Kaipara District Council

Draft Mangawhai Spatial Plan

Report on Second Round of Submissions.

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Campbell Brown urbanism+

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1.0 Introduction

The Draft Mangawhai Spatial Plan was publicly notified for a second time by the Kaipara District Council with submissions closing on 9 August 2020. Submissions were received via the Council's website which directed submitters to answer fourteen questions relating to the proposals within the spatial plan. Additional submissions were received from individual submitters who did not follow the Council's question format. These submissions tended to discuss issues specific to their properties or infrastructure requirements and did not address the spatial plan in its entirety. The bulk of these submissions are presented under section 3.0 of this report.

There was a total of 63 submissions with the majority (50) providing detailed answers to the various questions asked including detailed comments on the content they supported and where they thought changes should be made. An average of 33 responses were received for each of the eleven questions with the most responses (42) provided in relation to the rural residential zones.

Submitters included both private property owners, including Mangawhai Central Limited, and residents from the Mangawhai area along with network utility providers such as North Power and the New Zealand Transport Agency.

This report presents the submission feedback in line with the themes of each question of the Council's online submission form.

2.0 Q1B – Do you support the proposed Spatial Plan Vision, if not, what changes would you like to see to this overarching vision?

There was a total of 63 submissions received. Not all submissions directly stated their support or otherwise for the proposed Spatial Plan Vision. Almost half of all submissions did not specify a position but the majority who did not provided extensive comments to this question. The table below show the breakdown of responses to this question.

Type of submission	'Yes' Supported	'No' did not support	Not directly specified	Total Submissions
Online	17	11	20	48
Individual	4	2	9	15
Total	**21**	**13**	**29**	**63**

Table 1. Breakdown of submissions supporting the vision of the proposed Spatial Plan

2.1 Comments supporting vision

The submitters that supported the proposed Spatial Plan (the plan) Vision replied with a simple 'yes' or provided general support with one or two exceptions to specific proposals within the plan. These comments have been summarised below:

- *Please scrap the notion of infill housing. There are a wide variety of lot sizes in the area, if people don't want a large lot then they should sell up and buy a smaller lot rather than detract from the amenity value of their neighbourhood.*
- *Large lots are used in the holiday period for tents, caravans, cars, boats, back yard cricket, etc. This is the essence of Mangawhai.*
- *Land is needed for stormwater runoff soakage as there is not enough detention in the road network.*
- *The coastal areas (the beaches) must remain the focus.*
- *Suggested changes to the transport section.*
- *Would like to see provision for local and neighbourhood commercial zones within existing and proposed residential areas.*
- *I would not like to see sections sizes go below 600m^2, as I do not believe this is within the character of Mangawhai.*

2.1.1 Individual submissions in support of the Spatial Plan.

Written submissions were also received from a number of people and organisations representing various network utilities and industry. A few of these submissions directly supported the spatial plan and its contents.

Submitters included **Lands and Survey** who generally supported the plan and preferred growth option 6. They also supported investigating new light industrial zoned land outside of urban Mangawhai. They thought that more locations should be considered with suggested criteria proposed, and listed below:

- *Can be appropriately serviced with water, wastewater and stormwater;*
- *Adequate access both within the site and to the site via the roading network;*
- *Visual buffer to residential areas; and*
- *Not located in a sensitive area, e.g. coastal, outstanding natural landscape or feature.*

Metlifecare operates retirement villages across the country and has submitted in support of the aim of the plan. Their submission goes on to note that there are limited living choices for older persons in Mangawhai and that the operative Kaipara District Plan doesn't provide for a variety of housing types, including retirement villages. Metlifecare supports a review of the District Plan to better provide for retirement villages.

Peter Small of 327 Molesworth Drive, Mangawhai Heads also submitted in support of the proposed Mangawhai Spatial Plan. His submission included the following specific points to note:

- *Realign the ecological zone to start above and behind Lot 55 Cullen Street.*
- *Support provided to achieving a variety of housing.*
- *Supports reduced lot sizes in part but too much density will take away from the character of Mangawhai and why holiday makes come up here to get away from Auckland.*

Mangawhai Central Limited (MCL) made a submission in general support of the direction of the Mangawhai Spatial Plan. Their submission did however include a number of comments on the language used within the plan, the presentation of the tsunami evacuation zone, the suggested location of the bypass between Molesworth Road and Cove Road, and the location of walkways and cycleways through the Mangawhai Central site. These comments have been summarised below:

- *The language in the spatial plan neglects to recognise that MCL land is already zoned for urban development and falls within the wastewater serviced area, and already provides for commercial and industrial employment.*
- *PPC 79 (78) doesn't seek full rezoning rather it seeks to alter some of the spatial extents of the zoning for further density.*
- *Wording changes are suggested, refer collated list of requested changed attached as Appendix ?.*
- *The Civil Defence evacuation zone map is still being used in the spatial plan as a physical or natural feature that is a constraint in section 2.3 of the plan. This is not accurate and is inappropriate use of the map. The map should be removed and not referred to as a constraint over MCL land.*

- *The map and text in section 3.7 Transport suggests the potential alignment of Old Waipu Road through Mangawhai Central is an adjustment when it is actually a new road. The wording is misleading.*
- *The internal road network within MCL has not been designed to allow for a by-pass route to connect to Cove Road. This would cut the new community in two.*
- *The new roundabouts recently approved by KDC have not been designed for use as an alternative collector road to Cove Road. Their redesign would require significant KDC funding and input to implement.*
- *The construction of this new road would require new designations and acquisition of land yet there is no feasibility or costings provided for this proposed road.*
- *The identification of a new by-pass should be reconsidered.*
- *Walking and cycling routes should reflect the alignment illustrated in the PPC78 maps. Alternative routes suggested in the spatial plan are unlikely to be achieved.*

Department of Conservation - Te Papa Atawhai

The Department supports the Natural Environment aim of the Plan to "Protect and enhance biodiversity links, waterways, and the coastal area."

In terms of the recommended actions of the Natural Environment section. The Department may support in principle developing and implementing a local indigenous biodiversity strategy, however there is no detail on what this is or may include. The Department would hope that this strategy would include such endangered species as NZ Fairy Tern (Tara iti) and that Council considers the Department as a key stakeholder for this work.

The Department recognises Te Uri o Hau as the kaitiaki in this rohe. DOC advocates for responsible land use activities that do not adversely affect the natural environments and ecosystems in and around the Mangawhai Harbour.

2.2 Comments opposing vision

The submitter's that did not support the proposed Spatial Plan Vision for the most part provided an explanation for their view.

In brief, the reasons for opposition included the views that Mangawhai is a coastal village with infrastructure that already struggles to cope with the existing population. Existing residents can't and don't want to pay for the infrastructure upgrades required to support the proposed growth.

It was suggested that developers should pay for the infrastructure upgrades. One submitter asked where the additional population would work as options were limited in Mangawhai. Another noted that Mangawhai will be separated into three areas (around the commercial centres) and would lose its magic.

A couple of submitters suggested now was not the time to create a spatial plan or review the existing district plan given the independent review that recommended scrapping the Resource Management Act (RMA) and streamlining the planning system across the country.

There were also a couple of suggestions where the proposed zoning in the Spatial Plan should be changed to better reflect the existing development pattern around Barrier View Road and Echo Valley Road.

The comments in opposition have been summarised below:

- *Don't support the idea of supporting growth just because demand is there. Mangawhai is a village community with limited infrastructure and resources (viz water).*
- *The proposal should start with what population the environment can support and cap development to that – no more housing allowed.*
- *Higher density housing should be contained as suggested by the plan with the exception of Cove Road which should retain larger lots, not higher density proposed opposite the Sanctuary.*
- *Don't support the proposed plan for Barrier View Road. The plan suggests Zone 3 when it should be zone 1 to reflect past 20 years of Council decision making and existing character.*
- *Echo Valley Road should be changed from zone 3 to zone 1.*
- *Surely it is irresponsible to assume growth planned can go ahead with the present infrastructure. What is the purpose of this growth? Which area of Kaipara is wanting growth? Surely it is the east such as Dargaville who want growth.*
- *Why to Councillors and KDC consultants assume current Mangawhai residents have the ability to continue to pay exorbitant rates to fund future infrastructure?*
- *The infrastructure cannot cope with the development unless developers pay for upgrades to the system including water catchment, wastewater and sewerage.*
- *I do not believe that the Spatial Plan and a new district plan is appropriate at this time for two reasons; first, the independent review released that recommended doing away with the RMA and replacing it with simplified regulatory process; second, one of the*

major recommendations was that a number of policy statements be implemented across New Zealand.

- *Too much density for what is a coastal village, NOT a second Orewa. The facilities we have now are insufficient for the people here NOW. Adding more houses is not a solution.*
- *Where will these people work?*
- *You have already pushed it past the point of no return, with the current development and population growth and lack of maintaining the infrastructure to support his and also to the continual loss of our natural fauna and silting up of our upper harbour.*
- *Mangawhai will no longer have any more magic, the townships will be divided with three separate subdivisions.*

2.2.1 Individual submissions in opposition of the Spatial Plan.

Two subdivisions have been received from landowners who object to specific proposals within the proposed Spatial Plan that affect their properties.

Dream Planning made a submission on behalf of **Nelder Farms Limited** which is 175ha farm at 199 King Road. The sits outside of any specific rural-residential zoning options set out in the plan. The site is shown as moderate and high rural character areas ‘g’ and ‘h’ and identified as areas to be avoided for future rural residential subdivision.

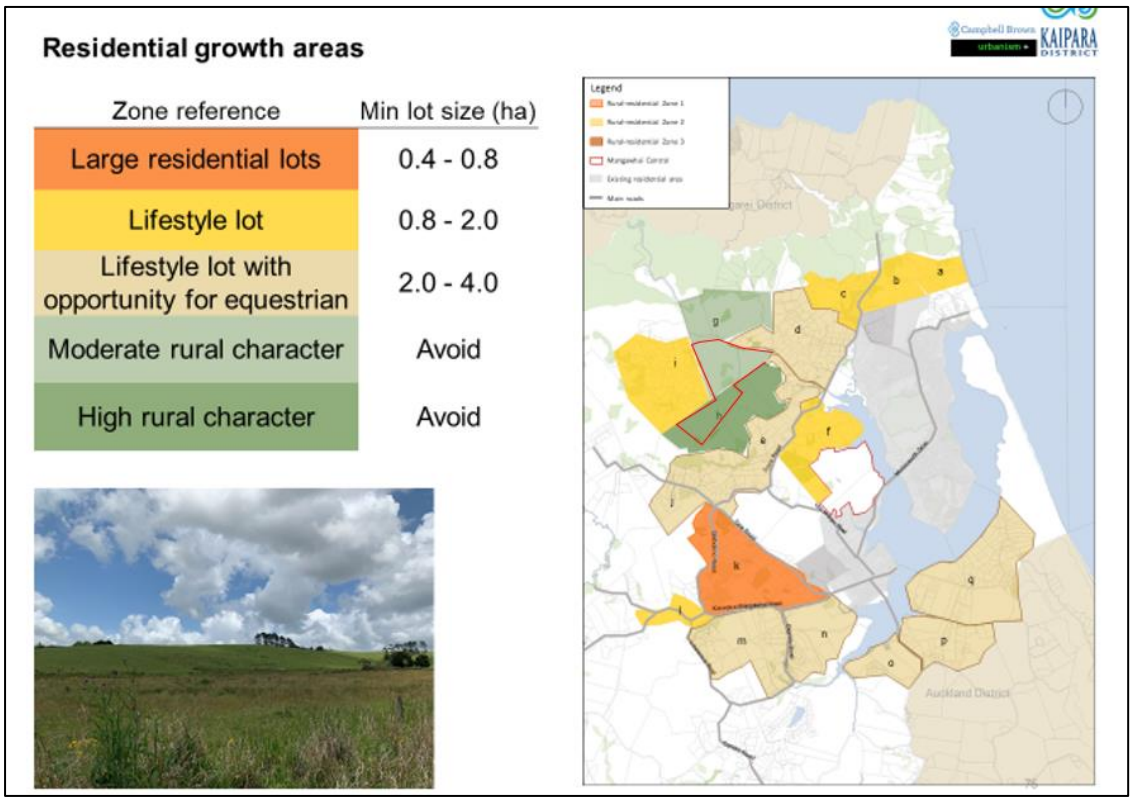

Figure 1. Location of 199 Nelder Road (outlined in red) as shown on the residential growth area as shown in Appendix D of the proposed Mangawhai Spatial Plan.

The submission objects to this assessment for the following reasons (summarised):

- *The Site doesn't contain high value soils. A Land Use Capability Report has been provided for reference.*
- *The general observations of the desktop study are inaccurate.*
- *Property rights should not be eroded/sacrificed by Council to provide tourists and local residents with rural vistas from Cove Road at the expense of the land owner and their development opportunities.*
- *The farm should not be ring fenced on the basis that it hasn't developed the farm to date.*
- *Nelder Farms has a resource consent application lodged with Council now for lot sizes between 4000m^2 and 1.75ha. The proposal is for a cluster/hamlet style development with large areas of open space surrounding the smaller lots.*
- *The proposal is the first in a planned series of similar subdivisions across the site, refer Figure 2 below.*

Figure 2. Drawing provided illustrating the planned future hamlet development of 199 King Road.

CPPC Planning made a submission on behalf of **Bream Tail Residents Association** which is the governing body of Bream Tail Farm and the 39 properties within. The submission explains the development parameters of the farm including the range of consent notices which limit the location of building platforms and provides design guidelines for buildings among other things. The remaining land around the building platforms is either bush covenant or in grazing. Each of the land owners cannot manage their land outside of their building platform.

The spatial plan shows the farm as being in the residential growth area and doesn't provide for ongoing farming. The Bream Tail Residents Association opposes this part of the plan.

Residential growth - Option 6

		Dwellings	Population
Urban-Residential	Zoned but not built	1,643	3,943
	Infill	493	1,183
	Mangawhai Central	1,000	2,400
	Minor dwellings	180	287
	Intensification around Wood Street	30	49
	More density larger Res. sites	538	1,291
	Growth pockets	302	725
	SUBTOTAL	4,186	9,878
Rural-Residential	Infill on lots with dwellings	230	552
	Infill Area 2 (Spioenkop Rd)	20	48
	Area 3 (King Rd)	0	0
	Area 4 (Bagnal Rd)	0	0
	Frecklington Farm	79	190
	SUBTOTAL	329	789
TOTAL		4,514	10,667

Supply up to 2044
476 people over medium projection

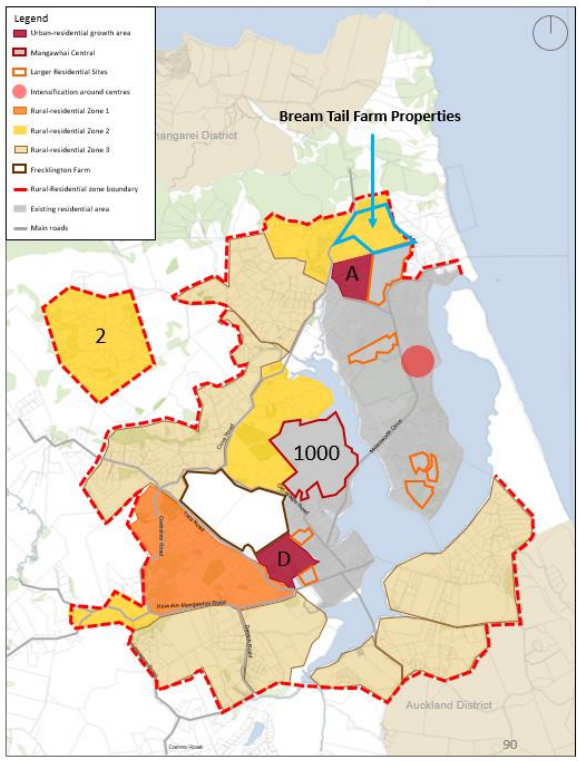

Figure 3. Location of Bream Tail Farm Properties (outlined in blue) in area proposed for infill housing by the proposed Mangawhai Spatial Plan.

The Bream Tail Residents Association also opposes the rezoning of the land directly adjacent to the farm for residential purposes due to reverse sensitivity effects on the farm. This will provide for the ongoing rural farming activities. For this reason, they suggest the site is not considered to be a suitable buffer zone for infill housing.

The submission also opposes residential zoning to the west/east of the farm as it will impact on the rural coastal nature of the property.

The submission also makes suggestions on the location of proposed rural residential zoned areas. It is suggested that more zone 2 land should be provided to alleviate pressure on the use of land as a buffer. And to utilise the existing rural residential land for more dense subdivision.

The submission provides responses to the questions asked by the Council's formal submission form. The responses are included elsewhere in this report.

Joel Cayford (no address provided) provided a detailed submission on the Mangawhai Spatial Plan. The submission is a detailed critique of the spatial planning process and the proposed plan itself. Summarising the submission does not do it full justice. I will however attempt to summarise the strengths and weaknesses of the plan as he sees them.

- *Support is given to the development of a Mangawhai Spatial Plan.*
- *The plan is good in parts but essentially an underlying support document for Mangawhai Central and PPC78. These together are deficient to good planning.*
- *The strength of the plan appears to be the various assessments of likely population growth scenarios and the identification of a range of land options for urbanisation or densification to accommodate those increases in population.*
- *It avoids the key issues of growth which is funding and provision of network and community and social infrastructure.*
- *It doesn't comply with the National Policy Statement on Urban Development Capacity.*
- *The work suggested on page 22 as 'implications for the KDC' should have been in place as part of KDC planning for PPC 78.*
- *The plan does not suggest policies to achieve a 'managed approach' to growth.*
- *The plan doesn't address access to the estuary for boats and jet-skis, parking at the estuary for cars and boat trailers, and parking at the surf beach.*
- *The transportation section is useful in that it begins to highlight the need to provide for cycle and walking infrastructure.*

2.3 Comments where support or opposition was not specified.

Approximately half of all submissions did not specifically state whether they supported the Spatial Plan vision or not. Many did, however, provide detailed written responses outlining their opinion on the plan and its contents.

A few suggested that protection of the natural environment needed to be strengthened with suggested changes to wording within the plan. Others commented on section sizes and also made suggestions for changes to the proposed rural residential zones. Water storage and stormwater management was also an issue. A couple of submitters objected to there being a separate chapter relating to iwi issues, with one suggesting there was sufficient protection under the RMA.

The comments have been summarised below:

- *Respects is natural setting could be strengthened. Perhaps something like "actively protects its natural places and species.*
- *Object to the mentioning of iwi in the plan. We are all New Zealanders and one race should not be pandered to over any other.*
- *Sections should not be less than 450m^2.*
- *All new buildings to have water storage tanks.*
- *Nautical Heights has no functioning street drains that were signed off by council, now the street suffers from pooling and flooding.*
- *Footpath on Molesworth Drive to be built now.*
- *Rather than grow 'well' it would be better to say grow 'sustainably'.*
- *Echo Valley Road should be zone 1 not zone 3.*
- *Restrict Mangawhai Central to 500 units as in the Plan. Make each unit have their own water collection tank.*
- *Make Mangawhai Central build and pay for their own water collection tank.*
- *Do not allow houses over 2 stories anywhere in Mangawhai.*
- *Remove commercial industrial from Black Swamp Road. Crosbie Engineering is a complete eyesore and you talk about strong agree buffers, very hard to achieve when you have houses high above. This area is part of the coastal character being so close to the estuary.*
- *Respecting Mangawhai's natural setting is paramount for all who live here or are to relocate here.*
- *Taking care of our protected wetlands, green open spaces, waterways, walkways and native wildlife are important issues and must be respected in every way for the ongoing health of natural habitats. Developers and landowners must make this a priority when planning subdivisions.*
- *I would like to see restricted development and better growth management from the KDC in the future.*
- *There is no need to focus on iwi culture… There is sufficient protection under existing parts of the RMA.*

2.3.1 Individual submissions that did not specify support or opposition.

Written submissions were also received from a number of people and organisations that did not directly specify support or opposition to the Spatial Plan.

The **Ministry of Education** submitted that they were continually monitoring the population growth at Mangawhai and the school and were aware of the desire within the community for a secondary school. There is currently not the population to support a secondary school and students will be directed to Rodney College in Wellsford. They also suggested changes to the wording in Section 3.5 to more accurately reflect the Ministry's discussions with the Kaipara District Council on this matter. The proposed changes are copied below:

Section 3.5, subsection 'Existing Situation' (on page 33): '~~It is also noted that~~ Mangawhai Primary has a present roll of around 520 pupils, which is growing. ~~The projected population growth rate indicates a future need for a secondary school at Mangawhai. Discussions with the Ministry of Education about this need are ongoing.~~ The Ministry of Education will continue to monitor and assess forecast demand for schooling in Mangawhai over the duration of the spatial plan, and work collaboratively with the Council on any changes in the school network'.

North Power's submission identified their existing substation and proposed two new locations for future substations that will be required to meet the capacity requirements of the increased population.

Their submission notes that Section 3.3 'Three Waters' does not include all infrastructure i.e. both public and privately owned and non-water related i.e. power, telecommunications etc. It is suggested that this section be amended to cover all infrastructure types.

The submission notes that if the population grows as per section 3.4 of the plan, additional capacity in the network will be required in the next 5 years to provide for the projected population 10 years in the future. North Power would like to be involved in future planning proposals to enable early identification of issues for North Power assets.

The **New Zealand Transport Agency** (NZTA) provided quite specific feedback which is copied below:

1. *A lot of the growth, in future years especially, seems to be identified to be on the rural fringe (lifestyle, page 7), and the connectivity of those areas to the urban area is not that well defined (only one potential indicative new linkage). Is this amount of growth in the rural fringe really the best for urban form or mode shift outcomes?*
2. *Will the density provisions be sufficient to achieve the best urban form, including mixed use areas, townhouses/apartments etc.? While the minimum proposed lot size is 400m^2 and only around the centres what are the height restrictions?*

3. *In considering the question of density consideration for enabling higher densities within parts of the existing urban area should consider the following:*
   - *Mangawhai is well serviced and a key objective of the plan is make more efficient use of the residential zone (part 3.4)*
   - *Mangawhai will an intended population of over 10,000 is defined as an urban environment under the NPS-UD "The KDC's Long Term Plan 2018 review process has projected Mangawhai's permanent population to either double or triple in size by 2043 to between 10,500 and 14,500 people"*
   - *Policy 5 of the NPS-UD states that urban environments enable heights and densities commensurate with the greater of the level of accessibility by existing or planned active or public transport to a range of commercial services or where the relative demand for housing and business use in that location.*
   - *Mangawhai has significant investment planned a major shared path which will significantly improve active mode accessibility along the main alignment of the existing settlement and between key destinations along its route. This creates relatively higher levels of accessibility near the key destinations/centres but also in close proximity to the whole shared path route potentially creating three levels of density. Highest in and around the centres and key destinations on the shared path, other areas in close proximity to the shared path in a corridor sense, and areas away from the shared path. The indicative lineal public transport route indicated on page 46 would reinforce this linear form of improved accessibility. 400m^2 is effectively a medium density outcome for a serviced settlement and scope could exist in some locations to increase this density in line with improved levels of walk and cycling accessibility.*
   - *The map on page 46 shows the public transport catchments that look quite limited in scale. Further, is it proposed that there would only be 4 stops on this Public Transport route?*
   - *The text refers to investigating a Public Transport loop but it's hard to visualise the loop on the map on page 46.*
   - *We would like to further consider and respond to the 'alternative western by-pass link' identified on the map on page 46.*

Vishal Chandra provided a series of alternative spatial plan maps (attached as Appendix B) The accompanying explanation of the maps is copied below:

"The essence being growth should to be contained and where possible too far beyond existing commercial centres, nodes and urban areas. These areas are then framed with transition

densities which flow into the rural areas within the aim to protect natural features, primary production and amenities, and manage hazards and risks. The proposed densities are driven from research on the current land parcel sizes, so there is ability to intensify and subdivide within the corresponding mapped areas."

John Phillis of 576B Barrier View Road and **Doyle Smith** (address not provided) submitted that Barrier View Road should be rezoned to be Zone 1.

Christine Rogan and Jan Barrat of 943 Kaiwaka-Mangawhai Road, Hakaru identified that their site is incorrectly identified as industrial on the map in section 3.6, page 42 of the plan. The industrial business at the top of Hilltop road is not shown.

CPPC Planning made a submission on behalf of **Rickon Holdings Limited** of 1140 Kaiwaka-Mangawhai Road. This site also has access to Devich Road and is part of the proposed rural residential zone 3. The submission makes a number of comments relating to the proposed rural residential zones which are summarised below:

- *The spatial plan fails to adequately address the needs of rural residential properties in the varying zones proposed.*
- *A large portion of proposed zone 1 consists of mature vegetation which has ecological value. Further though to the development potential of this area is needed.*
- *Infrastructure planning is needed.*
- *The plan should utilise the existing residential areas more efficiently by reducing lot sizes and providing infill housing.*
- *The plan should recognise existing rural production sites and mitigate for reverse sensitivity.*
- *Apartments are efficient though not recognised in the spatial plan.*
- *Urban zones should be provided not just 'serviced' and 'un-serviced areas'.*
- *Rural- residential zone 2 should extend to the south of Kaiwaka-Mangawhai Road to reflect already fragmented rural residential living. Expanded area suggested in Figure 4 below. This land has better gradients for denser development.*
- *Area 'm' notes in Appendix D are inaccurate. This area is already development and consistent with rural residential zone 2.*
- *More zone 1 needed given the desire for smaller lots. More zone 2 needed. Zone 3 just provides for much of what is existing.*

Residential growth - Option 6

		Dwellings	Population
Urban-Residential	Zoned but not built	1,643	3,943
	Infill	493	1,183
	Mangawhai Central	1,000	2,400
	Minor dwellings	180	287
	Intensification around Wood Street	30	49
	More density larger Res. sites	538	1,291
	Growth pockets	302	725
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Rural-Residential	Infill on lots with dwellings	230	552
	Infill Area 2 (Spioenkop Rd)	20	48
	Area 3 (King Rd)	0	0
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	Frecklington Farm	79	190
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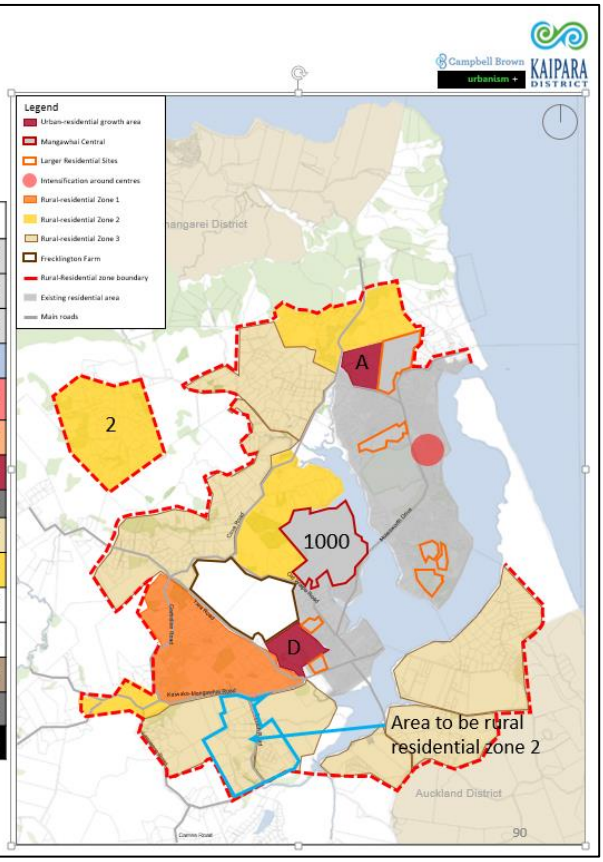


Figure 4. Area to the south of Kaiwaka- Mangawhai Road proposed by Rickon Holdings Limited to be within the rural residential zone 2.

Mike Howard (address not provided) put in a submission with three main points that relate to Mangawhai Central, tourism and associated infrastructure, and wastewater disposal. These comments are summarised below:

- *The plan suggests 1000 new homes in Mangawhai Central. I don't consider this to be appropriate and the density should remain at 500 units. Mangawhai does not need this level of intensity.*
- *The plan makes no advocacy for tourism or infrastructure provision to manage the potential of that industry. i.e. the current golf course developments.*
- *The State Highway 1 upgrade will bring tourism to Mangawhai and there is a need to advocate for its requirements.*
- *Need to provide for accommodation i.e. hotels/motels for tourists.*
- *Need to manage wastewater disposal within the Mangawhai Golf Course.*
- *Need to keep the beachy/coastal aspect and integrity of Mangawhai.*

3.0 Q1C and Q1D. Protecting the Natural Environment

Question 1C

Do you think the Spatial Plan clearly shows how it supports this approach to protecting the natural environment? If not, what protection would you like the Spatial Plan to provide for the natural environment?

Question 1D

Are there any additional natural areas or features that should be recognised in the Spatial Plan?

3.1 Number of Responses

Of the 50 submissions that followed the online questionnaire format 31 provided an answer to these questions. Expressions of support or opposition are detailed in Table 2 below.

Type of submission	'Yes' Agreed	'No' did not agree	Not directly specified	Total Submissions
Online	16	7	8	29
Individual	2	0	0	2
Total	**18**	**7**	**8**	**31**

Table 2. Breakdown of submissions responses to questions relating to the Natural Environment.

A number of the submitters provided written comments in support of their initial answer to question 1C with many suggesting additional features for protection. The comments and suggestions presented below have been grouped by the natural features mentioned and listed below.

a) All development will affect the environment.
b) Estuary/ Harbour management.
c) Wetlands, streams and tributaries.
d) Coast and Sandspit.
e) Public open space.
f) Ecological areas and species protection.
g) Soils.

3.2 All development will affect the environment

A number of the comments made both in agreement and disagreement with the approach of the Spatial plan to protect the natural environment made the point that any additional development within Mangawhai would affect the environment. Further, there is existing pressure on the environment that needs to be addressed.

The comments are copied, and summarised in places, below:

- *It's ok but allowing development of the foreshore/ mangroves at Mangawhai Central and urbanizing part of Cove Road contradicts this. Also potentially putting 15,000 people in a community with limited beach/ water access will place unsustainable pressure on the overall environment.*
- *Access to the main beach, dunes, estuary etc is too limited to handle too many people. The Ocean Surf Beach has limited access by one road to a small car park, the boat ramp and parking on the Estuary is already overtaxed over summer. Access and facilities can't easily be expanded without significantly changing the nature/ character of the area.*
- *NO, any development will encroach on natural features both flora and fauna.*
- *I support minimal development so that the natural environment is not affected*
- *The spatial plan as envisaged by you consultants will destroy Mangawhai.*
- *With regards to natural environment I can only support minimal development so that way it is possible to reduce adverse effects of the development on natural environment.*

3.3 Estuary/ Harbour Management

Waterways and coastal areas featured heavily in the comments including specific comments relating to estuary management. The submitters raised the point that the estuary is under existing pressure and is not sufficiently protected. Mangrove management is also an issue. These comments are copied below:

- *The estuary is currently under considerable pressure from adjoining landowners clearing vegetation- both riparian and intertidal (saltmarsh and mangroves). This pressure is set to increase so the scene needs to be set that builds active protection for these places.*
- *The harbour is not sufficiently protected.*
- *Keep the estuary clean.*

- *The maintenance and up keep of the estuary should be included.*
- *Where it says" 7. Manage mangroves within the Mangawhai Harbour.", this should be more carefully worded. Some may see this as justification for wholesale removal irrespective of regional plan rules etc. There is a need to agree as a community on how this would occur. There are vocal, polar opposite camps on this issue, with neither willing to budge. I think that actually, the majority of the community would just want to see a sensible management plan in place that balances all competing demands such as visual, ecological, amenity, perceived effects etc.*
- *You could get rid of more mangroves though.*
- *The entire estuary and its riparian margin are highly valuable ecosystems, and the sandspit should also be recognised, including the need to take care around nesting shorebirds in summer.*
- *I am aware the Harbour is governed by NRC, however more mangrove removal, dredging of the upper reaches of the harbour to allow good flush and return channels that no longer exist, also to counteract the amount of waste water and silt that is going to be plundered in there. Protecting our fish, flounder, pipi, kingfish, stingray (our symbol) from been pushed out through excess sludge which is now a prominent feature of our harbour. We have collected kai moana from the areas all our life, this is now at threat with future growth.*

3.4 Wetlands, streams and tributaries

The streams and tributaries are recognised by some submitters as features that need protection. Their connection to the health of the estuary/harbour is also recognised. The comments are copied, and summarised below:

- *Yes I like the corridors and protection of the rural productive land.*
- *There are also wildlife corridors missing from the map, especially at the western end of Tara Road through the land of landscape/amenity value.*
- *Not really. Adding heaps of bike tracks and walkways along the water's edge is not protecting it. You could get rid of more mangroves though.*
- *No, I do not believe that you are supporting the protection of the natural environment by creating a walking track and bridge directly through Wetland at the end of Thelma Rd South and across Tara Creek. This is one part of our community that is full of native and endangered birds. We see the endangered Australasian Bittern on a regular basis, among many others.*

- *The Bittern live and breed in the wetlands at the end of Thelma Rd South, and also feed in Tara Creek. The proposed bridge across Tara Creek will destroy this fragile habitat for the Bittern and other wildlife.*
- *I would like the area of Tara Creek to be protected by banning motorised boats and disallow the construction of a bridge (why not attach a walking bridge to the existing causeway bridge instead). Allow this area of Tara Creek and the wetland of Thelma Rd South to be recognised as a special ecological area for birds and wildlife.*
- *Better protection of the streams will be achieved by allowing small lot rural residential lots where the streams need to be protected during subdivision. Large lots do not get planted on the riaprian margin.*
- *Yes degraded natural features, wetlands and drainage paths that are critical to ecosystem and downstream effects on Harbour.*
- *Mapping does not adequately identify the values. Patches of bush are show as having value but waterways leading into the estuary are not well identified as being valuable, margins of the estuary are not well identified as being valuable, species such as nationally critical fairy tern (and breeding habitat) are not identified.*

3.5 Coast and Sand spit

The coastal area including the sand spit are mentioned by submitters as areas that need additional protection. The comments are copied, and summarised below:

- *People highly value the treed appearance of the Heads from the water.*
- *The sandspit seems to be ignored. While it is a reserve people can still damage it by their behaviour such as taking dogs there.*
- *I would like the Spatial Plan to make more reference to the coastal areas.*
- *Ensure protection of coastal edge pohutukawa forest.*
- *The sand dunes on the spit should be included as an area of ecological value and marked on Appendix 3-1-1 as such.*
- *The coastal areas (the beach) must be kept to a high standard to continue to maintain the beauty of our waters.*
- *Picnic Bay is a very special place to long time locals and to allow any development like a boardwalk would be detrimental and seriously adversely affect the beach.*
- *The coastal aspect of Mangawhai with its network of streams, vegetation, and coastal edges adds significantly to the character and ecology of Mangawhai. Implications for the future development of Mangawhai and the environment must be taken into*

account, protections of the natural environment must be clear in the district plan, community plan and spatial plan documents.

3.6 Public Open Space

The provision of public open space was also mentioned by submitters as areas that need additional protection. The comments are copied, and summarised below:

- *Mangawhai Park needs to be designated Reserve and have no further buildings on it.*
- *More public parkland in built up areas, use 10% of development land for green space.*
- *Do not build on every bit of green, smaller lots mean people need green spaces near to their homes.*

3.7 Ecological areas and species protection

The trees and species habitat were also mentioned by submitters as areas that need additional protection. The comments are copied, and summarised below (note some of these comments are repeated under previous topics):

- *Trees need to be protected (a notable tree survey is lacking for the area) and trees need to be planted. Green open space should be valued and wetlands reinstated. There has been a lot of wetland damage in recent years in Mangawhai Park.*
- *People highly value the treed appearance of the Heads from the water.*
- *Mapping does not adequately identify the values. Patches of bush are show as having value but waterways leading into the estuary are not well identified as being valuable, margins of the estuary are not well identified as being valuable, species such as nationally critical fairy tern (and breeding habitat) are not identified and the "kiwi zone" is identified as a small spot on the outer edges of the forest. The need for a detailed plan is recognised however and it needs one.*
- *Kiwi will occupy the entire forest if they can survive the increasing number of dogs associated with subdivision. The whole Brynderwyn range is "kiwi zone".*
- *The entire estuary and its riparian margin are highly valuable ecosystems, and the sandspit should also be recognised, including the need to take care around nesting shorebirds in summer.*
- *The need to support the re-establishment of kiwi in the Brynderwyns needs to be emphasised. Dog control is critical.*

- *Kauri Dieback disease and other biosecurity issues should probably be at least mentioned as well.*
- *Yes, although it would be good to recognise that invasive species control and removal should be encouraged (such as weeds noted in the Northland Regional Pest and Marine Pathway Management Plan) while native vegetation is further protected.*
- *Ensure protection of coastal edge pohutukawa forest - i.e. protect all pohutukawa within Xm of the coastal edge... or something along those lines.*
- *I agree with the main points, but there should be more recognition of the need to protect*

  - regenerating species-rich bush,
  - semi-mature native forest trees (including pohutukawa) and
  - the habitats of kiwi, fairy tern and other endangered species, especially where these occur in land designated for its landscape/amenity value.

- *The sand dunes on the spit should be included as an area of ecological value and marked on Appendix 3-1-1 as such.*
- *There are also wildlife corridors missing from the map, especially at the western end of Tara Road through the land of landscape/amenity value.*

3.8 Soils

As previously mentioned in section 3.1.2 above, Nelder Farms Ltd (199 King Road) identified in their submission that the spatial plan does not accurately show the value of soils and their possible land use. Their submission included answers to the questions posed in the online submission form. There responses to Questions 1C and 1D are copied below:

- *NO, Plan has miss represented, value of soils, possible land use. Example Page A-5 shows Preferred option 6 "Provisional Detailed assessment of Rural- Residential areas". Areas in brown are identifies "Lifestyle Lots with the opportunity for Equestrian activity" Much of this area identified would be totally unsuitable to equestrian activity due to contour. Plan also notes some areas for horticulture and market gardens however soil types don't necessarily support this.(See NRC website "Managing Northland Soils Factsheet" for soil types and properties).*
- *"Natural area or features" are very subjective, and definitive guidelines should be outlined before such are recognised. Isn't the council required to identify and register*

SNA as part of its responsibilities under National guidelines. It is not the role of the spatial plan or its authors to define or identify SNA's.

3.9 Additional comments

- *Yes I like the corridors and protection of the rural productive land.*
- *Yes. Except the 'existing established residential areas' are not the 'natural environment' but the built urban environment. So should be excluded from this section of the Plan.*

- *I am in agreeance of the KDC promoting and supporting existing or new community groups to undertake ecological restoration activities. The community know the area best and have a deep connection to Mangawhai & understands the importance in maintaining the existing habitat restoration initiatives related to river banks, lakes, gullies, ranges, and wetlands.*

- *The coastal aspect of Mangawhai with its network of streams, vegetation, and coastal edges adds significantly to the character and ecology of Mangawhai. Implications for the future development of Mangawhai and the environment must be taken into account, protections of the natural environment must be clear in the district plan, community plan and spatial plan documents.*

- *Regarding Coastal Edges and Development, see below KDC ENGEO Geotechnical Assessment Mangawhai, Kaipara District. Pg 42 (16/04/ 2019)*

  15.1 Sulphate Attack on Concrete (page 42) Some Holocene and Pleistocene soil deposits within the study area (referring to Figure 3) may contain organic soil and peat layers associated with decomposition of organic matter in swamp and estuarine environments. Low lying alluvial deposits may have also been influenced by seawater during times of higher sea levels.

  These areas may contain sulphate and sulphide rich soils and groundwater which may present a risk to infrastructure.

  A draft joint Council submission (Acid Sulphate Soils-Northland) was recently undertaken (Opus 2017). Included in this report is an Acid Sulphate Soil Risk plan that was developed using historic sea levels, current surface elevations and mapped sedimentary deposits. KDC have provided zoomed in areas of the plan for use in this study, which includes the Mangawhai Study area (fig 10).

Considering the Mangawhai Central development is sited within an acid sulphate soil risk area, what factors/engineering have been used to mitigate the risk to any new infrastructure in the immediate area for the current development?

4.0 Q1E and Q1F. Celebration of Maori Culture and Local History

Question 1E

Do you think the Spatial Plan celebrates Maori culture and local history? If not, what else could be done?

Question 1F

Do you support this approach?

4.1 Number of Responses to Q1E and Q1F

Of the 50 submissions that followed the online questionnaire format, 34 provided an answer to these questions. Expressions of support or opposition are detailed in Table 3 below.

Type of submission	'Yes' Agreed	'No' did not agree	Not directly specified	Total Submissions
Online	15	4	13	32
Individual	2	0	0	2
Total	**17**	**4**	**13**	**34**

Table 3. Breakdown of submissions responses to questions relating to the Natural Environment.

A number of the submitters just responded with a 'yes', 'no', or 'no comment'. Many also provided written comments in support of their initial answer to question 1E.

The main themes of the written comments were:

a) There is no direct statement from Te Uri o Hau that sets the tone for that part of the plan.
b) The Council should stay engaged with Te Uri o Hau
c) We should protect historic sites (Maori and colonial) but do it in an inclusive way.
d) There shouldn't be any mention of Maori culture in the plan.
e) The plan should recognise all cultures equally.

f) It is also noted across the submissions that there is a perception that Te Uri o Hau abandoned and/or sold the area in the 1800s.
g) A number of comments referenced specific areas that should be mapped and protected.

The comments copied below have been separated in relation to their initial answer.

4.2 Comments agreeing that the Plan celebrates Maori Culture and local history

- *It certainly recognises it, but maybe doesn't celebrate it to the degree intended. Could a statement be included in section 3.2 from local Iwi that sets a tone for that part of the Spatial Plan? Most people I deal with (through RMA processes) are fearful of anything to do with Mana Whenua processes or historic/cultural heritage issues and do not have an appreciation for how beneficial these sites and values are overall. If the plan could better communicate this and inform the DP going forward, that would be helpful.*

- *It's ok. Certainly we should protect historic sites (Maori and Colonial) and identify them and explain their significance to the community. Noteworthy early buildings like the Mangawhai Tavern and the 1825 Battle site should be preserved. I think we should do more to educate and celebrate our Maori (and early colonial) settlers and history. But do so in an inclusive way. Consultation is good. But don't give preferential/ rights of veto to Specific parts of the community. The Museum can play a bigger role in this, possibly add a Marae/ Meeting house to the historic village in that area. Maori have not had a significant role in the area since 1825 and did "arms lengths sale" of land in the area to the Crown on commercial terms. So their history in the area should be acknowledged and the culture celebrated. But Maori withdrew from the area and sold land willingly prior to much European settlement so don't grant "customary rights" or "sovereign" privileges - just acknowledge, respect, Honour and celebrate Both our Maori and colonial past.*

- *Nice to see this being addressed and think you on right track.*

- *Yes, except the historical area of the battle around Tara - Gambolino Rds should be acknowledged more. Especially as this area has been identified for further development under the Rural-Residential provisions.*

4.3 Comments disagreeing with the Plan regarding Maori Culture and local history.

- *I do not think there should be any mention of Maori culture in the plan.*
- *It is a mistake in my view to focus on celebrating Maori culture and history. Maori is only one group of people living in NZ and we should celebrate the history and culture of ALL New Zealanders and not only Maori. If the focus is on Maori only then it defies the principle of equity and feels discriminatory towards other residents.*

4.4 Comments where agreement or otherwise is not specified

- *Stay engaged with Te Uri O Hau.*
- *There has been considerable damage to the Maori Pa site and middens in recent years. Council has failed in its obligations These were all mapped and there is no excuse for such destruction.*
- *I agree that it is important that all archaeological sites and other features of importance to Maori should be identified and protected. It would be good to have these sign-posted, where appropriate.*
- *What is the input from the respective Maori representatives? What is the status of the Tapu placed many years ago?*
- *The plan does not include comment from Te Uri O hau.*
- *The Maori people left this area after the battles they fought against each other, so the local history of the non-Maori settlers needs to be more the focus of the history and local culture.*
- *The plan should recognize all cultures equally.*
- *Iwi and cultural history are important and must be managed with the community having an understanding of the history of the area.*
  Noting there are two cultural sites within the Mangawhai Central development, which are listed on the spatial plan, how will these sites be identified and managed within the subdivision? Is there more information surrounding these sites?
- *My own personal view is that the plan should celebrate the history and culture of all residents of New Zealand.*
- *We should celebrate the local history and culture of the people that made Mangawhai.*
- *The current plan highlights area of past Maori occupation, these areas have all been developed on and what is offered is a token gesture. Been of Ngati Wai descent past*

actions of the governing iwi have sold off what would of been of great importance for the growth of Maori in this area. End of story.

- *It is understood that the Council have undertaken substantial consultation with iwi (Te Uri O Hau Environs Holdings Limited) in association with the preparation of the MSP. The MSP appears to have identified iwi's relations ship with Mangawhai and have provided recommended actions to ensure that on-going consultation with mana whenua is undertaken. In accordance with Section 8 of the RMA, there is a duty to take into account the principals of the Treaty of Waitangi.*
- *The properties within the Residents Association (BTRA) have also undertaken consultation with mana whenua, a number of archaeological assessments have been prepared.*

5.0 Q1F Three Waters

Question 1F: Do you support this approach?

5.1 Number of Responses to Q1F

Of the 50 submissions that followed the online questionnaire format 34 provided an answer to these questions. Expressions of support or opposition are detailed in Table 4 below.

Type of submission	'Yes' Support	'No' did not support	Not directly specified	Total Submissions
Online	21	2	9	32
Individual	0	0	2	2
Total	**21**	**2**	**11**	**34**

Table 4. Breakdown of submissions responses to questions relating to the Three Waters.

A number of submitters responded with a 'yes' to this question but others, particularly those who responded 'no' or did not directly specify support or otherwise provided written comments to their response.

Two thirds of respondents supported the approach to Three Waters set out in the Mangawhai Spatial Plan. The main themes of all the written comments were:

a) Funding: Costs should fall to the developers to service their developments.

b) Funding: infrastructure should be properly planned, budgeted and the public consulted.
c) The wastewater system is already at capacity. There is no room for growth.
d) Treatment of stormwater flows should be prioritised to prevent degradation of the harbour.
e) Potable water supply is needed, particularly as draughts increase in frequency.
f) What about the recently proposed Central Government Changes to three waters management?

5.2 Comments supporting the Plan's approach to Three Waters

- *Yes. The council has and continues to make a major problem for itself in its failure to ensure that developers pay the full infrastructure costs of their development. Developers should be paying for footpaths, wastewater and storm water and undergrounding power. This has not happened in the past.*
- *Absolutely - provided these costs are aligned to a plan and budget that is appropriately consulted on with the public. Development contributions should not go in a pot or general coffer. They should be set based on programmed, budgeted infrastructure and those fees should be spent within a certain amount of time once collected. Significant community-wide infrastructure such as parks, wastewater treatment, stormwater treatment, footpaths/shared paths etc should be in place prior to development of an area.*
- *Treatment of stormwater flows should be prioritised further to help prevent degradation of the harbour.*
- *The Spatial Plan should encourage low impact design features such as permeable paving and soakage in sandy soil type areas - rather than discouraging this as per current District Plan rules (see impermeable surfaces rules - all driveways, regardless of construction type are considered impermeable). Stormwater runoff can be significantly reduced, particularly in the Heads area, through a more appropriate design philosophy that is supported by the DP and Engineering Standards.*
- *Also would add support of grey water reuse - the Spatial Plan and DP should support grey water reuse, not prevent it. This could be supported through incentives for grey water reuse such as rates discounts or development contribution settings (reduction in wastewater levies if implemented for new builds etc).*
- *More discussion is needed on the advantages and disadvantages of dependence in rural areas on rainwater collection for domestic use, also of on-site waste water treatment.*

- *Agree and it is important that the Mangawhai Central Development does not leave costs for rate payers to pick up should there be issues with the development. We are still getting over the legacy of the effluent system costs. Is there a bond that the developer has to put up and keep for 5 years should the development fail in any way. If not this should be included in the Section 78 change.*
- *Yes, I support this but not at the expense of maintaining and uplifting our natural beauty.*
- *Yes. We have paid the highest price ever for the Eco Care system . We need future development to fund their own works and on their own land eg. Mangawhai Central.*
- *Private provision of infrastructure should be encouraged when public reticulation cannot be provided.*
- *Yes However council has a history that has been costly to ratepayers for various reasons and putting the costs back to existing ratepayers in Mangawhai and Kaipara wide. Council cannot be trusted to ensure developers pay the full costs.*
- *Central government has been considering changes to regulations. It would be premature to even consider options until these changes are known.*
- *I totally support and believe it's important that the costs of growth and necessary infrastructure upgrades are paid for by Developers, by way of developer financial contributions. Payment preferably when Resource Consent has been given for staged areas of any development. If any development causes the need for infrastructure upgrades, the community should not be expected to pay for the upgrade.*
- *The MCWWS already has a massive debt (of $58 million in 2012) which is to be repaid over 40 years (refer the LTP 2018/2028 Part 1 at page 34).*
- *All costs of growth of infrastructure must be paid by future development. It would be ideal if the KDC consulted with the community before making decisions as to how the growth is to be funded.*
- *In regards to water supply. With the ongoing drought situation in Northland and the realisation that each summer may be drier, there is a need as the population grows to be mindful of the requirement for tanks on each new property. Also allowing for section sizes that allow for one or more water tanks to service household water needs.*
- *Definitely a need to develop a Storm water Catchment Management Plan (CMP) and engineering standards.*
- *I do not believe the existing Wastewater treatment plant has the capacity for too much more growth. The plant currently smells so bad at the height of summer when we have an influx of visitors. We live only a few hundred metres away and sometimes have to close up the house due to the smell.*

- *reduce rates, as we cannot afford them.*
- *Yes definitely support this approach noting tanks for portable supply/ detention should be made visually discreet (buried or at least partially).*

5.3 Comments not supporting the Plan's approach to Three Waters

- *Lovely bit of spin. But as we all know, our current system is at its limits, so how exactly are we going to manage the water/waste needs of thousands more people? And we had the beach closed a few years ago, due to feacal contamination, who is thinking about that? No One.*
- *No, esp. in the light of a major reform of the drinking, wastewater and stormwater. If this happens, then any future plans are pointless. Besides, right now Mangawhai does not have sufficient wastewater facilities to cater even for a modest growth, therefore any provisions for future growth must take existing limitations into consideration. Finally, speaking of funding the costs of growth, any decision about funding the growth must be consulted with the community first before any decision on this matter is made.*

5.4 Comments where support or otherwise is not specified

- *Bottom line is that water entering the estuary is well managed for silt, nutrients and pathogens.*
- *The existing community should take preference.*
- *I agree future development should pay in advance for the infrastructure they require via development levies and incremental rates income. However a component of the 3 waters Is fresh/ potable water. Droughts are more frequent and likely to remain so. Certainty of supply of potable water should be fundamental to any increase in the population. Whatever happens don't be like Auckland where there is critical water shortages, traffic congestion and individual rates rise faster Than inflation with the council blaming rapid growth. More houses should lower individual sites rates costs (economies of scale) not increase them.*
- *This idea has potential, but we are unsure of the cost and who ends up paying.*
- *Yes and no. In some cases, certain infrastructure needs to be supported and installed by council for the long-term benefit of the community. i.e. sports facilities, major connecting roads, parks. The council will benefit from population growth through rates base growth, and development contributions from new sections. This money must be invested in this area.*

- *If you for see all growth and costs to be covered by development contribution, then this is then going to be passed on to the prospective buyer through the estimated sale price.ie now making it only attractive to a certain economic bracket and pushing out the average income earner, no amount of compact sections is going to change this. Through past actions of council trust is an issue this would have to be as transparent and guaranteed to the max!*
- *To provide for additional residential development within the Mangawhai township, means that long-term sustainability of wastewater, water supply and stormwater needs to be achieved. The MSP appears to provide a strategy to achieve this. These recommendations need to be facilitated in any proposed plan changes or proposed district plans. Infrastructure to support residential expansion is paramount.*

6.0 Q1G and Q1H Housing variety and lot sizes.

Question Q1G

Do you support a greater variety of housing choices in Mangawhai?

Question Q1H

Do you support this approach to reduce lot sizes and have two level buildings in Mangawhai's urban and residential area?

6.1 Number of Responses to Q1G and Q1H

Of the 50 submissions that followed the online questionnaire format 36 provided an answer to these questions. Expressions of support or opposition are detailed in Tables 5 and 6 below.

Type of submission	'Yes' Support	'No' did not support	Not directly specified	Total Submissions
Online	23	9	3	33
Individual	0	0	2	2
Total	**23**	**9**	**5**	**35**

Table 5. Breakdown of submissions responses to questions relating to the Housing Choice.

Type of submission	'Yes' Support	'No' did not support	Not directly specified	Total Submissions
Online	15	10	11	34
Individual	0	0	2	2

Total	**15**	**10**	**13**	**36**

Table 6. Breakdown of submissions responses to questions relating to the reduced lot sizes.

While the majority of respondents to these questions supported the idea of providing a greater variety of housing choice in Mangawhai, support for the provision of smaller lot sizes was mixed. It is noted that there was a mixed interpretation of what is meant by 'housing variety'. It was also noted that some respondents supported the idea of providing for a variety of housing types but did not support reduced lots sizes.

The majority of respondents to this question provided written comments. The main themes of all the written comments were:

a) Mix of opinion as to whether 400m^2 lots was too small. Many supported this lot size while others thought 600m^2 was more appropriate to support the character of Mangawhai.
b) Concerns about lot size included issues relating to character, permeability and water collection and storage.
c) Support for Minor Dwellings.
d) Some people did not want multi-unit developments others wanted such developments to be approved subject to design standards.
e) There was concern for the character and amenity of the residential areas if too much density was allowed.
f) Smaller houses and lots are required for starter homes and retired people. Also to make rates more affordable.
g) Others did not want change.

6.2 Comments supporting a greater variety of housing choice and smaller lot sizes.

- *Yes, but not infill and subdivision. There should be not subdivision of existing lots.*
- *yes, but not multi units/apartments like the units council have granted consent for in Kaweau Lane in 2 stages one stage already built, Not in keeping with the heads, access by unsuitable laneways & no provision/protection for existing residents.*
- *Yes, with restrictions around aesthetics so they appear as one dwelling and character is maintained.*
- *In key areas around the existing centers other various housing types should be allowed for (low rise apartment, small terraces, standalone townhouses) but only by way of*

integrated type development which is architecturally front loaded and urban design driven.

- *I support the provision for minor dwellings of around 65m^2 being consented and that cannot be subdivided.*
- *Yes to greater range of housing typologies and yes to minor dwellings. Size of minor dwellings should be increased to 90m^2.*
- *Yes, especially "starter homes" and small homes for retired people.*
- *I agree with the principle but unless these smaller sites have adequate water tank storage and roof collection area they can't support their own water needs. So smaller sites and greater density is fine as long as the water issue is addressed.*
- *I support this but a minor dwelling rule needs to come with a number of strict caveats so that the zone character is preserved.*
- *I would agree with 450m^2, because for the plan period, Mangawhai will still be a relatively remote community and the 400m^2 size or less is more appropriate for inner suburbs of a large metropolitan area.*
- *No, I do not support lot sizes down to 400m^2. I think 500m^2 is sufficient as a minimum and 400m^2 is getting way too small.*
- *Two level buildings should be a restricted activity depending on surrounding buildings and area.*
- *Reducing lot size is preferable to enlarging the urban area much beyond its present extent.*
- *Yes keep smaller lots in pocket areas only not widespread throughout Mangawhai.*
- *Yes, but I want to be able to develop my property on Mangawhai Heads Rd so that can subdivide it into 400m lots, preferably 350m2. It is not fair to put restrictions on development of those who own properties at Mangawhai Heads.*
- *esp, many of the community especially those reaching older age, and having huge rates bills support this. But everyone should have the ability to subdivide down to 400m^2. It is the established part of Mangawhai if anything that should be entitled to do this. Mangawhai Heads Road, and all the roads off it, should have that ability. You cannot rerstrict this to a small part of Mangawhai - the newer part. It is simply unreasonable to do that.*

6.3 Comments not supporting a greater variety of housing choice and smaller lot sizes.

- *NO... look at other ways of keeping our large land holdings as not another subdivision cash cow...green spaces, planting of bush, park reserves would better serve these*

places, resort accommodation or retirement complexes. Housing demand can be built in other areas of Kaipara not popping at the seams as we are, i.e. Paparoa, Ruawai, Kaiwaka, Maungatoroto, Tinopai...were full !! demand does not = we have to buckle to accommodate this here...learn from past areas of development have we not learnt a thing, why should we Mangawhai provide this it is not progress and does not serve our natural character and charm .The village has already been moved out of the village, to the museum, (Jimmy Wintle lol) we are just another sub-burb...no amount of 400m^2 is gonna make this better.

- *NO really dumb idea. There are sound and long-standing reasons for the 1000sqm rule in the current plan. They remain major issues. Road width, lack of footpaths, Overhead power, stormwater in the harbour, soil permeability, loss of amenity value, Lack of understanding of the holiday use of these sections.*
- *Lot sizes should never be 400 sq mtrs. 650 should be the smallest.*
- *No, I wouldn't like to see this. It would destroy the character of the town.*
- *No .Alters character of community in unreasonably way to current residents.*
- *400 m2 is too small. It will change the character of Mangawhai for the worst. It will require a larger road network for a start. Developments of lot sizes like this are for cities not coastal unless the development is outside the town boundaries.*

7.0 Q1I Expansion of the Residential Zone

Question Q1I

Do you support the expansion of the residential zone in these areas, are there other areas that could be suitable?

7.1 Number of Responses to Q1G and Q1H

Of the 50 submissions that followed the online questionnaire format 28 provided an answer to these questions. Expressions of support or opposition are detailed in Table 7 below.

Type of submission	'Yes' Support	'No' did not support	Not directly specified	Total Submissions
Online	16	7	3	26
Individual	0	2	0	2
Total	**16**	**9**	**3**	**28**

Table 7. Breakdown of submissions responses to questions relating to the Residential zone expansion.

While the majority of respondents to this question supported the idea of expanding the residential area, many people provided caveats to their support; mainly around lot size and infrastructure provision, and the tightening up of the Rural zone rules.

7.2 Comments supporting expansion of the residential area.

- *Yes. Those are probably the best in terms of access and the geology. Mangawhai Central will be a bit of a mistake!*
- *Yes, I support the limited expansion of the residential zone shown on page 27. It would be good to an indication of future residential expansion also, between Mangawhai Central and Cove Road, which appears to be a natural expansion area.*
- *Yes, I do, providing the current Rural chapter subdivision rules become less liberal.*
- *Yes, I do support the proposed zones. I think this could be expanded a little further though. Some of the rural residential zones seem too restrictive where they are very close to the urban areas.*
- *Yes, we would rather see that than reduced lot sizes in the existing Residential zone.*
- *Yes as long as the existing system can cope. Developers planning in other areas must ensure new systems are future proofed to allow for all of Mangawhai to benefit.*
- *I fully support the expansion of the residential zone. However there is not a completion for it to be within the waste water service area. There are well proven waste systems that can handle waste without them polluting the harbour and council has a system in place already were these type of waste treatment are checked on a regular time frame.*
- *Yes expansion of residential areas is supported but no further. The Spatial Plan should further increase the Medium Density areas so greater diversity of housing choice and options can be provided around town centers promoting urban renewal with good urban design outcomes.*
- *minimum 450m2.*
- *Lot sizes no smaller than 600m2. Two level buildings (double storey) but no more than that.*

7.3 Comments not supporting expansion of residential area.

- *More efficient use of the existing residentially zoned land and improved infrastructure is a better mechanism to accommodate residential growth within the Mangawhai area.*
- *The character of the Residents Association (BTRA) land is clearly rural, any expansion to the west will have an impact on the rural coastal nature of the property and is not supported for the reasons above and summarised below:*

Effects on the rural coastal character, Lack of suitable buffer, Effect on permitted rural productive activities, Reverse sensitivity.

- *who said progress = development of more housing..shops and such. we are in a Covid Crisis.*
- *You call it limited; I call it huge. Stop trying to squeeze more ratepayers into the area to support grandiose plans elsewhere.*
- *I don't support the area behind the Rise/ opposite the Sanctuary off Cove Road. If it can be accessed from Mangawhai Heads road it's ok. But keep Cove Road " rural" and a fast Traffic By-Pass route - Molesworth Drive/ Mangawhai Heads Road can be the slow road feeding the intensive housing areas. Cove Road should remain "rural" with larger lifestyle blocks.*

8.0 Q1J and Q1K Rural Residential Zones

Question Q1J

Do you support a rural residential zone on the fringe?

Question Q1K

What other rural options could be provided to meet the growth needs of the community. Are there any other rural areas to provide for more growth?

8.1 Number of Responses to Q1G and Q1H

Of the 50 submissions that followed the online questionnaire format 42 provided an answer to these questions. Expressions of support or opposition are detailed in Table 8 below.

Type of submission	'Yes' Support	'No' did not support	Not directly specified	Total Submissions
Online	23	4	13	40
Individual	0	0	2	2
Total	**23**	**4**	**15**	**42**

Table 8. Breakdown of submissions responses to questions relating to the Residential zone expansion.

The majority of the responses support the proposed rural residential zone on the fringe of the urban area of Mangawhai. Some even suggested opening the entire rural area up for rural residential subdivision. A number also wanted smaller lot sizes such as 2,000m^2. There were

also several comments suggesting that existing lots should retain their rights to subdivide into smaller lots.

Many of these responses that did not specify support or not did highlight what they considered was an inaccuracy in the application of the proposed three zones. Primarily this related to the area around Barrier View Road and Echo Valley Road that has been proposed as Zone 3 when many considered Zone 1 to be more appropriate given the existing lot sizes.

Only one submitter that expressed an objection to further subdivision within the existing rural residential areas, however they did consider the establishment of a rural residential zone to be useful. Their comments are copied below:

- *No further subdivision of lots within a subdivision People are entitled to buy a section and develop a home and garden and lifestyle in keeping with that size and should have no right to detract from their neighbourhood by further subdivision.*
- *We have very scattered and fragmented rural residential areas, making a cohesive zone would be useful.*

It is also noted that individual submissions were made by Bream Tail Residents Association, Nelder Farms Limited and Rickon Holdings Limited, which discussed the proposed zoning of their properties and the surrounding areas. There submissions are discussed in detail in Section 3 Question 1B of this report.

8.2 Comments supporting a Rural residential zone.

- *Yes, but not as restricted as noted in the draft Spatial Plan. By restricting rural subdivision to the extent shown, this would create the perverse outcome of rising house prices on the rural fringe, where it is currently affordable to build a home compared to the Village or Heads. Lifestyle is a key consideration for those who move to Mangawhai, and a rural site is a popular choice. There are also good options for low rental properties in the rural fringe currently and this could disappear with an overly restrictive rural res zone. It may create an elitist area where only the wealthy are able to live, which is not a fair outcome.*
- *It is noted that the intention is to strengthen the protections against subdivision in the rural zone outside the rural res zone. This would add to the perverse outcomes noted above. However, should the overall area of the rural res zone be expanded, with adequate protections and incentives in place to protect rural outlook, natural values*

and amenity, this may be a fairer outcome in the long term and allow the market to dictate where subdivision occurs naturally. It is hoped that rural res zone rules would require that native replanting and protection of watercourses through legal mechanisms is enacted and that minimum lot size expectations are protected through strong DP rules.

- *I do, providing this is along the lines of the Auckland Unitary Plan zoning so that you have strict Large-lot Residential on the immediate edge of an existing urban area, then very slightly further into the outskirts of town this becomes Rural-Countryside living for a select area (e.g. rural small-lot or EB subdivisions undertaken in the last 10 years), then past a second fringe it is strict Rural-Production zone. So if criteria isn't met, the activity status is suitably onerous to not enable out-of-zone (fragmentation) of larger blocks.*
- *I support the concept providing Rural Residential lots are a minimum size of 2000 Sqm (or larger) with adequate controls to ensure the rural character is preserved.*
- *Yes, but think it's too restrictive at it is currently proposed.*
- *I agree that it is important to consolidate the existing rural lifestyle / rural residential areas in order to avoid further encroachment into the rural hinterland of Mangawhai. I agree that further subdivision should be restricted in the Pebblebrooke/Tara area (see statement in Appendix D {i}), especially as Kiwi have spread into this area.*
- *We support the Rural Residential Zone as a whole. However, we do not support dividing it into 3 separate zones, as it is unbalanced and benefits some land owners and not others in the respect of being able to subdivide their land. We believe Rural residential land owners should be able to subdivide down to lots of 1 acre if the land is suitable and covenants are in place with regard to what they can build and planting. This would allow a better quality of lifestyle properties spread over the whole Rural Residential zone, instead of intensified areas (Rural Residential Zone 1) of low quality and relocated homes.*
- *Yes, I do support a rural lifestyl in the periphery of MangawhaI BUT THE POSSIBILTY OF EXISTING PLOTS TO BE SUBDIVIDED MUST BE UPHELD.*
- *Yes . The semi rural / beach lifestyle is part of the "character of Mangawhai" however, careful thought needs to be given to lot size and demand. Do people really want 2ha-4ha Lot sizes these days, or are 4000m2 - 8000m2 lots more desirable, which may also be a better use of land space.*
- *Yes. on condition it retains a rural character.*
- *Yes as long as they are kept to a minimum of 1 hectare lots.*
- *Yes, as long as facilities can cope.*

- *You call it fringe, I call it deep country. Yes to the idea, no to the location, needs to be much closer in.*
- *I support the rural residential zone but question whether the spatial plan has appropriately considered rural land use and capability. A number of areas have been tagged for say question but the areas are not appropriate for that land use and are say on steep sloping land. Also, the Spatial Plan has ring fenced a number of large land holdings to preserve rural aesthetics where some clustered type development is appropriate integrated outcomes can be achieved.*

8.3 What other rural options could be provided to meet the growth needs of the community? Are there any other rural areas to provide for more growth.

- *Hakaru, Tomorata,*
- *Towards Kaiwaka*
- *199 King Road*
- *Areas bounding on SH1*
- *Don't have a rural-residential boundary, open up the rural area for subdivision.*
- *Provide for hamlet type clusters of rural residential development.*
- *Let people in Mangawhai Heads develop down to 400m^2.*
- *No more growth in these areas, leave well alone.*
- *Stop trying to turn Mangawhai into a town overnight, slow growth down.*
- *Minimal development of lots is important to ensure that the growth in population is in proportion with the amenities, facilities and infrastructure of our area.*
- *We do not want growth. We need to stay small and magical.*

9.0Q1L Additional Recreational Facilities

Question 1L

Do you support additional recreation facilities and areas? Are there any specific areas or facilities that should be considered for Mangawhai?

9.1 Number of Responses to Q1L

Of the 50 submissions that followed the online questionnaire format 32 provided an answer to these questions. Expressions of support or opposition are detailed in Table 9 below.

Type of submission	'Yes' Support	'No' did not support	Not directly specified/ideas provided	Total Submissions
Online	14	4	12	30
Individual	2	0	0	2
Total	**16**	**4**	**12**	**32**

Table 9. Breakdown of submissions responses to questions relating to recreational facilities.

While a number of submissions expressed direct support for the options proposed in the Spatial Plan others did not directly specify their support but did provide ideas for facilities that they thought should be provided. The facilities suggested were wide ranging and in addition to what was proposed in the Spatial Plan. Support was expressed for providing additional open space that can support different sporting codes.

Only 4 of the submissions expressed disagreement with the proposals. The main objection being to providing additional facilities to those existing which already need upgrading.

9.2 Comments supporting the approach to recreational facilities.

- *Generally I agree with the Plan but feel the KDC should be utilizing the Mangawhai Central area to centralize New Council and Community facilities like the library, council offices additional schools etc. Mangawhai Central have scaled back the retail/commercial Component wanting more residential to offset lost commercial areas. I oppose too much residential here in stage 1. I'd prefer "land banking" to give space for Future community services Or phase in more residential if/when the infrastructure is in place and water supply proven.*
- *If Mangawhai Central isn't feasible the area near the museum is ideal for library/ hall etc but don't overbuild that area or urbanise it (the natural bush is part of Mangawhai's charm). Utilize Mangawhai village itself (where Carters etc are) and the existing Domain area rather than build up the MAZ reserve area or commercialize Wood Street.*
- *Yes, flat areas with easy access to park and get to the area by bus, cycling, walking or driving are good to be considered for these spaces.*
- *Yes, The Domain is an excellent Hub for sports activities, but could be better utilized. We are not sure if the council owns this land, but maybe the council could look at a partnership with the Domain Society to upgrade the fields.*
- *Yes, fully support all codes of sport. medical upliftment and facility for the aged.*

- *Support the need for recreational facilities. The plan should provide for Rugby, football, and hockey fields, netball courts and swimming pool. Apart from football and tennis at domain residents travel out of town for these facilities. With growth this would become unacceptable. Plan should show a Sports facilities precinct.*
- *I think the Council office should stay where they currently are. This should be a low priority for Council. Council should focus on other important issues, like helping the District to recover from the ongoing effects of Covid, reducing debt, and focusing the rate spend on outcomes for residents and ratepayers. The current office location is not broke, so don't fix it.*
- *Open areas are needed and should be retained as such until the need for other facilities is reached. Same as with road corridors.*
- *We definitely need more recreational facilities, not just to plan for future communities, but for the existing population. More land for reserves and green space needed in the area. Mangawhai Central, as proposed, does not include sufficient recreational facilities or green space for a development of its scale and size.*
- *We are seriously lacking in parks and sports facilities for the current community. One of the few parks is the Alamar reserve and the KDC tried to turn that into a cycle track. No matter how much you plan you will never overcome the crassness and incompetence of the KDC.*
- *There needs to be more emphasis on walking tracks to provide recreation and exercise opportunities in and around the town. In particular, the existing Gumdiggers Track must be retained and should be extended to link with Cove road.*
- *The plan mentions the need to provide additional reserves and open spaces yet there is no map or any indication of where these spaces might be located. It is important that such spaces are identified early on so that they can be protected from development and purchased as required.*
- *Footpaths on both sides of Wintle Rd, and a proper carpark at the surf beach. Two levels if need be. Continue the bus service to the surf beach through summer - this is invaluable with no parking available usually.*
- *Yes critical growth is balanced with these type of services but it is up to Council to deliver and they haven't in the past. Reserve contributions (which are being levied and taken) are not being spent to appropriately to mitigate effects and the legality of this could be questioned. This infrastructure is already lagging when it shouldn't. Council need to better manage what they have, attract better and more capable staff who have the vision for this*

9.3 Specific areas or facilities that should be considered for Mangawhai

- *There is no council library and that should be a priority.*
- *Secondary School.*
- *Surf beach and estuary.*
- *Flat areas easy to access.*
- *Playground, maybe at Domain or anchorage.*
- *Public swimming pool.*
- *The plan should provide for rugby, football and hockey fields, netball courts and swimming pool. Apart from football and tennis at domain residents travel out of town for these facilities. With growth this would become unacceptable. Plan should show a Sports facilities precinct.*
- *Squash club.*
- *Community and park space around the village.*
- *A community swimming pool would be superb, even a user pays, that can be utilised in winter when you are unable to swim in the sea.*
- *Footpaths on both sides of Wintle Rd, and a proper carpark at the surf beach. Two levels if need be. Continue the bus service to the surf beach through summer - this is invaluable with no parking available usually.*
- *The plan mentions a town square and community facilities. There is a large unoccupied area of land situated on the corner of Moir Street and Molesworth Drive. The council has a once only opportunity to secure this land for future community use either as a town square, parking or other amenities.*

10.0 Q1M Employment Land Expansion Options

Question 1M

Are the expansion options identified suitable (see page 41 and 42)?

10.1 Number of Responses to Q1M

Of the 50 submissions that followed the online questionnaire format 27 provided an answer to these questions. Expressions of support or opposition are detailed in Table 10. below.

Type of submission	'Yes' Support	'No' did not support	Not directly specified	Total Submissions
Online	11	0	14	25
Individual	2	0	0	2
Total	**13**	**0**	**14**	**27**

Table 10. Breakdown of submissions responses to questions relating to employment land expansion.

The comments in support of the proposed employment options were varied with some agreeing industrial should be moved out of Mangawhai, with others suggesting more investigation is required. Mangawhai Central was also identified as an option, although there were detractors on this point.

While no submissions directly disagreed with the options proposed a number suggested that given the Covid pandemic it is not a good time to plan for economic growth and employment as there are too many unknowns. A few submitters also noted the RMA reforms that have been suggested to central government.

It is also noted that Mangawhai Central Limited has made an individual submission that included comments suggesting that the approved commercial areas in the Estuary Estates zone are not clearly identified as additional available land in the Spatial Plan.

A previous answer to Q1B also recommended the removal of commercial industrial from Black Swamp Road:

- *Remove commercial industrial from Black Swamp Road. Crosbie Engineering is a complete eyesore and you talk about strong agree buffers, very hard to achieve when you have houses high above. This area is part of the coastal character being so close to the estuary.*

10.2 Comments supporting the approach to Employment land expansion.

- *Yes, thought this was realistic and sound. Mangawhai central will be a flop.*
- *Management of water quality issues increases with close proximity to commercial industrial zones. Push these zones away from the estuary over time.*
- *More investigation and detail need to go into the indicative Industrial areas loosely picked around Hakaru and Black Swamp Road, to ensure it isn't ad-hoc development.*
- *I agree - but I think more focus should be placed on Mangawhai Central making this area the commercial/ industrial hub where most new growth and commercial activity occurs. As businesses move from the Village and the Heads (Wood Street) to Mangawhai Central These areas could be used as can the industrial buildings area opposite the Ambulance/ Fire Station. But I feel pressure should be on Mangawhai*

Central and the adjoining land in that area to create a proper Commercial and Town Centre with decent parking and traffic flow management. This allows retaining the small scale Village character of Wood Street and Moir Street which can be enhanced over time to become entertainment, food and character/ specialty shopping zones (art galleries, restaurants, surf shops, specialty stores etc).

- *Expanding the existing commercial zones just makes sense to provide services and jobs for the growing population.*
- *Take all the industrial areas away from the centre of Mangawhai.*
- *Yes, but also consider other potential areas.*
- *Kaiwaka is a good place to promote commercial and industrial areas as it is close to key roading networks.*
- *Yes. I think there could be more along Moir St as well.*

10.3 Comments where support or otherwise is not specified

- *We are in changing times, your future plan in the past could of supported future employment. At this stage there is uncertainty with future business who are currently closing at a fast rate unemployment now has to be a whole new paradigm...stick to the basics for now.*
- *We need to wait and see if we survive Covid, and the local government reorganisation that it in the wings.*
- *In the light of Covid it is inappropriate to plan for economic growth given the uncertainty around employment and life in general.*
- *So provide the space and the jobs will come? Bit 'come to Jesus' isn't it? And not the way these things happen in practice.*
- *We need to wait and see if we survive Covid and the local authority reorganisation that is in the wings.*
- *We are currently still trying to manage the Covid 19 issues in our country and district. Too many unknowns at the moment to comment further.*
- *Council is in a better position to answer this. However commercial such as manufacturing, storage, freight, mega shops must be outside of residential areas.*
- *Agree that more land is required to facilitate business and associated employment to service and support the growing Mangawhai community, and to support Councils intentions in this regard. However, believe that provision should be made for local and neighbourhood commercial zones within existing and proposed residential areas. These could be located where existing activities have established, for example. This will*

increase capacity for economic growth and employment in Mangawhai. It can also be done in a manner that does not significantly reduce the area of land available to facilitate residential expansion or detract from the amenity or character intended for residential areas. This approach could also reduce pressure on the transport network.

11.0 Q1N and Q1O Transport Enhancements

Question 1N

Do you support the proposed enhancements? Are there any other transport routes you would recommend?

Question 1O

Do you support this proposed new access (between Molesworth Drive and Cove Road)?

11.1 Number of Responses to Q1N and Q1O

Of the 50 submissions that followed the online questionnaire format 35 provided an answer to these questions. Expressions of support or opposition are detailed in Tables 11 and 12 below.

Type of submission	'Yes' Support	'No' did not support	Not directly specified	Total Submissions
Online	14	2	13	29
Individual	2	0	0	2
Total	**16**	**2**	**13**	**31**

Table 11. Breakdown of submissions responses to questions relating to Transport enhancements.

Type of submission	'Yes' Support	'No' did not support	Not directly specified	Total Submissions
Online	25	2	6	33
Individual	2	0	0	2
Total	**27**	**2**	**6**	**35**

Table 12. Breakdown of submissions responses to questions relating to the proposed new access (between Molesworth Drive and Cove Road).

The submissions on the transport questions were generally in support of what is proposed in the Spatial Plan. Where people did not directly specify support or otherwise, they provided suggestions of work that should be prioritised. Examples given included safety upgrades to accommodate cyclists on the Molesworth Drive, Kaiwaka Road, Tara Road, Cove Road circuit; although others questioned the focus on cycleways. The provision of safe footpaths for people who do not cycle was also required i.e. the elderly.

The overwhelming majority of people supported a new access road. Some people did however, express sympathy with the residents of Old Waipu Road would be adversely affected by the proposal. One submitter noted that the proposed southern link through Cames Road is not a desirable route and a better one would be through Devich Road.

It is noted that Mangawhai Central Limited made an individual submission (discussed in section 3.1.1 Question 1B) that raises questions about the overall feasibility of the proposed connection between Molesworth Drive and Cove Road. They also question the walking and cycling connections shown passing through their land as they do not match their proposed layout and are unlikely to be realised.

NZTA also made an individual submission in which they ask a number of questions about the proposed approach to transport enhancements given the suggested population increases. They also reserved their views on the western by-pass and the Old Waipu Road link.

11.2 Comments supporting the proposed transport enhancements and suggested additional works.

- *Yes, all are supported. Especially the Insley, Moir, Molesworth roundabout and intersection upgrades and the shared path from the Village to the Heads beach. These need to be built asap and will transform how the community looks and moves. Please also consider the following:*
  1. Parking, curbing and stormwater protection upgrades on Insley Street from Cnr Moir to the School. This is the gate to the community and looks terrible when you drive in. Also a source of sediment and untreated road runoff into the harbour.
  2. Remove a section of causeway near school end and replace with a large volume culvert to improve flows in and out of harbour and limit mangrove spread.
- *Generally support proposals. The "slow road" and roundabouts encompassing Insley Street, Molesworth Drive, Wood Street etc are a great idea. I'd prefer separate cycle/ pedestrian paths where possible but the proposal is better than nothing. I oppose a paved walkway on the Alamar St/ Estuary Reserve (the grassed area by the road).*

- *I think there also needs to be a transport (ie. bus) option around Cove Rd too but on a more limited schedule.*
- *yes, more traffic diverted through cove road.*
- *If the population is to expand to over 9,000 people, the present road system will become inadequate to deal with the increase in traffic. The one-way bridges will certainly need to be widened and Cove Road will need to be upgraded.*
- *The car park at the surf beach will need to be extended.*
- *Brown Road and the western end of Tara Road should be sealed.*
- *Enhancements to walking and cycling seems like rewarding proposal.*
- *The Molesworth Drive, Kaiwaka Rd, Tara road, Cove Road has become very popular for amateur cyclists particularly with the advent of ebikes. This entire loop requires cycle lane and preferably 2 way bridges before a serious accident occurs.*
- *Many cyclist use the Kaiwaka rd - Tara rd - Cove rd - Mangawhai heads rd loop. Safety enhancements could be made ie Road widening.*
- *Not everyone rides a bike , remember that most of your non resident ratepayers are older and walk but do not ride a bike.*
- *Excellent love the cycling trails.*
- *Great idea - full time buses from heads to village with discount cards for residents.*
- *Walking and cycle tracks i support, but are concern that some of this proposal goes upon sensitive areas.*
- *Please make a footpath on both sides of Wintle Road. With an inadequate car park at the surf beach, people have to walk, and having a dingle footpath on one side of the road is not adequate.Make the free bus service to the surf beach a permanent feature from Christmas to February. It was amazing this past summer.*
- *Yes this is critical and again Council has failed to deliver so need a proper vision/ master plan/ blue print for this.*

11.3 Comments not supporting the proposed transport enhancements

- *We are struggling to cope with the current population. Any improvements should be for the current community. Again slow development down and deal with the current population before you turn our village into a town.*
- *If you use Tara Rd/Cove Road major improvements would have to be done to that as it has only recently gone from a metal road to tarseal and definitely can't handle the current volume of traffic and would be majorly worse if more and more people use it. they already drive like idiots.*

- *I question the craze for shared pathways with pedestrians, cyclists, and electric vehicles. We do not have sufficient space to allow a pathway width that ensures adequate separation and safety.*
- *Our population is older that the norm. Older people do not or cannot go shopping on a bicycle.*
- *I think that too much focus is on future community and meeting its transport needs. Any improvements should be given first to the current community. As far as cycling paths are concerned, the majority of the existing community are mature and retired people who do not use bicycles, therefore new walking/cycling path could be a waste of money.*
- *No. The number one priority is to provide footpaths the entire length of Wintle Rd to the surfbeach on the non-seaward side of the Road. Then put the car park at the surf beach back to the old style which could fit double what it fits now. All streets that have no footpaths eg Eveline Rd should get at least one side with a footpath. No other pedestrian improvements should be made until you can at least provide every street with footpaths!*
- *The plan mentions a possible upgrading of Cames Road to form a southern approach bypass of Mangawhai Village. This is a long and tortuous route which is unlikely to be well utilised. A much shorter and more convenient bypass could be achieved by upgrading and linking Devich Road with either Carter, Paul or Clarke roads.*
- *The current map of a walking track at the end of Thelma Rd South is incorrect. It shows an existing walkway through the wetland area. The actual walking track is through the bush around the wetland area. The Council should NOT be putting a walkway through this wetland area. An attempt to do this was started by Council recently, although NRC stepped in an stopped it.*
- *The bridge across Tara Creek is not in keeping with protecting the natural environment and should be scrapped. This is a fragile ecological area.*
- *No. We are not a cycling community, by and large, stop trying to make oldies do something so ridiculous. A few pavements could do with improving, that's about it.*
- *get rid of lane sharing with cycles on main roads and foot paths are FOOT paths. Why can't council conduct a count of bicycle use in non holiday times to see if there is actually a need for special lanes. Auckland cycle lanes are extremely under used to the detriment of traffic, travel times and fuel waste. While Mangawhai does not have that problem, cycles, skate boards etc are a hazard on foot paths and should be banned to ensure pedestrians are safer.*

11.4 Comments relating to the proposed new access route.

- Yes, it is logical and needed. We should just get on with it.
- I like this idea. I support Cove Road ultimately being developed as the fast alternate route by-passing central Mangawhai with a direct link from it to Mangawhai Central. This is one of the better long range parts of the Plan.
- *Probably but at whose cost as this is a direct result of Mangawhai Central and should be a Developer cost if the Traffic Engineering says that this is required.*
- *Most definitely. I have two suggestions. My #1 applies if #2 is too far in the future for implementation.*
  #1. If Old Waipu Road can not be made one road for vehicles with a shared pathway for walking and cycling from Molesworth Drive to Cove Road within a reasonably short time then is it not possible for funds from the very recently $2.4 million announced for a shared pathway between the Village and the Heads to be used to construct a track for Walking & Cycling that joins the two parts of Old Waipu Road together. Such a track will provide access for persons using Cove Road, also King Road, Atkin Road, Garbolino Road,Bagnall Road, Tara Road, Cove Road residents would have access to the new Walkway/Cycleway by using the joined up Old Waipu Road. This access will also provide a route for people to evacuate to higher ground in the event of a Tsunami or flooding event.
  #2 The old Waipu Road Join up should be bought forward to take advantage of the Mangawhai Central earthworks distruptions. This move will minimise later disruptions, offer Mangawhai Central residents entry options and because of this should enable the leverage of funds from Mangawhai Central to contribute to costs.
- *yes Long term this connection will be essential.*
- *Sounds like a good idea. The main road is already not flowing well and they have just started destroying the area.*
- *Yes this road is essential for the longterm planning of Mangawhai together with eventual upgrade of Cove Rd.*
- *Commercial areas should have access to major roads to bypass the town center.*
- *Yes, I support the new access road from Old Waipu Rd to Mangawhai central.*

11.5 Questions raised about the Old Waipu Road link

- *I am not sure people living on Old Waipu Road would agree. More information/planning required on this proposed through fare, thank you.*
- *Sounds sensible, unless of course you live on Old Waipu Road.*

- *Suits me, but then I don't live on Old Waipu Road. And how can they shout it down, when they are few and can be metaphorically bulldozed down?*
- *No. A better option is to provide a bypass of Mangawhai Village which links up with either Garbolino Road or Tara road and Cove road.*
- *This route is only going to frustrate the hell out of the motorist. It's going to make getting to the heads a half hour exercise, create more congestion in the summer peak times and make these places less desirable to live, and wrecking the character and features of this area...more development more cars more people, not everyone can walk and cycle especially the elderly.*

Appendix A

Mangawhai Central Limited – Relief Sought in submission.

1. Amend the DMSP text and figures amended to identify MCL landholding as being existing urban and zoned land, including but not limited to:

   (a) Update Figure 3-3-1 - The Legend should be updated to modify the existing text with the following (deletions shown in strikethrough and insertions in italics):

   (i) District Plan – *Existing* Residential*, Commercial and Industrial* Zones
   (ii) Mangawhai Central should be changed to reflect the same status as the existing zoned land and relief sought in (i) above.
   (iii) Mangawhai Central should have an additional notation that extra capacity may be needed to accommodate any increased density beyond the current Chapter 16 limits.

   (b) Update Figures 3-6-5 and 3-6-6 and text within section 3.6 to identify that Managwhai Central has existing commercial and industrial zones.

2. Deletion of the tsunami evacuation zone from Figure 2-3 and Figure 2.4 as it has been applied to Managwhai Central (and any other consequential mapping changes to reflect the deletion of this perceived constraint.)

3. Update Figures 3-7-1 and 3-7-3 to show walking and/or cycling connections/opportunities to align with that illustrated on the Private Plan Change 78 map.

4. The relief sought in relation to the future road connection is as follows and in order of preference:

   (a) Deletion of the indicative possible future road connection from Figure 3-7-2 and Figure 3-7-3 as it has been applied to Managwhai Central and deletion of this from all text.

   OR

   (b) Amend the Legend of Figure 3-7-2 to modify the existing text with the following (deletions shown in strikethrough and insertions in italics):
   Potential alignment adjustment *Possible future bypass route* to Old Waipu Rd North *(Council funded and led project).*

   AND

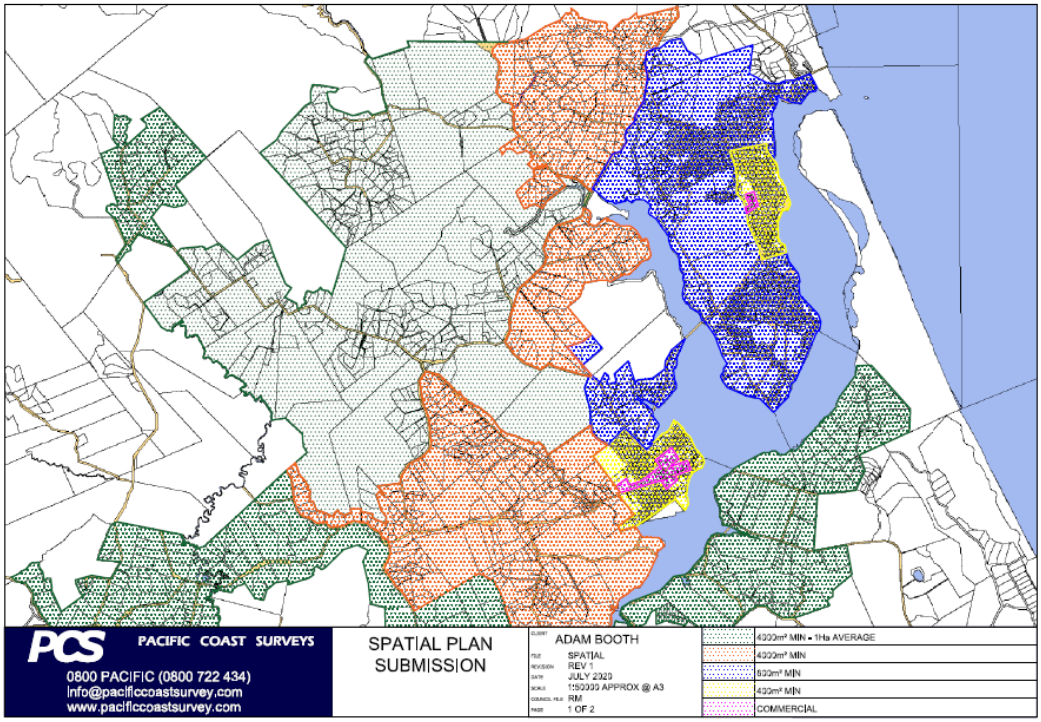
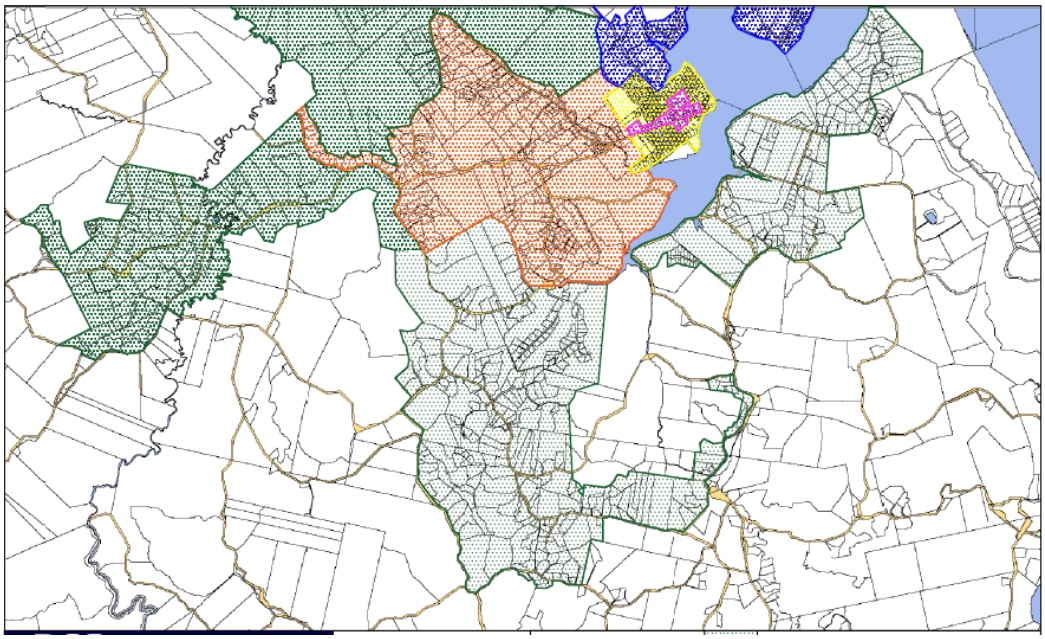
   (c) Amend the Legend of Figure 3-7-3 to modify the existing text with the following (deletions shown in strikethrough and insertions in italics): Potential walking and cycling connections *(Council funded and led project and subject to confirmation of bypass route).*

   AND

   (d) The bypass route in Figure 3-7-2 and cycling connection in Figure 3-7-3 should be updated to show the connection from the southern Molesworth Drive roundabout (not the northern) as approved by the MCL roading upgrade consent. This would locate the bypass adjoining the sub-zone 7 service zone not through the residential neighbourhoods.

   AND

   (e) The text in section 3.6 relating to the future bypass roading connection should be updated to reflect that this project is a bypass (not an adjustment to the alignment) and that the planning and funding is not the responsibility of MCL as the bypass is not triggered by development on MCL land (and its potential will not alter the planned development for the MCL land).

Appendix B

Vishal Chandra – Relief Sought in submission.