

**BEFORE INDEPENDENT HEARING COMMISSIONERS  
For FAR NORTH DISTRICT COUNCIL**

**IN THE MATTER** of the Resource Management Act 1991

**AND**

**IN THE MATTER** Submissions and further submissions in relation to the  
proposed Far North District Plan (Hearing Stream 15C)

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**STATEMENT OF PRIMARY EVIDENCE OF DEAN R SCANLEN ON BEHALF OF  
LUCKLAW FARM LIMITED**

Dated: 15 September 2025

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## INTRODUCTION

1. My name is Dean Scanlen and I am a consultant transportation and environmental engineer and the owner and principal of the firm Engineering Outcomes Ltd. I hold a Bachelor of Engineering degree with First Class Honours from Auckland University, which I obtained in 1985. I have been working full time in the civil and traffic engineering field ever since. I am a Chartered Professional Engineer, a chartered member of Engineers NZ, am an APEC engineer and am on the International Professional Engineers Register. I am also a member of the IPENZ Transportation Group and Sustainability Society, Engineers for Social Responsibility and the Cycling Advocate's Network.
2. I have previously been employed as a consultant to central Government and private civil engineering consultancy firms. I have been self-employed for 29 years. During my career, I have provided advice to various clients in the public and private sectors on matters of transportation, roading and traffic management and environmental engineering. That work has covered planning, investigations, assessments of effects, resource consent applications, plan changes/re-zoning, design and construction supervision.
3. I regularly give advice to clients on transportation planning and road traffic effects assessments including traffic impact assessments, access design, safety, capacity, parking and road upgrading. During my career, I have been involved with the planning, investigation, design and observation of construction for numerous roading projects with values up to \$7 million as well as the roading and access associated with subdivision and development projects with values up to \$100 million.
4. I was instructed by Lucklaw Farms Limited in September 2025, to assess the traffic impact of the application for the proposal re-zoning and to assist it in relation to its submission on the proposed *Far North district plan*.

## **Code of conduct**

5. While this is a Council hearing, I have read the Code of Conduct for Expert Witnesses (contained in the Environment Court Practice Note 2023) and agree to comply with it. Except where I state I rely on the evidence of another person, I confirm that the issues addressed in this statement of evidence are within my area of expertise, and I have not omitted to consider material facts known to me that might alter or detract from my conclusions.
6. I am fully aware of my role in this matter, which is to assist the Panel as an independent expert. As such, the recommendations made in this evidence are my own, based on my expertise.

## **SUMMARY OF FINDINGS**

7. I am confident that adequate access can be provided to be proposed area of re-zoning such that traffic effects of subdivision and other development enabled by the re-zoning would be less than minor and no impediment to the granting of associated consent applications.
8. In particular, the traffic generation from this locality is significantly lower than that of localities close to urban centres – an average of fewer than 2 movements per household-equivalent on an average day, unlikely more than 4 during holidays periods (which cover a total of only 5 to 6 weeks per annum). On this basis, I estimate the total traffic enabled by the proposed re-zoning, including that from new recreational facilities, at no more than 300 movements on an average day, increasing to as many as 800 during holiday periods.
9. There are at least four access options that would provide at least an adequate level of service and safety, both for existing road users and new traffic generated by the proposal. The road network beyond Rangiputa is also of an adequate standard.
10. All new connections near the Rangiputa Road/Motutara Drive intersection will necessarily encroach into the existing recreation reserve. If this proves not to be feasible, it should be feasible to ensure that motor vehicles generated by the General Residential zone, or even all motor vehicles, cannot use this intersection.

## SCOPE OF THIS EVIDENCE

11. The purpose of this evidence is to address relevant matters set out in submissions of both Lucklaw Farms and the Taranaki Trust, to the proposed *Far North district plan*, requesting rezoning of the site as already described.
12. My evidence sets out:
  - (a) my understanding of the transport context of the locality and wider area;
  - (b) my understanding of the existing road network and options for connections to it from the development area ;
  - (c) my assessment, from a transportation perspective, of the likely success of future development or subdivision applications enabled and/or made realistic by the proposed re-zoning, along with the measures likely to be necessary to mitigate the effects of the traffic generated by those activities.

## THE PROPOSAL

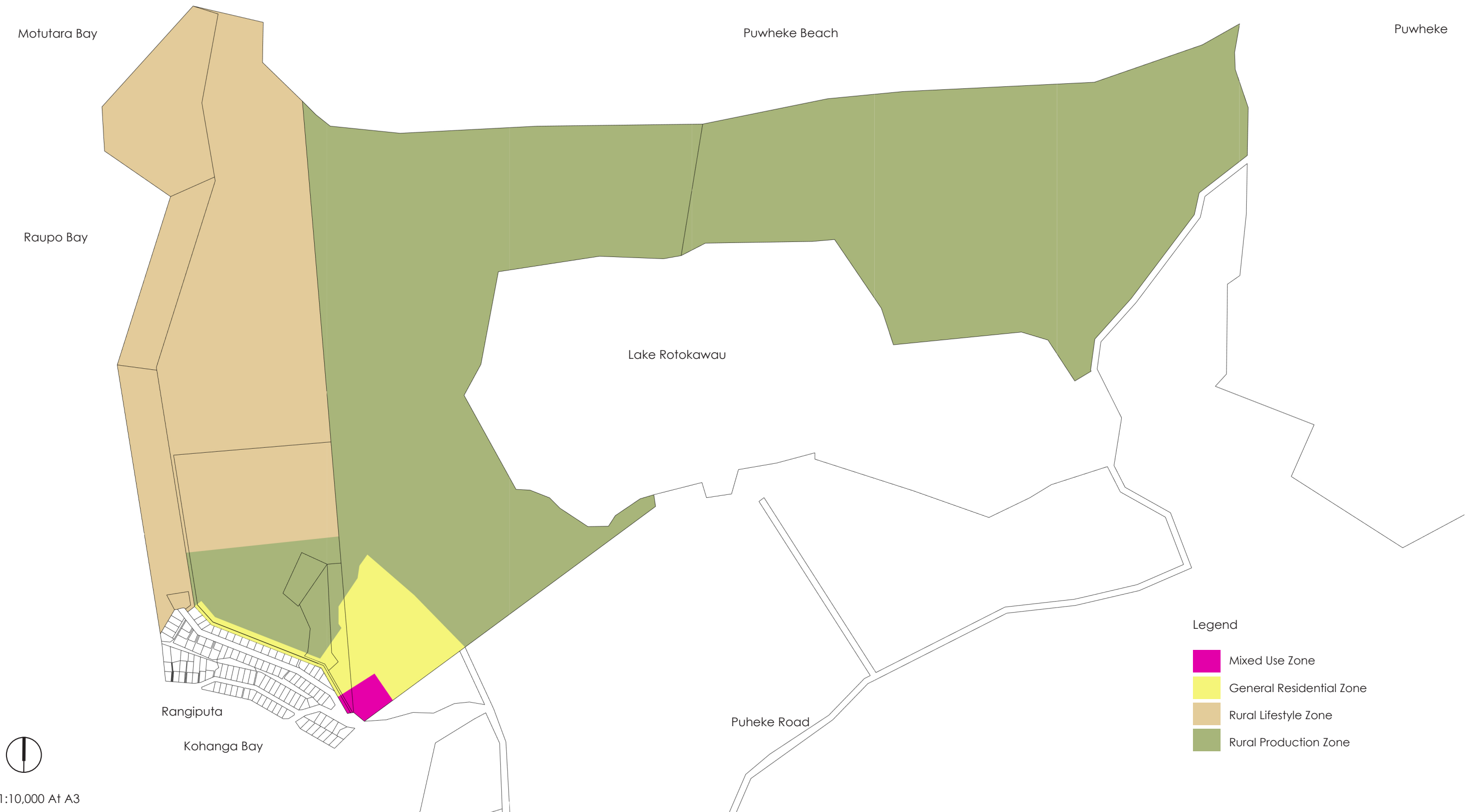
13. The proposal is a re-zoning of land north and east of the coastal settlement of Rangiputa on the Karikari peninsular, Far North district. The re-zoning was requested in a submission – numbered 551, to the proposed Far North district plan<sup>1</sup>.
14. The applicable areas are shown in Figure 1, which is a plan from the spatial strategy and is dated 15 September 2025. .

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<sup>1</sup> Notified [date]

# Puwheke Proposed Rezoning Plan

## Figure 1



15. Lucklaw Farm comprises all of Area C and most of A. Most of Area B is controlled by the Taranaki Trust, which filed a similar submission as Lucklaw Farms, along with four other privately-held sites on the western boundary, accessed from Motutara Drive.
16. The proposed Puwheke Development Area anticipates a range of developments including a lodge and visitor accommodation (on the headland), management area subdivision and low-impact glamping and a visitor centre within the Rural Production Zone (RPROZ), a zip-line and mountain-bike tracks in existing planted kanuka<sup>2</sup>, however I note that these require their own consents through the underlying zone provisions. The proposal includes an integrated large-scale conservation, restoration and enhancement development area. Public walking easements are proposed in the area of the Rangiputa Wastewater Treatment Plant, which will also provide access to roading within the proposed General Residential Zone.
17. In addition to the commercial and recreational activities, it is estimated that the proposed General Residential Zone will yield up to a maximum of 120 dwellings<sup>3</sup>. In addition to this, a cluster of rural living on the upper portion of the site is likely to yield between 16-32 residential units<sup>4</sup>, for an overall total between 130 and the mid to upper 140s of dwellings.
18. New road access connections are anticipated in two locations. One is near the intersection of Motutara Drive and Rangiputa Road. The other is to Rangiputa Road 400 metres east of Motutara Drive where an unformed road runs between Rangiputa Road and the eastern corner of development area A.
19. The proposal is fully described in the primary and rebuttal evidence of Mr Marcus Langman - the independent planner who is assisting the submitters.

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<sup>2</sup> That has been undertaken to support apiary activities within the farm

<sup>3</sup> This is based on approximately 30% of those areas being required for roading and other aspects such as open space and/or not being suitable for the establishment of dwellings. This is as advised by Marcus Langman the submitters' planning expert, but is consistent with other developments I have been involved with in Northland.

<sup>4</sup> With the higher end of this range likely requiring discretionary consent.

## INVESTIGATIONS AND METHODOLOGY

20. I am familiar with the area and road network to which the resource consent relates and visited the site and surroundings in September 2025.
21. To inform this evidence, I have:
  - (a) compared estimates of traffic on two roads – Rangiputa Road and Inland Road, with the numbers of dwellings and other equivalent households (“HEs”) in the catchments of both roads; and
  - (b) identified and carried out preliminary design of options for access to the development areas.
22. To count the dwellings and HEs, I marked each dwelling and other HE on a combination of ortho aerial photography (less than 2 years old) in the more built up areas of the peninsular, and scanned the most recent aerial photos from Google Earth in the rural areas. I estimated a conservative number of HEs for commercial activities, institutions (a marae and one church but no schools) and holiday parks/campgrounds and carried out the counts using mapping software. Whenever I was not certain whether a building was a dwelling or a non-habitable building such as a shed, I conservatively did not count it as a dwelling.
23. In preparing this evidence I have also reviewed the following documents:
  - (a) Submission #551;
  - (b) The s42A officer’s report. The relevant discussion is in section 4.4.13 from page 107;
  - (c) The draft evidence of Mr Langman (Planning) for Lucklaw Farm Limited and Ors;
  - (d) The Masterplan prepared by Bridget Gilbert and Jack Earl which, inter alia, recommends two access connection points to existing roads that are consistent with the locations I recommend;
  - (e) The transportation review by Mat Collins, of Abley, for Hearing 15C into the proposed *Far North district plan* dated 29 August 2025. Mr Collins addresses this proposal in section 4.7 from page 10 of that review.



## TRAFFIC GENERATION

24. I counted 151 household equivalents (“HEs”) in the catchment of Rangiputa Road and 1,290 in that of Inland Road. Despite lodging a request with the council on September 3<sup>rd</sup>, no count data has been forthcoming at the time of writing this. However, I have access to estimates in both Mobile Road and in the National Road Centreline Dataset, both of which estimate the traffic on Rangiputa Road (at Inland Road) at 255 movements on an average day (“vmpd”) and that on Inland Road, at SH10, at 1,684 vmpd. That is, fewer than two movements per HE per day in both catchments.
25. The traffic in this locality will be subject to significant seasonal peaks. There is a dearth of count data in the locality during holiday periods, but a count on State highway 11 between Paihia (Bay of Islands) and Kawakawa indicates the traffic on that route increases by more than 50% during holiday periods. Even if the traffic on the Karikari peninsular doubles during holiday periods, my investigation indicates the rate would still be below 3.5 vmpd per HE. With a maximum of 145 household equivalents enabled by the proposal, that is maximum traffic generation in the low 500s.
26. This compares with the total traffic generation estimate by the council’s reviewer of more than 2,800 vmpd just for dwellings. This is nearly 6 times the level found by my investigation and, unlike my investigation, is not based on local conditions.
27. It is difficult to predict what other activities might be established within the area, but it is realistic to assume there will be some and that those would generate additional traffic. I estimate that such is likely to range between 50 to 100 on an average day and potentially as high as 300 during holiday periods. In light of this uncertainty, I briefly consider the capacity of the road network to cope with even higher levels of traffic generation.

## THE EXISTING ROAD NETWORK AND SUITABLE ACCESS POINTS

28. There is only one road route into Rangiputa – Rangiputa Road, and only one into the peninsular – Inland Road. Rangiputa Road connects to Inland Road 10.5 kilometres from Inland Road's connection to SH10. Rangiputa settlement is close to 7 kilometres from Inland Road.
29. All roads between SH10 and Rangiputa are sealed with two lanes, carriageways close to 6.5 metres wide and 100 km/hr speed limits. The speed limit within Rangiputa is 50 km/hr, with the transition (from 100 km/hr) 185 metres east of Motutara Drive.
30. All intersections that the plan change has the potential to increase traffic on are at-grade, give-way controlled tee intersections. The only "turn treatment" at any of them is at the SH10/Inland Road intersection which has both a right-turn bay and left-turn "slip" lane. There are visibility restrictions in relation to two intersections - Rangiputa Road with Motutara Drive and Inland Road with Rangiputa Road and I address the significance of those in this section.
31. The development area currently leads to both Rangiputa Road and Motutara Drive although the majority of the area, including most of the Lucklaw Farm, leads to Rangiputa Road near Motutara Drive. My assessment has been only loosely guided by existing connection locations because those are not generally suitable for more traffic than that of a working farm and the existing small number of dwellings in the area<sup>5</sup>.
32. I concur with Bridget Gilbert and Jack Earl in relation to the two potential access connection points to existing roads. One is near the Rangiputa Road/ Motutara Drive intersection, the other is at the connection point of an existing unformed road to Rangiputa Road some 400 metres east of Motutara Drive. These, along with more detail of the likely connections, are shown in Figure 2.

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<sup>5</sup> Fewer than ten.



# Both connection locations

Development  
Area A

Recreation  
Reserve

Locality of connection  
location 1; see details below



Potential new road to  
the development areas

Rangiputa Rd

Sightline for available SD  
ahead of entering vehicles;  
97m or SSSD + 0.5 seconds

Connection Location 2;  
right-turn bay necessary  
to address visibility restriction  
approaching this point

Rangiputa  
fire station

## Possible roundabout

Motutara Dr

Parking area for  
boat trailers

Rangiputa Rd

Rangiputa Rd

Rangiputa  
fire station



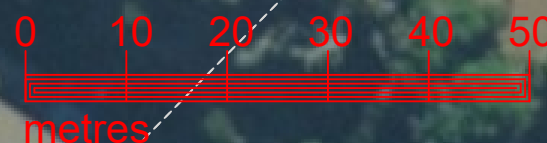
## Possible relocation of intersection

Motutara Dr

Parking;  
boat trailers

Rangiputa Rd

Rangiputa  
fire station



**Fig. 2**

New roads  
& connections  
Rangiputa



Tel. 09 436 5534  
info@e-outcomes.co.nz

Project  
**Land Rezoning  
Rangiputa  
north**

Client  
**Lucklaw Farms Ltd**

Surveyed by  
LINZ  
NRC

Amendments

Council ref.

Scale 1:1500 at A3  
Date 15-Sep-2025 16:30:48



33. With the Rangiputa Road/Motutara Drive intersection, visibility along Rangiputa Road towards the west is severely restricted. While no crashes have been reported at this intersection since at least the start of 2020, the addition of more traffic is undesirable at best. Both of the mooted options shown in Figure 1 address this.
34. New connections near the Rangiputa Road/Motutara Drive intersection will both encroach into the existing recreation reserve. Some – the grassed triangle at the western end of the reserve, is signposted for boat trailer parking. The relocation of the intersection can be configured to have minimal impact on the boat-trailer parking area but a roundabout is potentially problematic in this regard<sup>6</sup>.
35. I do not know whether it would be acceptable to the community for some of the existing recreation reserve to be used for access purposes. If such proves not to be possible, then it should be feasible to ensure that motor vehicles generated by the General Residential zone cannot use this intersection, rather they would use the new connection 400 metres east of Motutara Drive. A large proportion of trips to/from Rangiputa will be to/from the east and the beach is within easy walking distance, so such a measure would not be a major inconvenience to new residents.
36. With a new access connection 400 metres east of Motutara Drive, there are visibility restrictions in both directions. Both relate to vehicles entering the site, almost all of which will be right turns. Drivers making this turn need sufficient visibility ahead to ensure the way is clear before moving across the opposing lane. Earthworks will be necessary to achieve this at this locality. As shown in Figure 2, such is possible within the existing road reserve<sup>7</sup>.
37. Other vehicles approaching from behind vehicles waiting to enter the site need sufficient visibility of a vehicle waiting to turn or to have adequate space to pass such a vehicle and be guided away from that vehicle. A central right-turn bay would achieve this. According to data from LINZ, there is ample space for this.

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<sup>6</sup> A roundabout should not be centred at the current intersection location because this would not address the visibility issue for vehicles exiting from Motutara Drive.

<sup>7</sup> According to data from LINZ - an ortho-rectified aerial photo less than 2 years old plus cadastral boundaries. The sightline drawn is 'safe-stopping sight distance' (SSSD) for the estimated eastbound operating speed of 65 km. SSSD is adequate for such turns because the exposure in the opposing lane occurs for only a very short time.

38. There are also visibility restrictions in relation to the Inland Road/Rangiputa Road intersection, especially for vehicles turning right into Rangiputa Road. Such turns are unlikely to dominate<sup>8</sup> and, as shown, the associated risks will remain well within acceptable limits.
39. There are also no “turn treatments” at the Inland Road/Rangiputa Road intersection (ie widening or a central turning bay for turns into Rangiputa Road).
40. No crashes have been reported at this intersection since at least the start of 2020. Furthermore, a district-wide search of crashes that visibility restrictions similar to those at this intersection, and/or the absence of turn treatments, indicate a remarkably low incidence of harm as a result of such factors. This is despite a large number of examples of similar situations elsewhere in the district, examples of which are given in the appendix along with a summary of the (undetectable) historic harm associated with them.
41. Beyond the Inland Road/Rangiputa Road intersection, the road network will easily cope with the additional traffic. Inland Road will still not carry an unusual level of traffic for its standard, not even the single-lane bridge near SH10, and its intersection with SH10 is of a high standard. The combined traffic on Inland Road and SH10 is nowhere near levels at which congestion is likely, especially during average conditions.

Dean R Scanlen

BE(Hons)(Civil), CPEng, IntPE(NZ), CMEngNZ

15 September 2025

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<sup>8</sup> This is even though there is a store with fuel service, a marae (Haititaimarangai), Carrington and Karikari Estates including a golf course and restaurant in the direction that would necessitate a right turn into Rangiputa Road on the return trip to Rangiputa. The other direction leads to significantly more destinations including Kaitaia, several schools, Mangonui, Kerikeri, Whangarei and Auckland.

## Appendix. Examples of intersections in the Far North district with similar characteristics as the Inland Road/Rangiputa Road intersection

These intersections all have visibility restrictions along the lane opposite them. The first eight have visibility restrictions behind that location, the following nine have visibility restrictions ahead of it. These are examples only, not an exhaustive list of these situations and are provided to illustrate how these situations are not causing anything like a concerning level of harm. A search of the CAS crash database of relevant injury-causing crashes<sup>9</sup> at rural intersections and private crossings in the Far North district, in which a visibility restriction<sup>10</sup> was given as a factor, did not find a single such incident over the most recent five calendar years. Most photos are from Google street view.

### A. Examples of existing intersections with restricted visibility behind vehicles turning right into the side road

None of these intersections have right-turn bays. Two have widened shoulders opposite the side road, but those do not guide following vehicles away from another vehicle that is waiting to turn into the side road. No rear-end crashes are reported at these intersections in at least the period 2020 to 2024.

SH1N & Maromaku-Towai Rd, Towai



SH10 & Waiare Road, Kaeo



<sup>9</sup> Types LB – a vehicle turning right into a side road or access and colliding with an oncoming vehicle; type GD – a vehicle turning right into a side road or access and being hit from behind by another, non-turning, vehicle.

<sup>10</sup> Due to curvature or a crest in the road, an earth bank, trees or general “other” factors.



SH10 & Te Kura o Hato Hohepa entrance, Waitāruke



SH15/Te Pua Rd & Remuera Settlement Rd near Kaikohe



SH15/Mangakahia Rd & Knudsen Road Awarua





SH12 & Signal Station Road, Omāpere



SH12 & /Newton Road, Omāpere



Mangamuka Road & Mangataipa Road, Mangamuka





## **B. Examples of existing intersections in the Far North district with restricted visibility ahead of vehicles turning right into the side road**

A number of these intersections have right-turn bays, but those do not address a visibility restriction ahead of a turning vehicle. No crashes involving a right-turn against an opposing vehicle (Type LB in CAS) are reported at these intersections in at least the period 2020 to 2024.

SH11 and Te Haumi Road, Paihia



SH11 and Franklin Street, Opua



SH11 and Oromahoe Road, Opua





Aucks Road/Russell Road, Russell



Franklin Street and Lyon Street, Opua



SH12 and Newton Rd, Omapere, South Hokianga





Whangape Road/Kaitaia-Awaroa Road, Herekino



Koutu Loop Road/Koutu Point Road Hokianga



SH10/Cottle Hill Drive Kerikeri

