

**In the Environment Court of New Zealand
Auckland Registry**

**I Mua I Te Kooti Taiao O Aotearoa
Tāmaki Makaurau Rohe**

ENV-2026-AKL-

In the matter of

an appeal under clause 14 of Schedule 1
of the of the Resource Management Act
1991

Between

Lucklaw Farm Limited

Appellant

And

Far North District Council

Respondent

Notice of appeal to Environment Court against decision on proposed plan

(coastal issues - vehicles on beaches, coastal mapping discrepancies)

Dated: 12 August 2026

Solicitor:

Martelli McKegg
Solicitors
Level 20/188 Quay Street,
Auckland 1010

PO Box 5745
Victoria Street West
Auckland 1142, New Zealand

Counsel:

Stuart Ryan, Barrister
Ākarana Chambers
Level 11, Southern Cross Building
59 High Street
Auckland 1010

PO Box 1255, Shortland Street
Auckland 1140
Telephone: 09 357 0599
Email: stuart@stuartryan.co.nz

To The Registrar
Environment Court
Auckland

1. Lucklaw Farm Limited (**Lucklaw Farm**) appeals against a decision of the Far North District Council on the following proposed Far North District Plan (**“Proposed FNDP”**).
2. Lucklaw Farm made a submission on the Proposed FNDP in relation to:
 - a) vehicles on beaches (submissions S550, S585, and Further Submission FS292) and
 - b) coastal mapping discrepancies (submission number S551, submission points S551.002, S551.003 and S551.004, S551.005).
3. Lucklaw Farm is not a trade competitor for the purposes of section 308D of the Act.
4. Lucklaw Farm received notice of the decision on Tuesday, 30 June 2026.
5. The part of the decision(s) that Lucklaw Farm is appealing against is:
 - a) Control of vehicles on beaches and adjacent public land in the recommendation of the Hearings Panel (as adopted by the Council) to reject submission points S550.001 and S585.001 (Lucklaw Farm), and not include any rule controlling the use of vehicles on beaches and adjacent public land in the District.
 - b) Coastal mapping discrepancies – those parts of the recommendations of the Hearings Panel (and Decision(s) by the Council) to accept in part an extension of ONC44 (Puwheke beach) to align with the boundary of the coastal environment overlay, but otherwise to reject submissions regarding various discrepancies to coastal mapping (S551.002, S551.003 and S551.004, S551.005); clarification over discrepancies in coastal mapping between the RPS and NRP (S551.003); and undertake onsite ground-truthing to ensure the District Plan maps accurately reflect the features onsite with the RPS (S551.004).

Reasons

Control of vehicles on beaches and adjacent public land

6. The reasons for the appeal are as follows:

- a) In the Hearings Recommendation Report 4 (at 5.14.1 to 5.14.3) the Hearings Panel rejected the submission seeking rules in the District Plan controlling the use of vehicles on beaches in the coastal environment, stating:

“... this is an issue that is currently able to be managed through use of the Council’s existing Road Use Bylaw; and that this is a matter that is being further considered by the Council, which intends undertaking a process of engaging with communities at identified priority beaches, including Puwheke Beach, with a view to determining the most appropriate way to address this issue”

- b) Policy 20 of the New Zealand Coastal Policy Statement 2010 (“**NZCPS**”) requires those exercising powers under the RMA to control the use of vehicles (apart from emergency vehicles) on beaches, foreshore, the seabed and adjacent public land where use of vehicles results in damage to dune or other geological systems and processes, or harm to ecological systems or indigenous flora and fauna. Policy 20 NZCPS states:

Policy 20 Vehicle access

- (1) Control use of vehicles, apart from emergency vehicles, on beaches, foreshore, seabed and adjacent public land where:
- (a) damage to dune or other geological systems and processes; or
 - (b) harm to ecological systems or to indigenous flora and fauna, for example marine mammal and bird habitats or breeding areas and shellfish beds; or
 - (c) danger to other beach users; or
 - (d) disturbance of the peaceful enjoyment of the beach environment; or
 - (e) damage to historic heritage; or :

- (f) damage to the habitats of fisheries resources of significance to customary, commercial or recreational users; or
 - (g) damage to sites of significance to tangata whenua; might result.
 - (2) Identify the locations where vehicular access is required for boat launching, or as the only practicable means of access to private property or public facilities, or for the operation of existing commercial activities, and make appropriate provision for such access.
 - (3) Identify any areas where and times when recreational vehicular use on beaches, foreshore and seabed may be permitted, with or without restriction as to type of vehicle, without a likelihood of any of (1)(a) to (g) occurring.
- c) The Proposed Far North District Plan, as notified and decided in decisions on submissions, contains no rule controlling the use of vehicles on beaches, the foreshore or adjacent public land anywhere in the District notwithstanding that section 74(1) of the Act specifies that a district council must prepare and change its district plan in accordance with the Part 2 and the obligation in section 75(3)(b) to “*give effect to*” any New Zealand Coastal Policy Statement. The seaward boundary of the District extends to low mean water springs.¹
- d) Numerous beaches and adjacent public lands in the Far North District (including Puwheke Beach) have values and attributes requiring active recognition or protection under s6 of the Act, including areas with outstanding natural character or having outstanding natural features or landscapes, as recognised in the proposed District Plan, or regional instruments.
- e) The Respondent erred in law by failing to provide any rules to ensure the environmental ‘bottom line’ to control the use of vehicles or to achieve integrated management, in particular:
 - i) It is impossible for the Respondent to “avoid” adverse effects on coastal areas identified as having outstanding natural character or having outstanding natural features and landscapes or on the

¹ Local Government Boundary Alteration Notice 2011, New Zealand Gazette, 2011-GO3371.

other matters of national significance, while simultaneously allowing an unmanaged regulatory vacuum that provides no effective control of 4WD and other vehicles on coastal systems and on indigenous flora and fauna.

- f) A range of regulatory powers are available to regulate vehicle use on beaches or adjacent public lands in the District, and include:
- i) The Far North District Council Parks and Reserves Bylaw 2023 which controls vehicles on council-owned or managed parks and reserves. This bylaw does not extend to marginal strips or other public lands controlled by the Department of Conservation.
 - ii) Part 8 of the Road Use Bylaw 2022 for the Far North District, under which vehicles are prohibited (only) at Coopers Beach (Schedule 6). Apart from Coopers Beach, there is no other beach, or part of a beach, where vehicle use is otherwise restricted in the District (Schedule 7). The Road Use Bylaw 2022 does not apply to land administered by the Department of Conservation.
 - iii) Rules in a district or regional plan under the RMA. Pursuant to those powers, the Northland Regional Plan, identifies specified *Vehicle Exclusion Zone (VEZ)* beaches, at C.1.5.1A. Rule C.1.5.1A applies to the use of a vehicle only apply *below* mean high water spring as approved by consent order from the Environment Court in *Bay of Islands Maritime Park Incorporated v Northland Regional Council* [2023] NZEnvC 133
 - iv) The Te Oneroa-a-Tōhe Board exercises statutory authority under the Te Aupouri, Ngāti Kuri, Ngāi Takoto and Te Rarawa settlement legislation for the co-management of Te Oneroa-a-Tōhe (Ninety Mile Beach), including for matters of vehicle use and beach protection within that area. The Te Oneroa-a-Tōhe Beach Management Plan requests that the Far North District controls the use of vehicles. There is no express bylaw or regulation is presently controlling vehicle use

relation to Te Oneroa-a-Tōhe except for regulations under the Land Transport Act 1998.²

- v) action to be undertaken
 - i. The Land Transport Act 1998 gives road controlling authorities the power to make bylaws "*prohibiting or restricting the use of vehicles on beaches*". The definition of "road" in s2(1) LTA provides that road "includes(c) a beach; and (d) a place to which the public have access, whether as of right or not."
- g) Notwithstanding the range of discretionary regulatory power(s) available to regulate the use of vehicles on beaches or adjacent public lands in the District, no effective control occurs in the Far North District to control the use of vehicles above or below mean high water springs to avoid damage, harm or disturbance of the kind mandated by Policy 20(1)((a)-(g)) NZCPS.
- h) The Hearings Panel erred in treating a potential future bylaw amendment as a sufficient answer to Policy 20 NZCPS, in particular:
 - i) The regulatory history is that reliance upon existing mechanisms or discretionary powers has not produced an effective implementation of NZCPS Policy 20 to actually control the use of vehicles on beaches and adjacent public lands in the District.
 - ii) No bylaw has been produced if that is the District Council's preferred approach.
 - iii) A bylaw is not the equivalent of the regional rules applying below mean high water springs in Rule C1.5.1 of the Northland Regional Plan on identified VEZ beaches (e.g. dissimilar administration, dissimilar compliance and enforcement, no provision for transfer of functions).

² Note that Rule C1.5.1 of the Northland Regional Plan has an exemption for the use of vehicles in the harvesting of Te Oneroa-a-Tōhe (GLM9) mussel spat off Te Oneroa-a-Tōhe (90 Mile Beach).

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- iv) An integrated approach would allow for a similar response to regional rules, to allow a management regime controlling the use of use of vehicles over the entire beach profile, both above and below mean high water springs.
 - v) The Road Use Bylaw 2022 cannot control vehicle use on adjacent public land administered by the Department of Conservation (DOC), as DOC lands are excluded from the scope of the Road Use Bylaw 2022.
 - vi) The Hearings Panel overstated the complexity of including a district plan rule framework and by suggesting that district rule would be confusing to the public when the matter can be addressed with appropriate signage.
- i) There was unchallenged evidence before the Panel of actual and potential adverse effects and damage, harm, or danger occurring (within the meaning of NZCPS Policy 20(1)((a)-(g)) from vehicle use on the beach and adjacent dune areas at Puwheke Beach (adjacent to land of the appellant), including adverse effects on archaeological sites, as recorded by Heritage New Zealand Pouhere Taonga (FS577.004).
 - j) It was open to the Panel (given the absence of any management regime for effective control on the use of vehicles above mean high water springs in the District) to have found that adverse effects and damage, harm, or danger are likely occurring from vehicle use elsewhere in the District in contravention of Policy 20 NZCPS.
 - k) Achieving integrated management of the effects of the use of land above and below mean high water springs (in s31(1)(a)) RMA), and the control of any actual or potential effects of the use, development, or protection of land (in s31(1)(b) RMA) are District functions, and the decision(s) failed to give appropriate weight to these functions, or to the more alternative relief available to it, being a rule of localised application to Puwheke Beach.
 - l) In the circumstances, the decision to reject submission points S550.001 and S585.001 in their entirety, without adopting either a

district-wide rule sought or, in the alternative, a rule of localised effect for Puwheke Beach and adjacent lands, was not the most appropriate way of achieving the purpose of the RMA and does not give effect to Policy 20 of the NZCPS as required by s75(3)(b) RMA.

Coastal mapping discrepancies

7. The reasons for the appeal in relation to coastal mapping discrepancies are as follows:
 - a) In its Recommendations Report 4 the Hearings Panel accepted (in part) an extension of ONC44 for Puwheke Beach to align with the boundary of the Coastal environment overlay; and acknowledged (at 5.14.14) there were inaccuracies in the mapping of the ONC, HNC and ONF areas in the PDP including how these extend into the Coastal Environment overlay/MHWS at Puwheke Beach and at other parts of the Coastal Environment, but denied that any 'ground truthing' was required or necessary for Puheke or elsewhere, and suggested that a number of errors could be corrected under clause 16 of Schedule 1 to the RMA.
 - b) Subsequently, the Council in its online maps published with decisions on submissions appears to have corrected (in part) a number of the discrepancies raised by the submitter (and others) in relation to coastal mapping; but it is not self-evident from the decisions by Council the extent of these changes, and whether this occurred by minor correction under clause 16 of Schedule 1 to the RMA or by some of the process.
 - c) If the Court is to allow the intended appeal in relation to control of the use of vehicle sought beaches and adjacent public land, including by reference to obligations arising from outstanding natural landscapes or outstanding natural features, or other ecological mapping, then it is desirable that the mapping methodology between relevant district and regional instruments (Northland Regional Policy Statement, and Northland Regional Plan) is aligned

Relief

8. Lucklaw Farm seeks the following relief in relation to the control of the use of vehicles on beaches and adjacent public land:

Control of vehicles on beaches and adjacent public land

- a) Allow the appeal by setting aside and reversing the Council's decision to reject submission points S550.001 and S585.001.
- b) Direct that the Far North District Plan include a districtwide rule which sets standards and controls on the use of vehicles on identified beaches, foreshore, and adjacent public land in the Far North District, to give effect to Policy 20 of the New Zealand Coastal Policy Statement 2010, with suggested drafting at **Attachment 2**.
- c) Provide for a default activity rule (e.g. a discretionary or restricted discretionary activity rule) in the event of non-compliance with any controlled or permitted activity standards.
- d) In the alternative, or in addition, a rule of localised effect (to same or similar effect as Attachment [2]) applying to Puwheke Beach and adjacent public lands only, with all necessary modifications, including:
 - i) An order directing the Respondent to insert the site-specific Puwheke Beach ecological precinct rule within the District Plan text to give effect to the newly mapped ONC44 overlay.
 - ii) Prohibit public motorized recreational vehicle access on all dunes, marginal strips, and dry beach areas landward of MHWS at Puwheke Beach.
 - iii) Providing that Puwheke Beach is not an authorised location for boat launching, per Policy 20(2) NZCPS.
 - iv) Include specific, permitted activity standards or exemptions such as for emergency services, statutory biosecurity management, adjoining landowner farm operations, and tangata whenua cultural management, including to integrate with any future joint-management as may be enacted between the Crown and iwi.
- a) Policies and objectives to support the addition of such rules.

- b) Any further or consequential changes to give effect to the above, including changes to the mapping.
- c) Costs.

Coastal mapping discrepancies

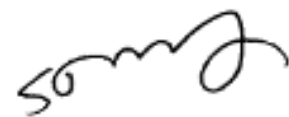
9. Lucklaw Farm seeks the following relief in relation to the Coastal mapping discrepancies:
- a) Allow the appeal by setting aside and reversing the Council's decision to reject submission points coastal mapping discrepancies (submission number S551, submission points S551.002, S551.003 and S551.004, S551.005)
 - b) Review the accuracy of the coastal mapping in the District Plan and maps to ensure that the mapping necessary to identify beaches and environs subject to controls on vehicle use in the coastal environment integrates and aligns with the mapping and methodology of landscapes, natural character and other features and ecology found in regional instruments (Northland Regional Plan (NRP) and Northland Regional Policy Statement (RPS)).
 - c) Undertake onsite ground-truthing to ensure the maps accurately reflect the features onsite, including with the NRP and RPS.
 - d) In relation to Puwheke Beach and adjoining public lands an order confirming and retaining the updated Proposed District Plan maps correctly extend the boundaries of Outstanding Natural Character Overlay ONC44 landward and seaward across the Puwheke Beach coastal unit.
 - e) Policies and objectives to support such rules.
 - f) Any further or consequential changes to give effect to the above, including any changes to the mapping.
 - g) Costs.

Attachments

10. The following documents are attached to this notice:

- a) **Attachment 1** - list of persons to be served with a copy of this appeal.
- b) **Attachment 2** - Proposed drafting for rule for control on use of vehicles on beaches.
- c) **Attachment 3** Extracts from Hearings Panel Recommendation Report 4, Appendix 4.3 – Recommended Decisions on Submissions – Coastal Environment (31 March 2026), for submission points S550.001 and S585.001.
- d) **Attachment 4** Extracts from Hearings Panel Recommendation Report 4, relating to discrepancies in coastal mapping for submission points S551.002, S551.003, and S551.004, S551.005.
- e) **Attachment 5** - Lucklaw Farm Ltd submission (S550) dated 21 October 2022, and amended submission (S585) dated 1 November 2022, and Further Submission FS292.
- f) **Attachment 6** - Lucklaw Farm Ltd submission (S551) dated 21 October 2022 (extract only relating to coastal mapping).

Date: 12 August 2026



S J Ryan
Counsel for appellant

Address for service of appellant:

Stuart Ryan,
Barrister
Ākarana Chambers
59 High Street
Auckland 1010
Telephone: 09 357 0599
Email: stuart@stuartryan.co.nz

Advice to recipients of copy of notice of appeal*How to become party to proceedings*

You may be a party to the appeal if you made a submission or a further submission on the matter of this appeal.

To become a party to the appeal, you must,—

- within 15 working days after the period for lodging a notice of appeal ends, lodge a notice of your wish to be a party to the proceedings (in form 33) with the Environment Court and serve copies of your notice on the relevant local authority and the appellant; and
- within 20 working days after the period for lodging a notice of appeal ends, serve copies of your notice on all other parties.

Your right to be a party to the proceedings in the court may be limited by the trade competition provisions in section 274(1) and Part 11A of the Act.

You may apply to the Environment Court under section 281 of the Act for a waiver of the above timing or service requirements (see form 38).

Advice

If you have any questions about this notice, contact the Environment Court in Auckland, Wellington, or Christchurch.

Attachment 1: Persons served with a copy of this appeal:

1. Far North District Council (respondent), email: pdp@fndc.govt.nz
2. New Zealand Defence Force (FS576.001); Email: Catherine.Absil-Couzins@nzdf.mil.nz; kbaverstock@tonkintaylor.co.nz
3. Heritage New Zealand Pouhere Taonga (FS577.004); Email: Edwards@heritage.org.nz; infnorthland@heritage.org.nz
4. Bentzen Farm Limited (FS578.001); <mailto:peter@phplanning.co.nz>
5. The Shooting Box Limited (FS579.001); <mailto:peter@phplanning.co.nz>
6. P S Yates Family Trust (FS580.001); <mailto:peter@phplanning.co.nz>
7. Mataka Residents' Association Inc (FS581.001); <mailto:manager@mataka.co.nz>
8. Matauri Trustee Limited (FS582.001); <mailto:peter@phplanning.co.nz>
9. Ross Morley (FS286.1); By email: ross.morley@remd.co.nz
10. Michael Morse (FS98.1), By email: mikepm1956@gmail.com
11. Andrew Riddell (s431.037), 36 Matauwhi Road, Russell 0202, by Email: andrew@cepservices.nz

Attachment 2 – (proposed rule for vehicles on beaches and adjacent public lands)

CE – Coastal Environment

Policies	
CE-PX	Prohibit the use of vehicles on beaches and adjacent public land within mapped vehicle exclusions zones where significant values are at risk from harm by vehicle use, except where access is necessary for a range of specified uses.

CE-RX	Use of vehicles in a (the) mapped vehicle exclusion zone	
Coastal environment	Activity status: Permitted Where: PER-1 Access is to property where the only access is via the vehicle exclusion zone; or PER-2 Access is required for the launching or retrieving of vessels (from authorised and identified locations) at the closest practicable point along the foreshore from the access; or PER-3 Use is required for the use, maintenance repair or removal of an authorised structure (including hard protection structures, aids to navigation and infrastructure structures; or PER-4 Access is required for conservation and reserve management activities undertaken by, or formally on behalf of, the Department of Conservation or local authority in accordance with its statutory functions; or PER-5 Access is required for environmental monitoring or data collection undertaken by consent holders, the Regional Council, district councils, universities and research institutes, or their authorised agents; or PER-6 Access is required for kaitiakitanga monitoring in accordance with mātauranga Māori; or PER-7 Access is required to customary marine title group where the only access is via the vehicle exclusion zone; or PER-8 Access is required for attending to a rescue of stranded marine mammals; or PER-9 Access is required for burial of dead animals or marine mammals (including customary processing of carcasses before burial) by the Department of Conservation, tangata whenua,	Activity status where compliance not achieved for PER-1 to PER-16: Prohibited

	local authorities or their delegated agents; or PER-10 Access is required for clearance of pipe outlets, artificial watercourses and tidal stream mouths; or PER-11 Access is required for removal or recovery of wrecked vessels; or PER-12 Access is required dune and coastal restoration, enhancement and maintenance projects undertaken by a registered coast care group authorised by Far North District Council; or PER-13 Access is required for people with mobility disabilities (while displaying a mobility card) to the closest practicable point along the foreshore from the vehicle access; or PER-14 Access is required for surf lifesaving operations and law enforcement operations; or PER-15 Access is required for coastal works authorised under the Northland Regional Plan. <i>Notes:</i> <i>1. The “closest practicable point” referred to in PER-2 shall be no further than 200m from any access point.</i> <i>2. For the purpose of this rule, vehicle means any form of powered transportation (including cars and motorcycles), and includes amphibious vehicles.</i> <i>3. The identified locations where vehicular access is required for launching of boats, as referred to in PER-2 are identified in maps [in the district plan].</i>	
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Attachment 3 Extracts from Hearings Panel Recommendation Report 4, Appendix 4.3 – Recommended Decisions on Submissions – Coastal Environment (31 March 2026), for submission points S550.001 and S585.001.

submissions on these matters are accepted, accepted in part and rejected as set out in **Appendix 4.3**.

5.14 Key Issue 11: Miscellaneous

5.14.1 Vehicle Control on Beaches

Matters Raised in Submissions and Evidence

Primary Evidence - Lucklaw Farms Limited

We received a submission from Lucklaw Farms Limited (S550.001) (**Lucklaw Farms**). The concern of the submitter was in relation to the damage caused by vehicles being operated on beaches, including particularly damage to the flora and fauna and to the dunes and upper foreshore at Puwheke Beach. The submitter seeks an appropriate measure or rule in the PDP to prohibit vehicles on beaches and Puwheke Beach in particular.

The submission was supported in evidence from planner Mr Steve Sanson, ecologist Dr Gareth Taylor and Mr John Sturgess a director of Lucklaw Farms Limited, and legal submissions were presented by Mr Stuart Ryan. In particular, a Vehicle Exclusion zone (**VEZ**) was sought in similar fashion to that applying to the area below MHWS in the Northland Regional Plan (**NRP**). Alternatively, the submitter sought a measure in the PDP that would serve to control the use of vehicles on Puwheke Beach.

The evidence was supported with numerous photographs of vehicles on Puwheke Beach showing how damage was occurring in the area above MHWS.

As part of Hearing 17 – Sweep-up, Lucklaw Farms requested leave to address the Council right of reply concerning this submission as it concerned vehicles on beaches generally and on Puwheke Beach specifically. The relief was granted and Lucklaw Farms presented further legal submissions and planning evidence. We have evaluated those further submissions and evidence in this recommendation report.

Further Evidence - Lucklaw Farms Limited

The further submission from Lucklaw Farms was supported in evidence from planner Mr Marcus Langman, and Mr John Sturgess a director of Lucklaw Farms, and legal submissions were presented by Mr Stuart Ryan. In particular, a Vehicle Exclusion zone (**VEZ**) was sought in similar fashion to that applying to the area below MHWS in the NRP. Alternatively, a measure in the PDP that would serve to control the use of vehicles on Puwheke Beach to enable enforcement action to be taken if needed was requested. We were informed that jurisdiction for areas around Puwheke Beach falls on the Far North District Council, NRC, the Department of Conservation and the New Zealand Police. Mr Sturgess advised us of a recent report of damage occurring on the beach from vehicle use and that none of the responsible organisations listed above would attend.

Council Response

We received a right of reply on this matter in the Council right of reply (dated 23 August 2024) and further supplementary evidence dated 26 May 2025. Following the

presentation of further legal submissions and evidence at Hearing 17 we received a further right of reply from the Council reporting officer, dated 15 December 2025.

In the first right of reply, the reporting officer advised against introducing district-wide vehicle restriction provisions into the PDP at this stage of the plan review process as it would be a major district-wide change which would affect the use of beaches by communities throughout the Far North District and have significant public interest. The reporting officer also advised that there is not currently the information available to determine the potential extent and detail of any such district-wide vehicle restrictions. In the reporting officer's view, a change of this nature should be via a plan variation or plan change so that affected members of the community have a proper and fair opportunity to comment on these changes.

With regard to Puwheke Beach, the reporting officer acknowledged that the Lucklaw Farms evidence shows that:

- a. there are significant ecological values; and
- b. the values that are at risk from vehicles.

The reporting officer added that this is reinforced by the fact that the Proposed Regional Plan for Northland has restricted vehicles on Puwheke Beach below MHWS. In that regard, the reporting officer agreed that there is an existing resource management issue associated with vehicles on Puwheke Beach that requires managing. The question is whether the PDP is the most appropriate method to address this issue.

The reporting officer, in supplementary evidence dated 26 May 2025, noted that the Council has an existing Road Use Bylaw under sections 145 and 146 of the Local Government Act and section 22AB of the Land Transport Act, and that Bylaw has the scope to manage the effects of vehicles on the environment, including effects on ecological values and dune systems. Further, that the Council is undertaking a process of engaging with communities at identified priority beaches, including Puwheke Beach, in order to identify issues and appropriate responses. The reporting officer did highlight that, to date, the approach of using the Bylaw has however only been adopted at Coopers Beach.

The second right of reply expanded on this issue with the reporting officer outlining details of previous hearings where the issue had been discussed and considered. This was covered in detail in paragraphs 55 to 91 of the right of reply. After careful analysis, the reporting officer's opinion was that the decision on whether to include a "vehicle exclusion zone" above MHWS at Puwheke Beach and an associated policy and rule framework in the PDP was finely balanced. On the one hand, the reporting officer agreed with Mr Langman and Mr Ryan that a potential amendment and expansion of the Road Use Bylaw 2022 to restrict vehicles on Puwheke Beach was not adequate to demonstrate that Policy 20 of the NZCPS was being given effect to. This requires controls on the use of vehicles on beaches where certain adverse effects "might result". This includes damage to dune systems, harm to ecological systems, and damage to historic heritage, which are all relevant adverse effects from vehicles in the context of Puwheke Beach. On the other hand, the reporting officer had concerns

regarding the introduction of a new vehicle exclusion zone and associated policy and rule framework into the PDP at this point of the process as it:

- a) Does not align, and potentially undermines, the chosen approach by the Far North District Council to address this issue through the Road Use Bylaw 2022, which the reporting officer understood has identified Puwheke Beach as a priority beach to consider.
- b) Is likely to be uncertain and difficult to enforce in practice given that the location of MHWS (and the Department of Conservation marginal strip) varies across Puwheke Beach spatially and over time (in response to erosion, accretion, weather events etc).
- c) Creates a more complex regulatory framework to manage vehicles on beaches (acknowledging there are mechanisms outside the PDP process to help mitigate this, such as transfers of powers under section 33 of the RMA).
- d) Has not been tested with the community and tangata whenua (whereas the Far North District Council is undertaking a process of targeted community engagement through the process to update the Road Use Bylaw 2022 process).
- e) Is likely to be ineffective and inefficient in practice due to the implementation issues he had identified and because it is likely to be superseded by the Road Use Bylaw 2022 process.

Overall, the reporting officer did not recommend a new “vehicle exclusion zone” above MHWS at Puwheke Beach and did not recommend an associated policy and rule framework be included in the PDP at this point of the process. However, the reporting officer was of the view, that the evidence from Lucklaw Farm Limited had highlighted a need to better manage vehicles on Puwheke Beach and the associated adverse effects, and the reporting officer commented that he hoped that this results in some clear commitment by the Council to prioritise identifying the best option to manage vehicles at Puwheke Beach as part of the process to update and expand the Road Use Bylaw 2022, including through further engagement with the community.

5.14.2 Hearings Panel Evaluation

We acknowledge the concerns of the submitter and the significant ecological values at Puwheke Beach and commend Lucklaw Farms on their commitment to protect these values. There is broad agreement between the submitter and the Council that vehicles on beaches (and Puwheke in particular) are a risk to natural and significant ecological values and that there needs to be some measure of control to ensure that adverse environmental effects on these values are avoided. The question that the Panel needs to address is what is the most appropriate method to implement this.

During our further questioning of Mr Sturgess and Mr Langman it was evident that the local iwi/community had not been consulted, and we see the need for engagement with the local iwi/community around Puwheke Beach as part of any Vehicle Exclusion Zone in order to be fully informed of the options that may be implemented. While we are also concerned about the use of vehicles on beach with sensitive ecological values, we are of the view that there are a range of ways that vehicles on beaches can

be managed including by bylaws and non-regulatory actions, but just which is the most effective and efficient needs to be determined.

We agree that the approach of using the existing Bylaw to manage the effects of vehicles on Puwheke Beach is an appropriate approach, but we consider it best that the Council continue to progress its consultation with the beach communities to determine the most suitable solution, which could include an amendment to the Bylaw. The Council's reporting officer advised that consultation had been temporarily paused at that time due to the other Council priorities before the Local Government elections in October 2025.

We are also conscious that the submission by Lucklaw Farms cannot be used to implement changes that would apply beyond Puwheke Beach and across the District.

In all the circumstances we find agreement with the reporting officer and with his conclusion that the PDP does not include rules regulating vehicle use on Puwheke Beach, in response to the submission S550.001 from Lucklaw Farms Limited. We find agreement for the reasons that:

- a) The Road Use Bylaw is the tool that has been chosen by Council for regulating vehicle use on beaches. The use of that Bylaw is being further considered by Council, along with other alternative measures, as a means of effectively managing the use of vehicles on Puwheke Beach and other beaches.
- b) The regulatory situation for vehicles on beaches is relatively complex and if a further measure or regulation was added without effective community engagement then it would be confusing for the public.
- c) Alternative options, including non-regulatory options, for managing vehicle use on Puwheke Beach need to be considered in conjunction with the wider community that use the beach.

5.14.3 Hearings Panel Recommendations

For the reasons set out in 5.14.2 above, the submission by Lucklaw Farms on the issue of the use of vehicles on beaches in the Coastal Environment and the associated adverse effects of such use, are rejected. But with advice that this is an issue that is currently able to be managed through use of the Council's existing Road Use Bylaw; and that this is a matter that is being further considered by the Council, which intends undertaking a process of engaging with communities at identified priority beaches, including Puwheke Beach, with a view to determining the most appropriate way to address this issue.

5.14.4 Zoning of the Matauri Bay Subdivision

Matters Raised in Submissions and Evidence

Cavalli Properties Limited (**Cavalli**) sought the removal of the coastal environment overlay as it applied to the approved and established Maturi Bay subdivision. This relief was sought in conjunction with a rezoning request for an urban zoning as it applied to the subdivision.

We address the Cavalli issue in our rezoning hearing for **Hearing 15C**.

Attachment 4 Extracts from Hearings Panel Recommendation Report 4, relating to discrepancies in coastal mapping for submission points S551.002, S551.003, and S551.004 and S551.005

Adams related to the Rural Lifestyle zoned properties that are positioned above and behind the row of dwellings that run along the waterfront at Long Bay. The waterfront properties are zoned Kororāreka Russell Township zone, a Special Purpose zone.

5.14.11 Hearings Panel Evaluation

The Rural Lifestyle properties at this location occupy steeply sloping land above those properties along the waterfront, from which they enjoy sea views. Given their elevation and contour, development on these rear sites has a greater potential to create adverse landscape, visual and natural character effects than those properties along the waterfront. Accordingly, we do not consider it appropriate to relax the building controls applying to the Rural Lifestyle zoned properties in the manner sought by the submitters. There is always the opportunity for a proposal to be the subject of a resource consent application.

5.14.12 Hearings Panel Recommendations

For the reasons outlined above, the Hearings Panel recommend that the submission is rejected.

5.14.13 Ground Truthing of ONC, HNC and ONF Areas and Amendments Sought by Submissions to the Coastal Environment, ONC and HNC areas

Matters Raised in Submissions and Evidence

Lucklaw Farms Limited seeks “ground truthing” of all ONC and HNC areas.

Amendments to the extent of the Coastal Environment, ONCs and HNCs are sought by Muriwhenua Incorporated (S240.006); Summit Forests NZ (S148.054); Matauri Trustee Limited (S243.128); John Riddell (S431.047); PS Yates Family Trust (S333.110); Ecochic Properties (S574.001); Victoria Yorke and Andre Galvin (S530.002); Denis and Jennifer Whooley (S75.002 and S75.003); The Shooting Box (S187.097); Amenda Kennedy Julia Kennedy Till and Simon Till (S353.001).

Amendments are also sought to the extent of the ONCs and HNCs by Mark Wyborn (S497.001); Paihia Properties (S344.017); Waiaua Bay Farm (S463.056); Ricky Kloet (S495.001); John Bayley (S490.001); Jan Jepson (S494.002); Ironwood Investments Ltd (S491.001); Dandy Developments (S142.002); Eric Kloet (S491.001); William Goodfellow (S493.002); Margaret Ridge (S258.001); Setar Thirty Six (S168.152).

5.14.14 Hearings Panel Evaluation

Our finding is that it is not necessary to carry out “ground truthing” as requested by Lucklaw Farms Limited. We note too that this is not requested through the RPS, but rather the intent is to allow for more site-specific assessments to be carried out in accordance with the RPS assessment criteria when appropriate on a case-by-case basis.

We acknowledge there are inaccuracies in the mapping of the ONC, HNC and ONF areas in the PDP including how these extend into the Coastal Environment overlay/MHWS at Puwheke Beach and at other parts of the Coastal Environment. However, such ground truthing is not anticipated or requested by the RPS and the accuracy of the mapping of these areas can be reviewed as part of future resource

consent applications with any identified minor corrections able to be made as part of finalising the decisions on the PDP. In this latter respect, the submitter Living Waters has helpfully brought attention to a number of errors that can be corrected under clause 16 of Schedule 1 to the RMA.

In relation to the two groups of submitters above that seek removal of parts of the Coastal Environment, ONCs and HNCs on their properties, Ms Melean Absolum was engaged by the Council to give close consideration to the extent of these notations and to report on them. We find agreement with Ms Absolum's consideration of these submissions as we discuss below.

Muriwhenua Incorporated (S420.006)

Muriwhenua Incorporated sought removal of the coastal environment overlay from their land other than that within 500m of MHWS, as well as the removal of HNC, ONC, ONF and ONL. Ms Absolum and the reporting officer did not agree with the removal of the coastal environment overlay as it was carefully identified as part of the Northland Regional Mapping Project. We agree. It is noted that the remainder of the submission is considered in other hearings.

Summit Forests NZ (S148.054)

There are areas of plantation forestry on the sites identified by Summit Forests NZ that do not display natural character values worthy of protection. Accordingly, we recommend the removal of five areas from the ONC and HNC overlays.

Matauri Trustee Limited (S243.128)

Matauri Trustee Limited sought the removal of the coastal environment overlay from their land. Ms Absolum did not support all of the removal, and considered that only a small triangular area to the west of the entry drive could be removed given its location on the other side of the ridge crest. Therefore, this submission is recommended to be accepted in part, and only the small triangular area identified in Ms Absolum's Appendix maps be removed from the coastal environment overlay.

John Riddell (S431.047)

Mr Riddell sought that the PDP coastal environment overlay reflect the extent of the coastal environment in the Environment Court decision which accepted that the coastal environment boundary for the Kaimaumau wetland extended further inland over all of the wetland. This is not identified on the notified PDP maps. Upon review, Ms Absolum and the reporting officer agreed with this submission point and recommended that the whole of the Conservation Area and Scientific Reserve Areas should be included in the coastal environment overlay. We also agree and recommend this amendment.

PS Yates Family Trust (S333.110)

There are grassed areas at 1 and 23 Kokinga Point Road that have natural vegetation patterns that do not warrant them being included in the ONC and HNC overlays. Accordingly, we recommend amending ONC99 and HNC339 to remove those grassed areas from the land.

Ecochic Properties (S574.001)

The extent of the HNC overlay at the rear of the property at 48 Taupo Bay Road extends beyond the line of vegetation and should be trimmed back to the boundary. We accordingly recommend aligning the HNC overlay with the rear boundary of the property.

Victoria Yorke and Andre Galvin (S530.002)

There is some justification for removing part of HNC422 at the southern end of the property but not for the other areas on the property. We accordingly recommend amending HNC422 but not to the extent sought by the submitters. We acknowledge the opportunity we had at the hearing to discuss matters with these submitters.

The Shooting Box (S187.097)

There are some small areas of grass within HNC339 on the site at the intersection of Rawhiti Road and Kokinga Point Road that can be removed from the overlay. We recommend that the identified areas be removed from HNC339 accordingly.

Amenda Kennedy, Julia Kennedy Till and Simon Till (S353.001)

These submitters did not present evidence to support the submission that we could consider in a manner that we would need to be able to support a recommendation to amend the extent of the overlay on the site. Therefore, we recommend that this submission point is rejected and the maps are not amended.

The second group of submitters were Mark Wyborn; Paihia Properties (S344.017); Waiaua Bay Farm (S463.056); Ricky Kloet (S495.001); John Bayley (S490.001); Jan Jepson (S494.002); Ironwood Investments Ltd (S491.001); Dandy Developments (S142.002); Eric Kloet (S491.001); William Goodfellow (S493.002); Margaret Ridge (S258.001); Setar Thirty Six (S168.152).

We find agreement with Ms Absolum, for Council, in her reporting on these submissions and recommend only one change as a consequence of our considerations. That is for Setar Thirty Six (S168.152) where we recommend in relation to HNC324 to exclude the grassed and garden areas from the property at Lot 1 DP 36233.

In relation to submission points S497.001, S142.002 and S491.001, we note these properties are not affected by overlays. For submission points S344.017, S463.056, S495.001, S490.001, S494.002, S491.001, S493.002 we do not recommend any amendments because the vegetation on the sites warrant the protection afforded by the overlays. In relation to submission point S258.001 we support the removal of lawfully established areas of grazing in principle, but it is not clear from the submission which property is being referred to by the submitter.

5.14.15 Hearings Panel Recommendations

The Hearings Panel recommends that the mapping of ONC, HNC and ONF areas is accepted, accepted in part or rejected as outlined in section 5.14.14 above; and as identified in **Appendix 3** to this recommendation report. More specifically:

- a) The Lucklaw Farms Limited and Muriwhenua Incorporated (S420.006) submissions are rejected for the reasons above. Although an amendment to ONC44 to align with the boundary of the coastal environment overlay is recommended.
- b) Submission points S243.128, S148.054, S333.110, S574.001, S530.002, S75.002, S75.003, and S187.097 are accepted in part; and S353.001 is rejected, all for the reasons above.
- c) Submission points S497.001, S142.002, S491.001 are rejected for the reasons above.
- d) Submission points S344.017; S463.056: S495.001; S490.001; S494.002; S491.001; S142.002; S491.001; S493.002; S258.001 are rejected for the reasons above.
- e) Submission points S168.152, S431.047 are accepted.
- f) All other submissions and further submissions are accepted, accepted in part or rejected as set out in **Appendix 4.3**.

5.15 Key Issue 12: Additional Questions from the Hearings Panel

5.15.1 Farm Dams

The question from the Panel was regarding the impact of the recommended earthworks rules on the construction of farm dams.

5.15.2 Hearings Panel Evaluation

We note that farm dams are typically constructed by creating an embankment using earth from the upslope side of the area being created as a dam. The dams are usually for drinking water for stock but can also be for farm-related activities such as for irrigation, dairy shed washdown and firefighting purposes. These dams are regulated by the Proposed Regional Plan in order to manage the effects of damming and diverting water and the effects on water quality.

We note in addition to this then being a matter for the Regional Council, that there were no submitters (including Federated Farmers) that raised concern regarding the earthworks provisions in the overlay chapters, where there may have been a request for exemptions, in respect of farm dams.

5.15.3 Buildings in the Coastal Environment (outside ONC and HNC) and ONL (outside the Coastal Environment)

The question from the Panel was whether a 110m² floor area threshold is more appropriate for farm buildings than the 100m² standard as notified in the PDP. More particularly, whether the floor area could be increased from 100m² to 110m² to match the threshold under which building consent is not required for farm buildings under the Building Act 2004. The Building Act includes single-storey pole sheds and hay barns in rural zones not exceeding 110m² in floor area as building work for which building consent is not needed.

Attachment 5 - Lucklaw Farm Ltd submission (S550) dated 21 October 2022, and amended submission (S585) dated 1 November 2022, and Further Submission (FS292)

**Remember
submissions
close at 5pm,
Friday 21
October 2022**

Proposed District Plan submission form

Clause 6 of Schedule 1, Resource Management Act 1991

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

Form 5: Submission on Proposed Far North District Plan

TO: Far North District Council

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

1. Submitter details:

Full Name:	John Gilbert Sturgess for Lucklaw Farm Ltd		
Company / Organisation Name: (if applicable)	Lucklaw Farm Ltd		
Contact person (if different):			
Full Postal Address:	690 Rangiputa Road, Karikari Peninsula 0483		
Phone contact:	Mobile: 021 656 920	Home:	Work:
Email (please print):	john@lucklaw.co.nz		

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

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

☐ I **could** gain an advantage in trade competition through this submission

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

3. ☐ I **am** directly affected by an effect of the subject matter of the submission that:

(A) Adversely affects the environment; and

(B) Does not relate to trade competition or the effect of trade competition

☐ I **am not** directly affected by an effect of the subject matter of the submission that:

(A) Adversely affects the environment; and

(B) Does not relate to trade competition or the effect of trade competition

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

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

1. Rules, objectives and policies on vehicle access on beaches in the Far North District

Confirm your position: ☐ Support ☒ Support In-part ☐ Oppose
(please tick relevant box)

My submission is:

(Refer **Schedule** attached)

I seek the following decision from the Council:

- a. The addition of a comprehensive rule in the FNDC district plan which sets out standards for vehicle access on beaches and restricts use of the foreshore and seabed by vehicles except for specific purposes, in order to preserve the natural character and biodiversity of beaches in the Far North.
- b. Subject to lawful access, rules are sought to same or similar effect as **Schedule 1** (Refer Schedule attached).
- c. Further or consequential relief amending the objectives, policies and other provisions of the plan in order to give effect to this submission.

☒ I **wish** to be heard in support of my submission
☐ I **do not wish** to be heard in support of my submission
 (Please tick relevant box)

If others make a similar submission, I will consider presenting a joint case with them at a hearing
☒ Yes ☐ No

Do you wish to present your submission via Microsoft Teams?
☐ Yes ☒ No

Signature of submitter:
 (or person **authorised to sign on behalf of submitter**)



Date: 21 October 2022

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

Important information:

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

Send your submission to:

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

Email to: pdp@fndc.govt.nz

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

Submissions close 5pm, 21 October 2022

Please refer to pdp.fndc.govt.nz for further information and updates.

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

S550.001

Note to person making submission

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

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

SUBMISSION NUMBER

Schedule to Submission on the Proposed Far North District Plan – Lucklaw Farm Ltd – Vehicles on Beaches – Karikari

Submission on the Proposed Far North District Plan – Lucklaw Farm Ltd

Introduction

1. This submission relates specifically to the management and rules of vehicle usage on the foreshore and beaches of the Far North.
2. The submitter, Lucklaw Farm Ltd, is concerned with the current level of vehicle usage in and around the foreshore and coastal marine area and seeks better protection of these areas through more restrictive rules on vehicle use in these areas.

Rules related to Vehicles on Beaches in the Far North

3. Under Rule C.1.5.1. (vehicles on beaches) of the proposed Northland Regional Plan as notified, it is stated that *“District Councils may also have bylaws that control (including prohibiting) the use of vehicles on beaches as well as dunes...compliance with Rules C.1.5.1. and C.1.5.1A does not remove the need to comply with all relevant bylaw provisions”*.
4. Lucklaw Farm acknowledges that the previous Far North District Council (**FNDC**) bylaw on vehicles on beaches (Vehicles on Beaches Bylaw 2015) was automatically revoked in 2022 by operation of s160A of the Local Government Act 2002. Part 8 of the Road Use Bylaw 2022 now contains those rules related to vehicle use on beaches in the Far North.
5. Under the Part 8 of the Road Use Bylaw, vehicles are only prohibited at Coopers Beach (see Schedule 6, Road Use Bylaw), and there are no beaches or parts of beaches where vehicle use is restricted (see Schedule 7, Road Use Bylaw). The Road Use Bylaw does not contain any other rules related to vehicle usage on beaches.
6. Lucklaw Farm submits that the more detailed rules and standards regarding vehicle usage on beaches should be contained within the FNDC District Plan. **Schedule 1** is an extract from the Bay of Plenty Regional Coastal Environment Plan, Rule DD7 which is the rule related to vehicle access on beaches.
7. Rule DD7 operates in conjunction with Rule DD8 (also in Schedule 1) which permits vehicle use on the foreshore and seabed for emergency or law enforcement purposes.

Relief

8. Lucklaw Farm supports:
 - a. The addition of a comprehensive rule in the FNDC district plan based on rules DD& and DD8 of the Bay of Plenty Regional Coastal Environment Plan and which sets out standards for vehicle access on beaches and restricts use of the foreshore and seabed by vehicles except for specific purposes, in order to preserve the natural character and biodiversity of beaches in the Far North. Rules are sought to similar effect as **Schedule 1**.

- b. Any relief necessary or consequential to give effect to the relief sought above.

Conclusion

- 9. Lucklaw Farm **does wish** to be heard in support of this submission.
- 10. If others make a similar submission, Lucklaw Farm will consider presenting a joint case with them at a hearing.

Schedule 1

Rule DD 7 Permitted – Vehicle access and use [or to same or similar effect]

Disturbance of the foreshore or seabed by the use of vehicles, where the activity:

- 1 *Is associated with the use of a legally authorised structure in, or partly in, the coastal marine area, which provides for or requires vehicle access; or*
- 2 *Is associated with vehicle access to offshore islands in areas where access points are identified in Schedule 15; or*
- 3 *Is associated with conservation management activities undertaken in accordance with:*
 - (a) *A Coastal Wetland Management Agreement or Biodiversity Management Plan with the Regional Council; or*
 - (b) *A reserve management plan prepared by a district or city council or the Regional Council; or a Conservation Management Strategy or Conservation Management Plan prepared by the Department of Conservation; or*
- 4 *Is associated with environmental monitoring undertaken by city, district or regional councils or consent holders where the vehicle used has a gross weight of less than 3,000 kilograms; or*
- 5 *Is associated with the use of navigational safety equipment by the Port of Tauranga Limited or Regional Council where the vehicle used has a gross weight of less than 3,000 kilograms; or*
- 6 *Is permitted under Rule BS 1; or*
- 7 *The vehicle use is not in an Indigenous Biological Diversity Area A (as identified in Schedule 2, Table 1) and is for one or more of the following purposes:*
 - (a) *Burial of dead animals by the Department of Conservation, a local authority, or their delegated agent;*
 - (b) *The removal of litter, nuisance matter (including the accumulation of algae), and debris by a local authority or their agent;*
 - (c) *Beach-grooming by a local authority or their agent when provided for in a current Reserve Management Plan for the area;*
 - (d) *Removal of driftwood by a local authority or their agent, where the driftwood may affect navigation and safety of vessels, or is causing an obstruction to the flow of water;*
 - (e) *The launching or retrieval of vessels at the closest practical point along the seashore from the vehicle access;*
 - (f) *The transportation of recreational equipment to the water's edge at the closest practical point along the seashore from the vehicle access;*
 - (g) *Coast Care and Estuary Care projects unless associated with mangrove management activities, which are controlled by Rules DD 19 to DD 25;*
 - (h) *Use of land yachts;*

- (i) *Setting up and running of temporary recreational events that are permitted by Rule SO 1;*
- (j) *Access for people with disabilities at the closest practical point along the seashore from the vehicle access;*
- (k) *Maintenance of infrastructure;*
- (l) *New Zealand Defence Force temporary military training activities, provided that Regional Council, the Department of Conservation and adjacent territorial authorities have been advised before the training takes place, and the activity is otherwise permitted by Rule DD 3 (Temporary military training activities of the New Zealand Defence Forces);*
- (m) *Local authority, Government, and educational institutions carrying out data collection, monitoring and maintenance activities, including the investigation of storm damage, where the vehicles do not exceed 1.8 tonnes kerb weight,*
- (n) *The Department of Conservation's statutory functions,*

is a permitted activity, subject to the following conditions:

- (a) *No contaminants shall be discharged to water or land from the vehicle;*
- (b) *There shall be no use of vehicles on shellfish beds, vegetated areas, or bird nesting areas during nesting season;*
- (c) *No vehicles shall be operated at a speed greater than 15 km/hr;*
- (d) *The vehicle shall take the most direct route, and shall only operate within the area necessary to carry out the activity to ensure minimal disturbance to the foreshore and seabed;*
- (e) *Where vehicle use is to launch or retrieve a vessel, or transport recreational equipment to the water's edge, the vehicle shall not be parked on the beach;*
- (f) *Designated vehicle access points shall be used.*

Advisory notes:

- 1 *District and city councils may also have regulations and bylaws that control the use of vehicles on beaches. Compliance with those provisions is also required.*
- 2 *In relation to condition (e), vehicles should be parked in designated areas near the vehicle access point used to get to the beach. Where designated parking areas are not available, vehicles should park near the vehicle access point in a location that avoids congestion of the access way.*

Rule DD 8 Permitted – Vehicle access/use for emergency or law enforcement

The disturbance of foreshore or seabed in any area by the use of vehicles for the following purposes:

- 1 *Surf lifesaving operations;*
- 2 *Emergency situations, including (but not restricted to) firefighting, oil spills, rescue operations, salvage of vessels and sea mammal strandings; and*
- 3 *Law enforcement activities, provided the vehicles do not exceed 1.8 tonnes kerb weight, is a permitted activity, subject to the following conditions:*

- (a) No contaminants shall be discharged to water or land from the vehicle.*
- (b) The use of vehicles on shellfish beds, vegetated areas, or bird nesting areas during nesting season, shall be avoided whenever reasonable.*
- (c) The vehicle shall take the most direct route, and shall only operate within the area necessary to carry out the activity to ensure minimal disturbance to the foreshore and seabed.*

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submissions
close at 5pm,
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October 2022**

Proposed District Plan submission form

Submission# 585

Clause 6 of Schedule 1, Resource Management Act 1991

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

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

1. Submitter details:

Full Name:	John Gilbert Sturgess for Lucklaw Farm Ltd		
Company / Organisation Name: (if applicable)	Lucklaw Farm Ltd		
Contact person (if different):			
Full Postal Address:	690 Rangiputa Road, Karikari Peninsula 0483		
Phone contact:	Mobile: 021 656 920	Home:	Work:
Email (please print):	john@lucklaw.co.nz		

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

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

☐ I **could** gain an advantage in trade competition through this submission

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

1. Rules, objectives and policies on vehicle access on beaches in the Far North District

Confirm your position: ☐ Support ☒ Support In-part ☐ Oppose
(please tick relevant box)

My submission is:

(Refer **Schedule** attached)

I seek the following decision from the Council:

- a. The addition of a comprehensive rule in the FNDC district plan which sets out standards for vehicle access on beaches and restricts use of ~~the beaches~~ (including in the foreshore and seabed) by vehicles except for specific purposes, in order to preserve the natural character and biodiversity of beaches in the Far North.
- b. Subject to lawful access, rules are sought to same or similar effect as **Schedule 1** (Refer Schedule attached).
- c. Further or consequential relief amending the objectives, policies and other provisions of the plan in order to give effect to this submission.

☒ I **wish** to be heard in support of my submission

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

(Please tick relevant box)

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

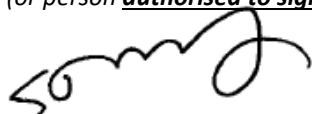
☒ Yes ☐ No

Do you wish to present your submission via Microsoft Teams?

☐ Yes ☒ No

Signature of submitter:

(or person **authorised to sign on behalf of submitter**)



Date: 21 October 2022

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

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- It contains offensive language
- It is supported only by material that purports to be independent expert evidence but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

SUBMISSION NUMBER

Schedule to Submission on the Proposed Far North District Plan – Lucklaw Farm Ltd – Vehicles on Beaches – Karikari

Submission on the Proposed Far North District Plan – Lucklaw Farm Ltd

S585.001

Introduction

1. This submission relates specifically to the management and rules of vehicle usage on the foreshore and beaches of the Far North.
2. The submitter, Lucklaw Farm Ltd, is concerned with the current level of vehicle usage at beach and dune areas in the Far North (including in and around the foreshore and coastal marine area) and seeks better protection of these areas through more restrictive rules on vehicle use in these areas.
- 2.3. The New Zealand Coastal Policy Statement 2010 ('NZCPS') is to be applied as required by persons exercising functions and powers under the Resource Management Act 1991. District Plans must give effect to the NZCPS (s75(3)(b), RMA). Policy 20 of the NZCPS relates specifically to the use of vehicles on beaches and provides that those exercising powers under the RMA "control use of vehicles, apart from emergency vehicles, on beaches, foreshore, seabed and adjacent public land where...(a) damage to dune or other geological systems and processes; (b) harm to ecological systems or to indigenous flora and fauna, for example marine mammal and bird habitats or breeding area and shellfish beds..."

Rules related to Vehicles on Beaches in the Far North

- 3.4. Under Rule C.1.5.1. (vehicles on beaches) of the proposed Northland Regional Plan as notified, it is stated that "*District Councils may also have bylaws that control (including prohibiting) the use of vehicles on beaches as well as dunes...compliance with Rules C.1.5.1. and C.1.5.1A does not remove the need to comply with all relevant bylaw provisions*".
- 4.5. Lucklaw Farm acknowledges that the previous Far North District Council (**FNDC**) bylaw on vehicles on beaches (Vehicles on Beaches Bylaw 2015) was automatically revoked in 2022 by operation of s160A of the Local Government Act 2002. Part 8 of the Road Use Bylaw 2022 now contains those rules related to vehicle use on beaches in the Far North.
- 5.6. Under the Part 8 of the Road Use Bylaw, vehicles are only prohibited at Coopers Beach (see Schedule 6, Road Use Bylaw), and there are no beaches or parts of beaches where vehicle use is restricted (see Schedule 7, Road Use Bylaw). The Road Use Bylaw does not contain any other rules related to vehicle usage on beaches.
- 6.7. Lucklaw Farm submits that the more detailed rules and standards regarding vehicle usage on beaches should be contained within the FNDC District Plan. **Schedule 1** is an extract from the Bay of Plenty Regional Coastal Environment Plan, Rule DD7 which is the rule related to vehicle access on beaches.
- 7.8. Rule DD7 operates in conjunction with Rule DD8 (also in Schedule 1) which permits vehicle use on the foreshore and seabed for emergency or law enforcement purposes.

Relief

8.9. Lucklaw Farm supports:

a. The addition of a comprehensive rule in the FNDC district plan based on rules DD& and DD8 of the Bay of Plenty Regional Coastal Environment Plan and which sets out standards for vehicle access on beaches and restricts use ~~of the beaches~~ (including in the foreshore and seabed area) by vehicles except for specific purposes, in order to preserve the natural character and biodiversity of beaches in the Far North. Rules are sought to similar effect as **Schedule 1**, but in addition the rule for Far North would apply to the entirety of the beach area including that area of beach above the mean high-water springs and including the sand dunes.

a.b. Suggested amendments to the rule from the Bay of Plenty Regional Coastal Environment Plan to ensure that any rule in the Far North Plan includes all areas of the beach are noted in tracked changes in Schedule 1.

~~b.c.~~ Any relief necessary or consequential to give effect to the relief sought above.

Conclusion

9.10. Lucklaw Farm **does wish** to be heard in support of this submission.

10.11. If others make a similar submission, Lucklaw Farm will consider presenting a joint case with them at a hearing.

Schedule 1

Rule DD 7 Permitted – Vehicle access and use [or to same or similar effect]

Disturbance of any area of the beach (including the foreshore or seabed area, and the surrounding sand dune areas) by the use of vehicles, where the activity:

- 1 *Is associated with the use of a legally authorised structure in, or partly in, the coastal marine area, which provides for or requires vehicle access; or*
- 2 *Is associated with vehicle access to offshore islands in areas where access points are identified in Schedule 15; or*
- 3 *Is associated with conservation management activities undertaken in accordance with:*
 - (a) *A Coastal Wetland Management Agreement or Biodiversity Management Plan with the Regional Council; or*
 - (b) *A reserve management plan prepared by a district or city council or the Regional Council; or a Conservation Management Strategy or Conservation Management Plan prepared by the Department of Conservation; or*
- 4 *Is associated with environmental monitoring undertaken by city, district or regional councils or consent holders where the vehicle used has a gross weight of less than 3,000 kilograms; or*
- 5 *Is associated with the use of navigational safety equipment by the Port of Tauranga Limited or Regional Council where the vehicle used has a gross weight of less than 3,000 kilograms; or*
- 6 *Is permitted under Rule BS 1; or*
- 7 *The vehicle use is not in an Indigenous Biological Diversity Area A (as identified in Schedule 2, Table 1) and is for one or more of the following purposes:*
 - (a) *Burial of dead animals by the Department of Conservation, a local authority, or their delegated agent;*
 - (b) *The removal of litter, nuisance matter (including the accumulation of algae), and debris by a local authority or their agent;*
 - (c) *Beach-grooming by a local authority or their agent when provided for in a current Reserve Management Plan for the area;*
 - (d) *Removal of driftwood by a local authority or their agent, where the driftwood may affect navigation and safety of vessels, or is causing an obstruction to the flow of water;*
 - (e) *The launching or retrieval of vessels at the closest practical point along the seashore from the vehicle access;*
 - (f) *The transportation of recreational equipment to the water's edge at the closest practical point along the seashore from the vehicle access;*

- (g) Coast Care and Estuary Care projects unless associated with mangrove management activities, which are controlled by Rules DD 19 to DD 25;
- (h) Use of land yachts;
- (i) Setting up and running of temporary recreational events that are permitted by Rule SO 1;
- (j) Access for people with disabilities at the closest practical point along the seashore from the vehicle access;
- (k) Maintenance of infrastructure;
- (l) New Zealand Defence Force temporary military training activities, provided that Regional Council, the Department of Conservation and adjacent territorial authorities have been advised before the training takes place, and the activity is otherwise permitted by Rule DD 3 (Temporary military training activities of the New Zealand Defence Forces);
- (m) Local authority, Government, and educational institutions carrying out data collection, monitoring and maintenance activities, including the investigation of storm damage, where the vehicles do not exceed 1.8 tonnes kerb weight,
- (n) The Department of Conservation's statutory functions,

is a permitted activity, subject to the following conditions:

- (a) No contaminants shall be discharged to water or land from the vehicle;
- (b) There shall be no use of vehicles on shellfish beds, vegetated areas, or bird nesting areas during nesting season;
- (c) No vehicles shall be operated at a speed greater than 15 km/hr;
- (d) The vehicle shall take the most direct route, and shall only operate within the area necessary to carry out the activity to ensure minimal disturbance to the beach (including the foreshore and seabed ~~are and the sand dunes~~);
- (e) Where vehicle use is to launch or retrieve a vessel, or transport recreational equipment to the water's edge, the vehicle shall not be parked on the beach;
- (f) Designated vehicle access points shall be used.

Advisory notes:

- 1 District and city councils may also have regulations and bylaws that control the use of vehicles on beaches. Compliance with those provisions is also required.
- 2 In relation to condition (e), vehicles should be parked in designated areas near the vehicle access point used to get to the beach. Where designated parking areas are not available, vehicles should park near the vehicle access point in a location that avoids congestion of the access way.

Rule DD 8 Permitted – Vehicle access/use for emergency or law enforcement

The disturbance of any area of the beach (including the foreshore or seabed ~~area, and the surrounding sand dune areas~~) in any area by the use of vehicles for the following purposes:

- 1 Surf lifesaving operations;

- 2 *Emergency situations, including (but not restricted to) firefighting, oil spills, rescue operations, salvage of vessels and sea mammal strandings; and*
- 3 *Law enforcement activities, provided the vehicles do not exceed 1.8 tonnes kerb weight, is a permitted activity, subject to the following conditions:*
 - (a) *No contaminants shall be discharged to water or land from the vehicle.*
 - (b) *The use of vehicles on shellfish beds, vegetated areas, or bird nesting areas during nesting season, shall be avoided whenever reasonable.*
 - (c) *The vehicle shall take the most direct route, and shall only operate within the area necessary to carry out the activity to ensure minimal disturbance to the beach including the foreshore and seabed area and the sand dunes.*

Online Further Submission

Further Submitters Name Lucklaw Farm Ltd

Further Submitter Number FS292

Wish to be heard Yes

FS qualifier a person who has an interest in the proposal that is greater than the interest the general public has (e.g. land owner, resource user)

FS qualifier reason The submitter made an original submission on related matters.

Joint presentation Yes

Attention: Mr. John Andrew Riddell

Contact organisation

Address for service 36 Matauwhi Road
Russell 0202

Telephone

Mobile

Email andrew@cepservices.nz

Online further submitter? Yes

Date raw FS lodged 04/09/2023 1:12pm

FS292

FS292.001-.002

Further submission points

Raw FS number	Original submitter	Related Submission Point	Plan section	Provision	OS Decision Requested	SupportOppose	FS Decision requested	Reasons
FS292.1	John Andrew Riddell	S431.037	Coastal environment	Policies	Insert a new policy as per Policy 10.4.12 of the Operative District Plan, as follows: That the adverse effects of development on the natural character and amenity values of the coastal environment will be minimised through: (a) the siting of buildings relative to the skyline, ridges, headlands and natural features; (b) the number of buildings and intensity of development;	Support in part	Allow in part	The submitter supports the insertion of objectives, policies and rules which will better manage and minimise adverse effects on the coastal environment, and at boundary/interface with adjacent land, and in particular to the location and design of vehicle access, manoeuvring and parking areas.

- (c) the colour and reflectivity of buildings;
- (d) the landscaping (including planting) of the site;
- (e) the location and design of vehicle access, manoeuvring and parking areas

FS292.2	John Andrew Riddell	S431.027	Coastal environment	Objectives	Insert new Objective CE-04 as follows: To minimise adverse effects from activities in the coastal environment that cross the coastal marine area boundary	Support in part	Allow in part	The submitter supports policies which will minimise the adverse effects from activities (and in particular vehicle use on beaches) in the coastal environment and the boundary/interface with adjacent land.
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Attachment 6 - Lucklaw Farm Ltd submission (S551) dated 21 October 2022
(relevant only relating to coastal mapping).

**Remember
submissions
close at 5pm,
Friday 21
October 2022**

Proposed District Plan submission form

Clause 6 of Schedule 1, Resource Management Act 1991

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

Form 5: Submission on Proposed Far North District Plan

TO: Far North District Council

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

1. Submitter details:

Full Name:	John Gilbert Sturgess for Lucklaw Farm Ltd		
Company / Organisation Name: (if applicable)	Lucklaw Farm Ltd		
Contact person (if different):			
Full Postal Address:	690 Rangiputa Road, Karikari Peninsula 0483		
Phone contact:	Mobile: 021 656 920	Home:	Work:
Email (please print):	john@lucklaw.co.nz		

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

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

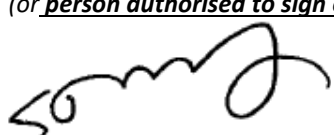
If you could gain an advantage in trade competition through this submission, please complete point 3 below

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

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

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

1. The zoning of land (as indicated in the planning maps) at 690 Rangiputa Road at Karikari Peninsula and adjacent land as identified in Schedule 2 attached.
2. Objectives, policies and provisions which relate to zoning for the land identified in Schedule 2.
3. Overlays applicable to the Puwheke Beach area
4. Designation FN160

Confirm your position: ☐ Support ☒ Support In-part ☐ Oppose (please tick relevant box)
My submission is: (Refer Schedule attached)
I seek the following decision from the Council: (Refer Schedule attached)
☒ I wish to be heard in support of my submission ☐ I do not wish to be heard in support of my submission (Please tick relevant box)
If others make a similar submission, I will consider presenting a joint case with them at a hearing ☒ Yes ☐ No
Do you wish to present your submission via Microsoft Teams? ☐ Yes ☒ No
Signature of submitter: (or <u>person authorised to sign on behalf of submitter</u>)  Date: 21 October 2022 (A signature is not required if you are making your submission by electronic means)

Important information:

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

Send your submission to:

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

Email to: pdp@fndc.govt.nz

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

Submissions close 5pm, 21 October 2022

Please refer to pdp.fndc.govt.nz for further information and updates.

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

Note to person making submission

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

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

SUBMISSION NUMBER

Schedule

Submission on the Proposed Far North District Plan – Lucklaw Farm Ltd – Zoning and Overlays – Karikari

Introduction

1. This submission to the proposed Far North District Plan (**PDP**) relates to land of Lucklaw Farm, which is located at 690 Rangiputa Road, Karikari Peninsula 0483 (**the subject site**), and adjacent land as shown in Schedule 2.
2. The outcomes sought by this submission are generally in accordance with:
 - a. The functions of FNDC under the Resource Management Act 1991;
 - b. The provisions in Part 2;
 - c. The obligations to have regard to (or give effect to) the higher order policy instruments including NZCPS and RPS, and
 - d. Represents sound resource management outcomes.
3. The subject site has been identified below using the GeoMap Service for the Far North Proposed Plan:



Figure 1. Subject Site

Zoning

4. Under the PDP, the land is proposed to be zoned as Rural Production (from Coastal Environment) (see *Figure 2* below).



Figure 2. Proposed Zoning under Far North Proposed District Plan

5. Lucklaw Farm supports re-zoning of part of the subject site, in the way shown in **Schedule 2** (and reproduced as *Figure 3* below) so that:
- a. Part **A** – is zoned as Mixed Use / Residential
 - b. Part **B** – is zoned as Rural Lifestyle
 - c. Part **C** – is zoned as Rural Production



Figure 3. Proposed Zoning

6. The strategic direction chapter in the PDP sets out the following objectives for urban form and development:
- a. **SD-UFD-O1** - The wellbeing of people who live in and visit towns in the Far North is considered first when it comes to planning places and spaces.
 - b. **SD-UFD-O2** - Urban growth and development consolidated around existing reticulated networks within town centres, supporting a more compact urban form, affordability and providing for a mix of housing typologies.
 - c. **SD-UFD-O3** - Adequate development infrastructure in place or planned to meet the anticipated demands for housing and business activities.
 - d. **SD-UFD-O4** - Urban growth and development is resilient and adaptive to the impacts from natural hazards or climate change.
7. The re-zoning proposed for Part A will allow for further urban growth and development around the existing Rangiputa Settlement, in accordance with SD-UFD-O2. The expansion of the existing Rangiputa settlement would likely allow for better funding and eventual replacement of the wastewater ponds (FN160). It is envisaged that engagement would occur with adjacent landowners in relation to the proposed re-zoning.

Relief – Zoning

- S551.00** 8. Rezone land identified in the attached plan from Rural Production to a mix of Rural Residential / Mixed Use, Rural Production, and Rural Lifestyle - subject to master planning.

Overlay Mapping

9. Lucklaw Farm made a submission to the draft plan in relation to overlays (refer Barker & Associates Memorandum dated 10 May 2021, Rev 2).
10. Under the PDP, there are a number of resource overlays applicable to the subject site, including: Coastal Environment, Outstanding Natural Landscape, Outstanding Natural Character and High Natural Character. See *Figure 4* below.

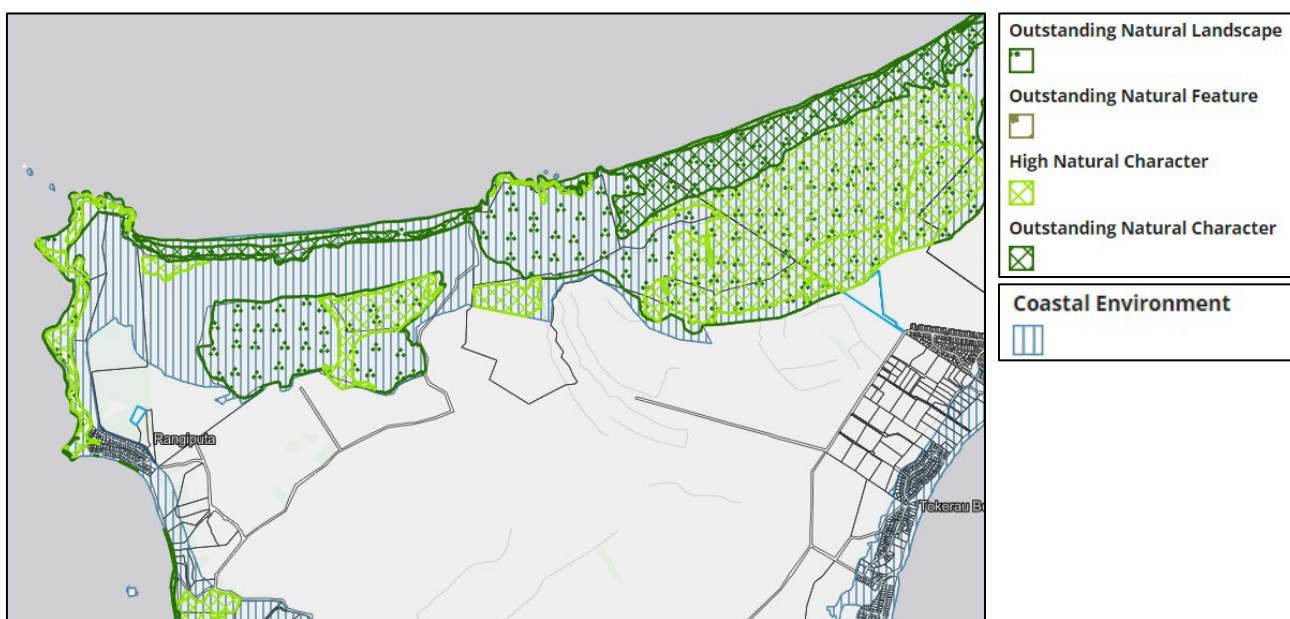


Figure 4. Proposed Overlays

11. The Coastal Environment overlay effectively adopts the mapping from the Northland Regional Policy Statement (**RPS**) and from that, identifies areas of high natural character (**HNC**) and outstanding natural character (**ONC**). Lucklaw Farm recognises the intent of mapping the coastal environment as an overlay in the PDP.
12. The PDP has mapped ONC, HNC, and Outstanding Natural Landscape (**ONL**) using the mapping methods and assessment criteria contained within the RPS.
13. Lucklaw Farms have concerns with respect to the accuracy and spatial extent of the ONC, HNC areas mapped within the PDP, specifically those identified within the subject site and the adjoining Puwheke Beach.
14. *Figure 4* (PDP) (above), *Figure 5* (RPS), and *Figure 6* (Northland Regional Plan) (below) show the discrepancies in overlay mapping of the three plans, with the Northland Regional Plan in particular not including any mapping of ONC or HNC within the subject site or the adjoining Puwheke Beach area, and the extent of the ONC overlay on Puwheke Beach being less in the PDP compared to the RPS. Lucklaw Farm acknowledges that the mapping of the ONL overlay is very similar between the PDP and the RPS.

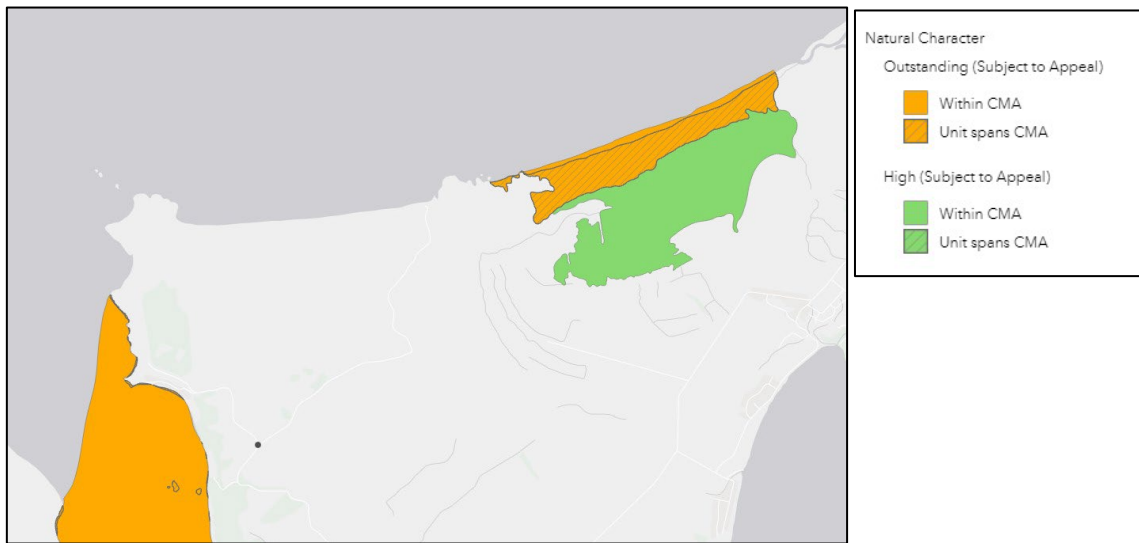


Figure 5. Regional Policy Statement Overlay Map

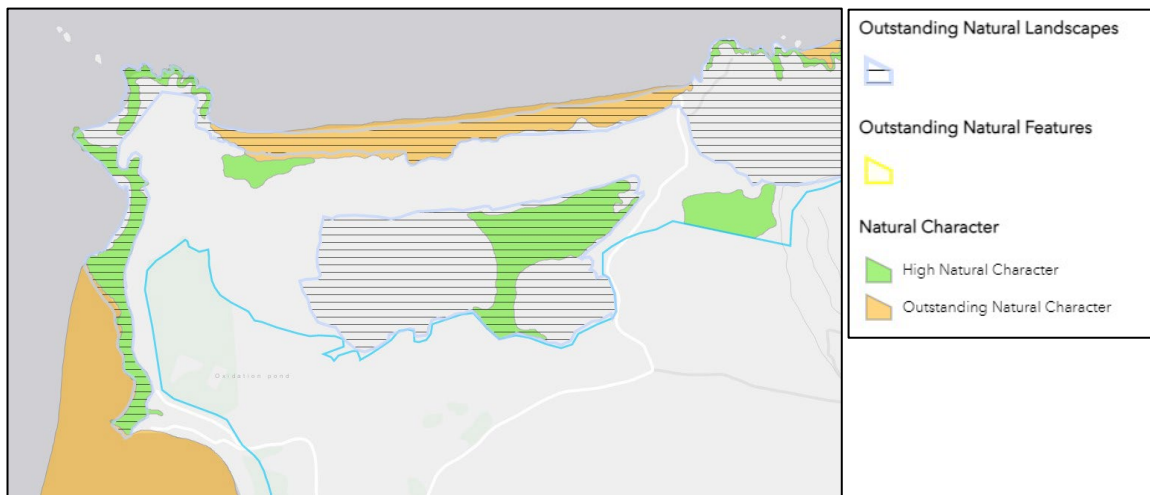


Figure 6. Northland Regional Plan Overlay Map

15. Lucklaw Farm understands the requirement under the Resource Management Act (RMA) that the District Plan must give effect to the RPS and be consistent with the Northland Regional Plan.

Relief – Overlay Mapping

16. Address the resource overlays in relation to the Lucklaw Farm submission to the draft plan (refer Barker & Associates Memorandum dated 10 May 2021, Rev 2).

- S551.002
S551.003 17. Review the accuracy of the Draft Plan mapped ONC and HNC areas, including investigation and written clarification from NRC with respect to the discrepancies between the RPS and NRP.

- S551.004 18. Undertake onsite ground-truthing to ensure the District Plan maps accurately reflect the features onsite recognising policy 4.5.2 and method 4.5.4 (2) of the RPS.

- S551.005 19. Provide further information including methodology, technical reports and s32 evaluation evidence to support the ONC and HNC mapping in the PDP, specifically the mapping in relation to “ONC44” which does not extend onto the foreshore despite the RPS mapping

showing more extensive ONC overlay on Puwheke Beach. Lucklaw Farm reserves the right to provide further comment upon receipt of this further information.

20. Amend the overlays for ONC and HNC to give effect to the findings from [18] and [19] above.

21. The PDP should give effect to the RPS, Lucklaw Farm supports refinement of the spatial extent of the maps.

S551.006 22. ONC area “OC44” should be mapped in accordance with the mapping shown in the RPS.

Designation FN160

23. The Rangiputa Oxidation Ponds at FN160 are authorised by previous resource consent to the Far North District Council for sewage treatment and disposal purposes. The PDP states that there are no conditions applying to this designation.

24. The ponds likely require future capital works in order to properly serve the current settlement at Rangiputa and avoid adverse effects on the environment and on Lucklaw Farm.

25. Providing for planned expansion of the Rangiputa Beach settlement (as sought above in [9]) provides opportunity for funding the necessary capital works in connection with the ponds (or suitable replacements) servicing a wider catchment.

Relief – Designation FN160

S551.007 26. Amend FN160, and its conditions, in order to address adverse effects to the environment from the operation of the wastewater ponds for Rangiputa.

Overall Outcomes Sought – Relief

27. In summary, Lucklaw Farm seeks the following relief:

- a. Rezoning in accordance with Schedule 2, subject to master planning;
- b. Overlays for the Far North District Plan are mapped in a way which gives effect to the higher order planning instruments namely, the Northland Regional Policy Statement, and any necessary changes are incorporated into the Far North District Plan.
- c. Designation FN160 is amended to address adverse effects on the environment from the operation of the oxidation ponds.
- d. Any necessary or consequential amendments to objectives, policies and provisions required to achieve the above.

28. Lucklaw Farm **does wish** to be heard in support of this submission.

29. If others make a similar submission, Lucklaw Farm will consider presenting a joint case with them at a hearing.

Schedule 2 – Proposed Rezoning of Puwheke / Rangiputa



Property Rates (FNDC)



Zones

-  Airport
-  Carrington Estate
-  General Residential
-  Heavy Industrial
-  Horticulture
-  Horticulture Processing Facilities
-  Hospital
-  Kauri Cliffs
-  Kororāreka Russell Township
-  Light Industrial
-  Mixed Use
-  Moturoa Island
-  Māori Purpose - Rural
-  Māori Purpose - Urban
-  Natural Open Space
-  Ngawha Innovation And Enterprise Park
-  Open Space
-  Orongo Bay
-  Quail Ridge
-  Rural Lifestyle
-  Rural Production
-  Rural Residential
-  Settlement
-  Sport And Active Recreation

Zones

-  Airport
-  Carrington Estate
-  General Residential
-  Heavy Industrial
-  Horticulture Processing Facilities
-  Hospital
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-  Mixed Use
-  Moturoa Island
-  Māori Purpose - Rural
-  Natural Open Space
-  Ngawha Innovation And Enterprise Park
-  Open Space
-  Orongo Bay
-  Quail Ridge



	Rural Lifestyle
	Rural Production
	Rural Residential
	Settlement
	Sport And Active Recreation
	Horticulture
	Māori Purpose - Urban
	Kauri Cliffs Special Areas
	Golf Living Environment
	Golf Playing Environment
	Lodge Environment
	Natural Heritage Environment
	Designations
	National Grid Line
	Critical Electricity Line
	Airport Protection Surfaces
	Treaty Settlement Land
	Pedestrian Frontage
	Mineral Extraction
	Outer Control Boundary (55 dB Ldn)
	Air Noise Boundary (65 dB Ldn)
	Coastal Environment
	Building Height Control
	Area A
	Area B
	Precincts
	Innovation and Enterprise Precinct
	Te Oneroa-a-Tōhe Beach Management Area
	Te Oneroa-a-Tōhē
	Sites & Areas of Significance to Māori
	Heritage Area
	Heritage Item
	Notable Tree
	Outstanding Natural Landscape
	Outstanding Natural Feature
	High Natural Character
	Outstanding Natural Character