-fighting purposes fitted with an outlet compatible with rural fire service equipment. Where more than one tank is utilised they shall be coupled together and at least one tank fitted with an outlet compatible with rural fire service equipment. Alternatively, the dwelling can be fitted with a sprinkler system approved by Council.


Lot 1 – DP 435278

- ii. A TP58 report is to be provided in conjunction with any subsequent building consent application for the construction of a habitable dwelling. The report shall include the provision of a reserve disposal area (100%) and assess the implications of anticipated rainfall (particularly over the winter months) on the absorption capacity of the soils.

Upon installation of an on-site effluent disposal system (apart from one where only primary treatment is required) the owner shall enter into a maintenance contract with the manufacturer, or it's approved agent, for the life of the system.

- iii. The lot owner is advised that energy supply and telecommunication services are not provided to the boundaries of the allotment. It is the responsibility of the lot owner to provide for these services.

SIGNED:


By the FAR NORTH DISTRICT COUNCIL Mr Patrick John Killalea
Under delegated authority:
PRINCIPAL PLANNER – RESOURCE MANAGEMENT

DATED at KERIKERI this 8th day of February 2011.

L. & S.—B. 13

A160192 CERT

Number 4553 Land District of NORTH AUCKLAND

Certificate Under Section 116 of the Land Act 1948, for the Issue of a Certificate of Title Under the Land Transfer Act 1952

Name, address, and occupation of person entitled to Crown Grant:

ROY DESMOND WAGENER of Kaitiaki, farmer

Date from which entitled: 28 September 1964

Statutory authority for issue of Certificate of Title: Section 54 of the Land Act 1948

Area: 161 acres 1 rood 30 perches

Description of Land: Sections 32 and 75, Block XV, Houhora East Survey District
RESERVING NEVERTHELESS the drainage easement more particularly set out on the back hereof at *

Purchase price: £365. 0. 0.

Fees collected: £2. 0. 0.

Trusts, reservations, and restrictions affecting land, and general remarks:

Subject to the reservations and conditions imposed by Section 59 of the Land Act, 1948

WE HEREBY CERTIFY that the above particulars are correct, and the District Land Registrar is hereby authorised to issue accordingly a Certificate of Title under the Land Transfer Act 1952, instead of a Crown Grant.


DEPUTY Surveyor.

Previous reference:
Provisional Register Vol. ----- fol. Nil

Assistant 
Commissioner of Crown Lands.
7/1966

L. & S. file H.O. 15/77
D.O. 3/831

11/2
1964

A160192

20

No.

CERTIFICATE under Section 116 of the Land Act 1948

Received this 8th day of July 1966
Certificate of Title vol. 9A fol. 1169 issued.



McWhirter
District Land Registrar.
North Auckland.

* RESERVING NEVERTHELESS as an easement in gross in favour, of Her Majesty the Queen her successors and assigns a drainage easement 25 links wide over the area enclosed within the broken black lines on the diagram endorsed hereon and marked "Drainage Easement" the said easement being for the purpose of conveying storm surface or other water into over or under the drainage easement area by means of open drains or pipes TOGETHER WITH full and free rights of ingress egress and regress in respect of the said land for Her or their agents servants workmen and contractors for the purpose of repairing maintaining renewing clearing or examining such drains or pipes as aforesaid or for carrying out any works in connection therewith PROVIDED HOWEVER that in exercising the rights hereby granted Her Majesty the Queen will cause as little damage as possible to the said land

9A/1169

LAND & DEEDS	
Nature:	<i>Cert</i>
Firm:	<i>CC L</i>
8- JUL 1966	
Time:	<i>9.04</i>
Fee: £	
Abstract No.	<i>4613</i>



D574558.1

Transit New Zealand

Transit New Zealand Act 1989

This reproduction is certified to be a true copy of GN D574558.1 for the purposes of Section 215B Land Transfer Act 1952.

2000 in the New Zealand Act 1952 under the 1914" and

18.7.2016



for RGL Highway

Declaring State Highway to be Limited Access Road—Dunedin Region

It is notified that Transit New Zealand, by resolution dated 5 April 2000, pursuant to section 88 (1) of the Transit New Zealand Act 1989, hereby declares the parts of State highway described in the Schedule hereto, and as more particularly shown on plans LA 13/006/978/A and LA 14/098/000/A and accompanying Schedules held in the office of the Regional State Highway Manager, Transit New Zealand, Dunedin, and there available for public inspection, to be limited access road.

Schedule

1. The section of State Highway No. 6 in Queenstown Lakes District commencing at the Kawarau River Bridge (Route Position 978/0.00) and proceeding in a generally westerly direction to Hayes Creek (Route Position 983/5.72); a distance of 10.72 kilometres.
2. The entire length of State Highway No. 98 in Southland District and Invercargill City commencing at the intersection with State Highway No. 1 (Route Position 0/0.00) and proceeding in a generally westerly direction to the intersection with State Highway No. 6 and State Highway No. 99 (Route Position 0/21.62); a distance of 21.62 kilometres.

Signed at Wellington this 1st day of May 2000.
M. K. LAUDER, State Highway Control Manager, Transit New Zealand.
au3145

Declaring State Highway to be Limited Access Road—Auckland Region

It is notified that Transit New Zealand, by resolution dated 5 April 2000, pursuant to section 88 (1) of the Transit New Zealand Act 1989, hereby declares the parts of State highway described in the Schedule hereto, and as more particularly shown on plans LA 11/1/6-8, LA 11/39/1 and LA 11/58/1 and accompanying Schedules held in the office of the Regional State Highway Manager, Transit New Zealand, Auckland, and there available for public inspection, to be limited access road.

Schedule

1. The section of State Highway No. 1F in Far North District commencing on the eastern side of the highway

at the intersection with Hendersons Bay Road (Route Position 54/6.17) and on the western side of the highway at the northern boundary of Lot 1, D.P. 110189 (Route Position 54/6.06), and proceeding in a generally southerly direction to the intersection with State Highway No. 10 (Route Position 86/17.39); a distance of 43.76 kilometres.

2. The section of State Highway No. 10 at Taipa in Far North District commencing at the intersection with Taipa Heights Drive (Route Position 79/3.49) and proceeding in a westerly direction to the north abutment of the Kaingaroa Bridge (Route Position 95/3.38); a distance of 16.03 kilometres.
3. The entire length of State Highway No. 11 in Far North District commencing at the intersection with State Highway No. 1 at Kawakawa (Route Position 0/0.00) and proceeding in a northerly direction to the southern urban boundary of Paihia township (Route Position 0/14.05); a distance of 14.05 kilometres.

Signed at Wellington this 1st day of May 2000.

M. K. LAUDER, State Highway Control Manager, Transit New Zealand.

au3146

GN D574558.1 Gazette N

Cpy - 01/01, Pgs - 002, 18/02/16, 1b:12



DocID: 516322243

Declaring State Highway to be Limited Access Road—Hamilton Region

It is notified that Transit New Zealand, by resolution dated 5 April 2000, pursuant to section 88 (1) of the Transit New Zealand Act 1989, hereby declares the parts of State highway described in the Schedule hereto, and as more particularly shown on plans LA 20/1613/1, LA 20/52/1 and LR 154 and accompanying Schedules held in the office of the Regional State Highway Manager, Transit New Zealand, Hamilton, and there available for public inspection, to be limited access road.

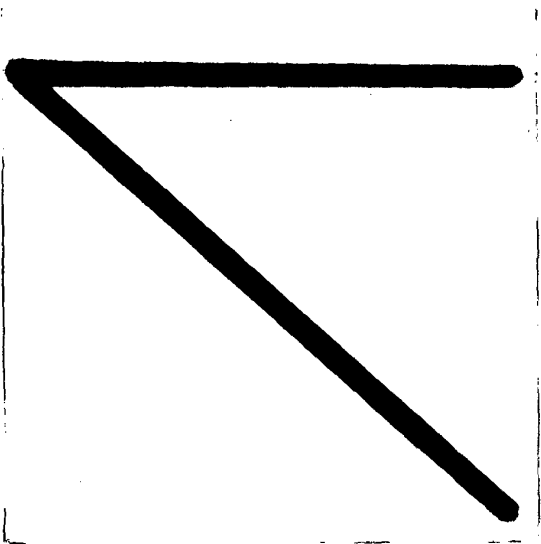
Schedule

1. The section of State Highway No. 3 in Waitomo District commencing at the State Highway 3/4 Junction (Route Position 88/0.00) and proceeding generally in a south-westerly direction to the north abutment of the Kuratahi Stream Bridge, Piopio (Route Position 88/10.71); a distance of 10.71 kilometres.
2. The section of State Highway No. 4 in Waitomo District commencing at the State Highway 3/4 Junction (Route Position 0/0.00) and proceeding in a generally south-easterly direction to the north abutment of the Mapara Stream Bridge (Route Position 0/12.24); a distance of 12.24 kilometres.
3. The section of State Highway No. 29 in Matamata Piako District commencing at the State Highway 28/29 Junction and proceeding in a generally southerly direction to Tapapa/Te Poi Road (Route Position 50/3.77); a distance of 5.19 kilometres.

Signed at Wellington this 1st day of May 2000.

M. K. LAUDER, State Highway Control Manager, Transit New Zealand.

au3147



D574558.1
North Queensland Railway
- 25.1.2001 at 12.09 -

3rd November 2000

The District Land Registrar

Land Information New Zealand
Auckland Title Services
Private Bag 92016
AUCKLAND

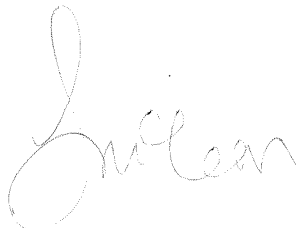
Our Ref: LAR 802

Dear Sir/Madam

LODGEMENT OF NOTICE PURSUANT TO SECTION 91 - TRANSIT NEW ZEALAND ACT

Pursuant to the Transit New Zealand Amendment Act 1995, I certify that the instrument attached is being lodged for and on behalf of the Crown and the fee charged would be payable directly from the Consolidated Revenue Account. Accordingly an exemption from the prescribed fee is claimed in accordance with the Land Transfer Regulations 1966.

Yours faithfully



Kit McLean
for Regional State Highway Manager

Encl.

Auckland Regional Office

Level 9 • 148 Quay Street • PO Box 1459 • Auckland • New Zealand

Telephone 64-9-377 7092 • Facsimile 64-9-307 6843

**NOTICE BY TRANSIT NEW ZEALAND AUTHORISING A CROSSING PLACE
TO AND FROM A LIMITED ACCESS ROAD
UNDER SECTIONS 90 & 91 TRANSIT NEW ZEALAND ACT 1989**

State Highway No 1F

Declared Section : Waihopo to Yerkovichs Bridge

DESCRIPTION OF LAND ADJOINING LIMITED ACCESS ROAD:

Sec 75 Blk XV HOUHORA EAST SD, CT 9A/1169 ("the Property")

Specification of location of crossing place


- 1) Pursuant to Sections 90 & 91 of the Transit New Zealand Act 1989, this notice records that at the crossing place marked No. 100 on the plan numbered LA 11/1/6 ("the crossing place"), vehicles may proceed to and from the Limited Access Road and from and to the property. A copy of the plan is available for inspection at the office of the Regional State Highway Manager, Transit New Zealand, Auckland.
- 2) The crossing place shall be located on the road frontage between 0 metres and 4 metres north from the southern boundary.

Advice Notes

- a) At the time of issue of this notice, the crossing place is used as Access for vehicles and stock associated with farm paddocks.
- b) If the crossing place was in existence at the time of the declaration of the State highway as a Limited Access Road, this notice does not confirm the acceptability of its safety or standard of design and construction for its current use. If the owner has any concerns in this regard he/she should contact Transit New Zealand.
- c) Transit New Zealand has standards for the design and construction of crossing places to State highways, and requires the owner to adopt those standards when making any changes to the use, location or design of the crossing place.
- d) A separate written permission from the Regional State Highway Manager in accordance with Section 51 of the Transit New Zealand Act 1989, is required before any work may be done on the State highway, other than routine maintenance which is to be done by the owner of the property. This notice **does not** constitute that written permission.
- e) Transit wishes to emphasise that Section 91 of the Transit New Zealand Act 1989 gives Transit the power to cancel the right to use a crossing place if the parcel of land has reasonably practicable legal access to some other road or has another authorised crossing place, and to cancel or vary conditions or impose further conditions, and to vary the location of the crossing place. Should this be necessary, Transit will inform property owners of such proposed changes and provide them with the opportunity to provide feedback before the notice is finalised. Transit's powers particularly apply in the following situations:
 - (i) when there is a change to the legal description of the property; or
 - (ii) when there is a change of the use or location of the crossing place; or
 - (iii) when another crossing place is authorised; or
 - (iv) where access to the property is available from another road.

Dated this 6th day of November 2000

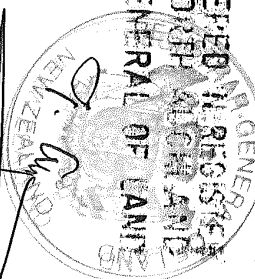
SIGNED on behalf of Transit New Zealand


Wayne Robert McDonald
Regional State Highway Manager - acting pursuant to delegated authority

LNZ COR,

3.31 25.JAN01 D 575031

PARTICULARS ENTERED IN REGISTER
LAND REGISTRY NORTH ISLAND
for REGISTRAR-GENERAL OF LAND



APPENDIX 4

NEW ZEALAND TRANSPORT AGENCY CONSULTATION

David Johnson

From: Tessa Robins <Tessa.Robins1@nzta.govt.nz>
Sent: Tuesday, 31 March 2026 7:21 am
To: David Johnson
Subject: Far North Road (SH1), Houhora - Application-2026-0362 CRM:0503000459

Morena David,

Thank you for sending through your client's proposed subdivision of Lot 1 DP 435278.

I will review the information today and send it to the relevant specialists for comment.

If I require any additional information in the first instance, I'll let you know as soon as I can.

Ngā mihi

Tessa Robins

Consultant Planner

Te Toki, System Design, Transport Services

Email: Tessa.Robins1@nzta.govt.nz

Mobile: 022 377 8812

From: David Johnson <David@reyburnandbryant.co.nz>
Sent on: Sunday, March 29, 2026 7:50:12 PM
To: Environmental Planning <EnvironmentalPlanning@nzta.govt.nz>
Subject: Wayne and Amanda Hellier - Lot 1 DP 435278, Far North Road (SH1), Houhora, Far North District - Three lot subdivision

Attachments: 18832 - Wayne & Amanda Hellier - A - aerial.pdf (4.67 MB), 18832 - Wayne & Amanda Hellier - A.pdf (2.64 MB)

Good Afternoon,

Our clients, Wayne and Amanda Hellier, propose to subdivide their property (Lot 1 DP 435278) at Far North Road (State Highway 1), Houhora, in the Far North District into three lots in accordance with the attached scheme plan.

The new lots will obtain access of SH1 via a vehicle crossing and a panhandle access. The snapshot below shows the existing vehicle crossing.

Figure 1: Existing vehicle crossing marked by the red arrow.

Can you please review this scheme plan and advise if the NZTA has any requirements for this subdivision?

Please give me a call if you would like to discuss this further.

Kind regards,

David Johnson

Planner

Reyburn & Bryant

p 09 438 3563

w reyburnandbryant.co.nz

PO Box 191 Whangarei 0140

This message, together with any attachments, may contain information that is classified and/or subject to legal privilege. Any classification markings must be adhered to. If you are not the intended recipient, you must not peruse, disclose, disseminate, copy or use the message in any way. If you have received this message in error, please notify us immediately by return email and then destroy the original message. This communication may be accessed or retained by NZ Transport Agency Waka Kotahi for information assurance purposes.

APPENDIX 5

NORTHLAND REGIONAL COUNCIL SELECTED LAND-USE REGISTER



Legend

- SLU Points
- SLU Polygons



Northland Regional Council Selected Land-use Register

Crown Copyright Reserved
Projection NZTM, Datum NZTM2000.
DISCLAIMER:
The Northland Regional Council cannot guarantee that the information shown is accurate and should not be reused in any manner without proper consultation with its owner.

0 0.04 0.09 0.18 0.27 0.36 0.45 Kilometers

N