



MANGAWHAI PROGRAMME

Community Advisory Panel

JULY 2017

Input to Development of the
Mangawhai Community Plan



MANGAWHAI PROGRAMME

EXECUTIVE SUMMARY	3
VISION STATEMENT	4
SUSTAINABILITY	5 - 6
COASTAL VILLAGE LIFESTYLE	7 - 8
CONNECTIVITY	9 - 14
GROWTH	15 - 18
WATER	19 - 21
HERITAGE	22
OPEN SPACE	23 - 24
PANEL RECOMMENDATIONS	25 - 28
GREATER MANGAWHAI MAP	29
MASTERPLAN	30
APPENDICES	31 - 36

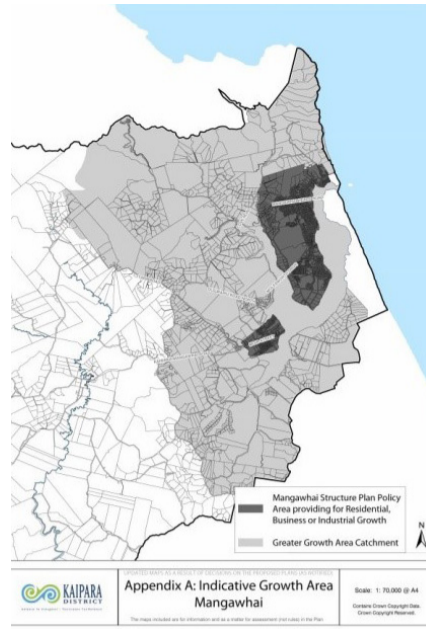


Figure 1: Geographic Area of the MCP

EXECUTIVE SUMMARY

The development of a Mangawhai Community Plan provides the opportunity to foster a vibrant and active coastal village lifestyle founded on sustainability, connectivity and good design.

This report paints a picture of how Mangawhai will be a place where people ‘grow well’.

It shows how a well-connected community is a cohesive community. It shows how sustainability will ensure growth does not impact adversely on the environment.

Good design will enable effective use of space and improve the look and feel of the built environment. Council has the opportunity to facilitate and help drive appropriate new urban design development with fit for purpose and fit for future solutions. This will require a different way of thinking that challenges solving the same problems with the same ideas, including new ways of funding.

The Community Advisory Panel has aimed to lift the bar on community expectations and to look at growth through the lens of the community at large as well as of the individual.

We urge the Council to take the principles of cohesiveness, connectivity, sustainability, safety and good design and use them to guide the development of the Mangawhai Community Plan.

Community Advisory Panel, July 2017

VISION STATEMENT

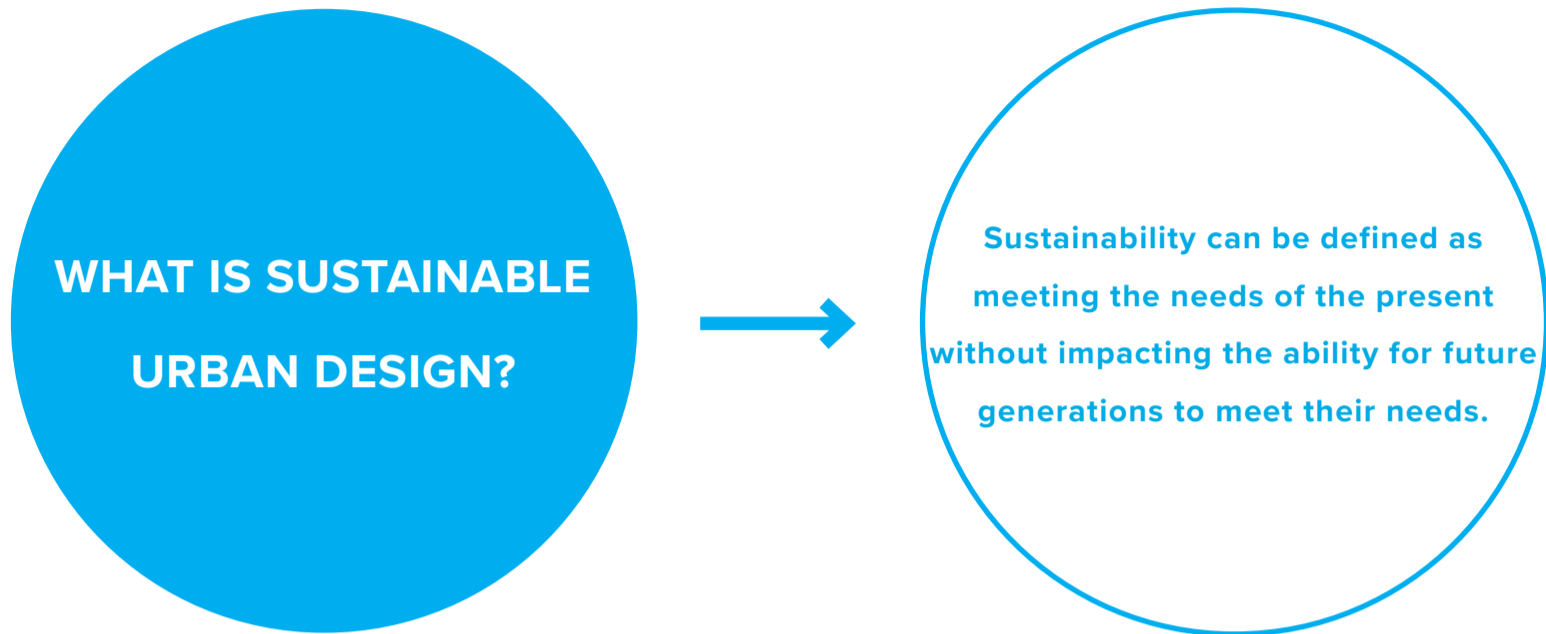
OUR VISION IS THAT MANGAWHAI WILL BE THE LEADING NEW ZEALAND COASTAL VILLAGE WHERE PEOPLE CAN GROW WELL. TO ACHIEVE THIS VISION MANGAWHAI WILL NEED TO BECOME A MORE CONNECTED COMMUNITY, ONE WHICH IS SUSTAINABLE AND HAS A WELL THOUGHT OUT FUTURE PLAN. THIS NEEDS TO BUILD ON A STRONG FOUNDATION AND PROVIDE DIRECTION FOR THE FUTURE WHILST ACKNOWLEDGING AND BUILDING ON THE PRESENT.

OBJECTIVES

- Protect and enhance public access and the public realm, including enjoyment of the harbour and beaches;
- Manage and plan growth to retain the special character of Mangawhai;
- Promote affordable and sustainable infrastructure that protects and retains a sense of openness and informality - 'beach atmosphere'

This document aims to apply an urban design approach to the Mangawhai Community Plan (MCP) discussion. An urban design approach will ensure a cohesive integration of the community objectives.

SUSTAINABILITY

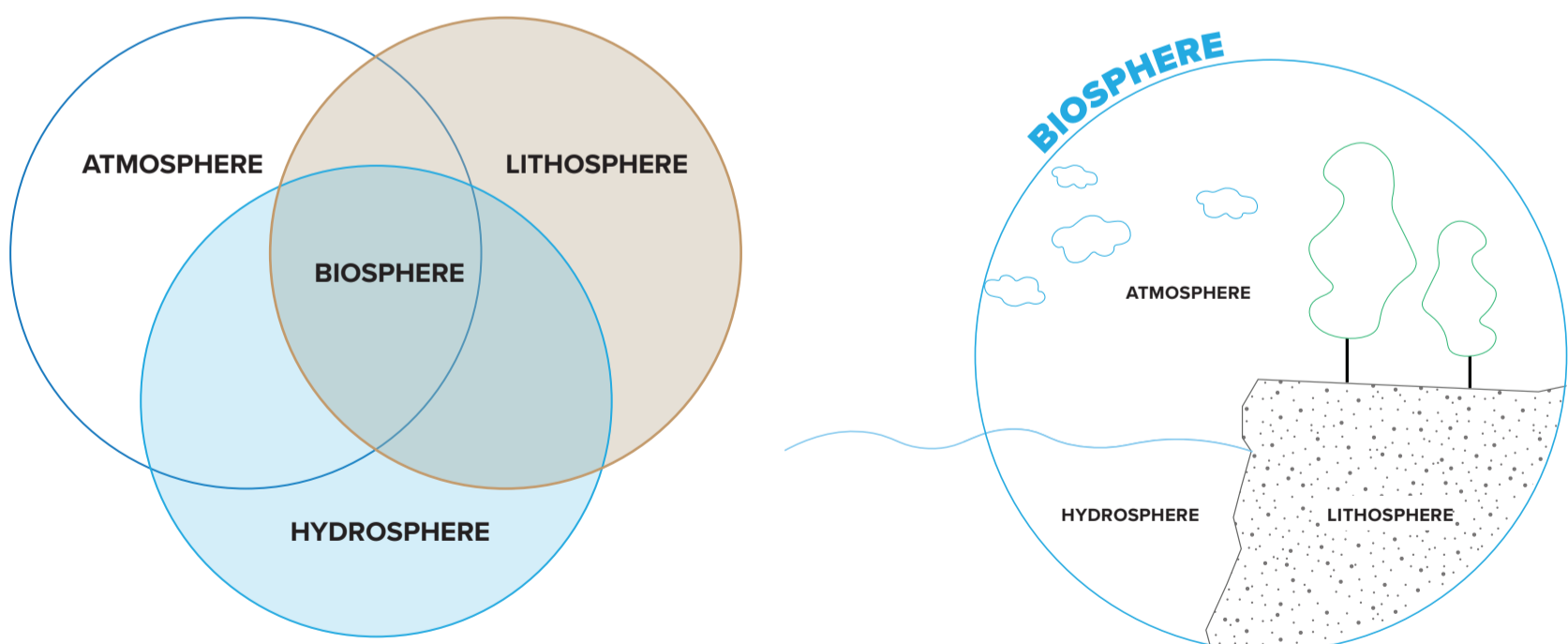


Sustainability will be an underpinning principle to Mangawhai growth. From water harvesting, low impact design stormwater management, recycling of greywater and wastewater to planting of trees and shrubs and supporting biodiversity, sustainability will inform the development of Mangawhai as it grows. Mangawhai will meet the needs of the present without impacting on the ability of future generations to meet their needs.

The future led thinking for this approach is a biosphere reserve. Every biosphere reserve shares 3 objectives:

WHAT IS A BIOSPHERE RESERVE?

- CONSERVATION - In terms of genetic resources, species and ecosystems
- SUSTAINABLE DEVELOPMENT - Economic, environmental and human and cultural
- LEARNING - Research, monitoring, environmental education and training.



The challenge is for Mangawhai to be the leading example of a biosphere in New Zealand.

SUSTAINABILITY

KEY AREAS IN MANGAWHAI

MANGAWHAI HEADS



SAND DUNES



ESTUARY



BRYNDERWYNS



CAMP GROUNDS



ACTIVITY ZONE (MAZ)

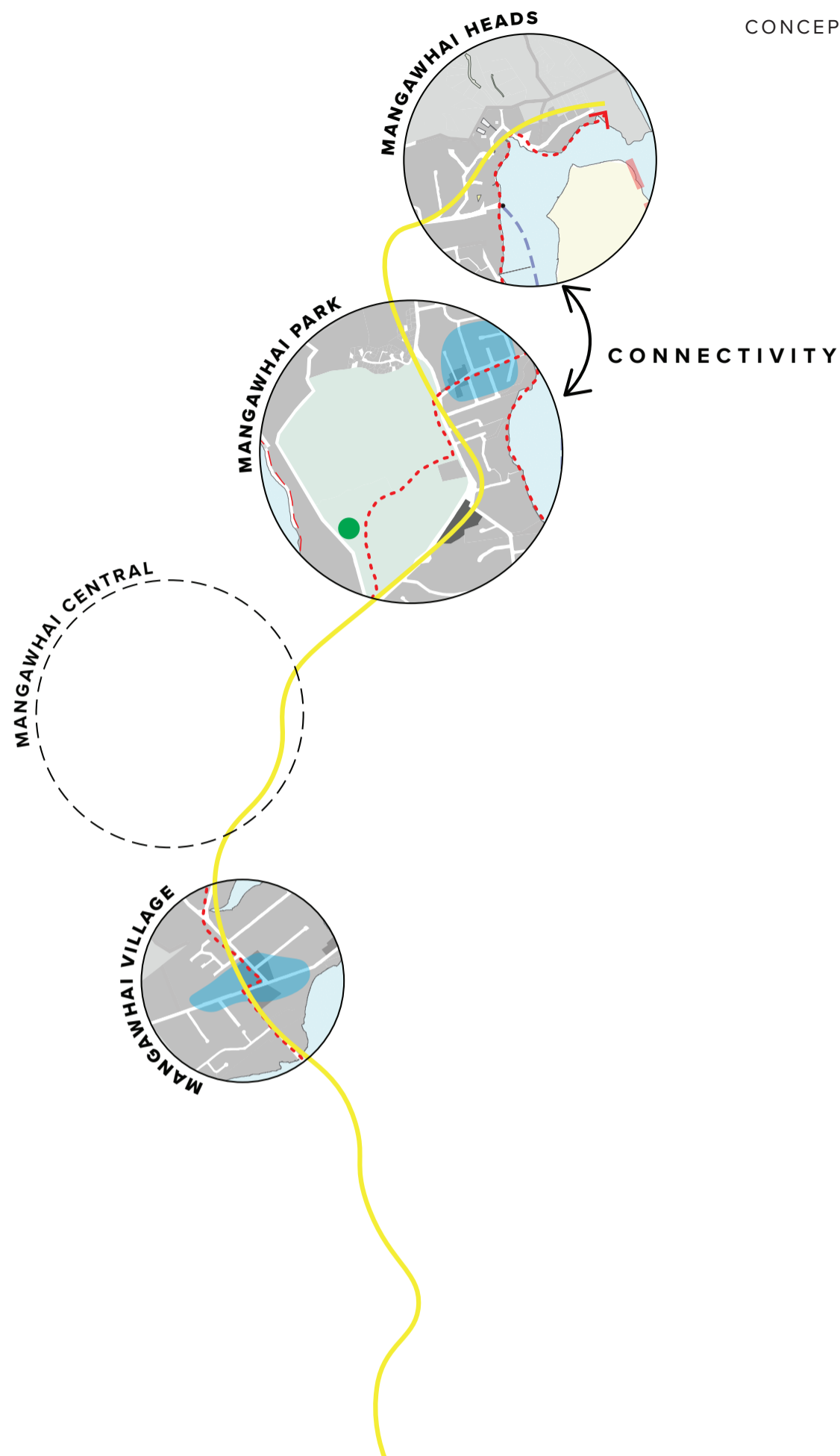


MANGAWHAI PARK



PRIMARY SCHOOL





COASTAL VILLAGE LIFESTYLE

DENSITY AND THE MANGAWHAI LIFESTYLE

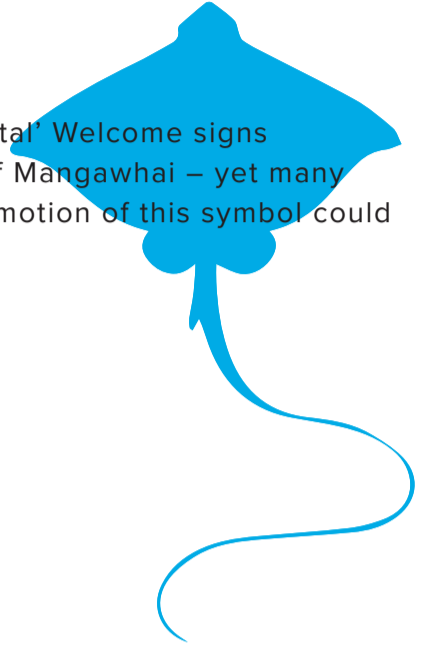
Changing lifestyles are influencing the way we live. Mangawhai has a mix of permanent and non-permanent population, with approximately half the population being non-residents. This leads to different expectations on housing style and amenity leading to alternatives to past density models. Accommodating a mix of densities is part of supporting a rich and diverse community. Good design must underpin development, irrespective of density. Council can assist this through good design guidelines.

Feedback from the community is that poor urban design in some recent subdivisions has contributed to a loss of character and amenity in Mangawhai. Examples referred to include poor pedestrian connections, inappropriate fencing, poor location of building platforms, garages, above-ground water tanks, large areas of concrete and removal of vegetation. In many cases the Mangawhai Design Guidelines included in the District Plan, which were created to mitigate these issues, appear to have been ignored.

The District Plan also includes specific Design and Environmental Guidelines for development in the Estuary Estates area. These are more comprehensive than the Mangawhai Design Guidelines. The District Plan specifies that the Estuary Estates Design and Environmental Guidelines are to be referenced as assessment criteria for resource consent applications, indicating these will be applied more rigorously than the Mangawhai Design Guidelines appear to have been. The Mangawhai design guidelines require the same rigour.

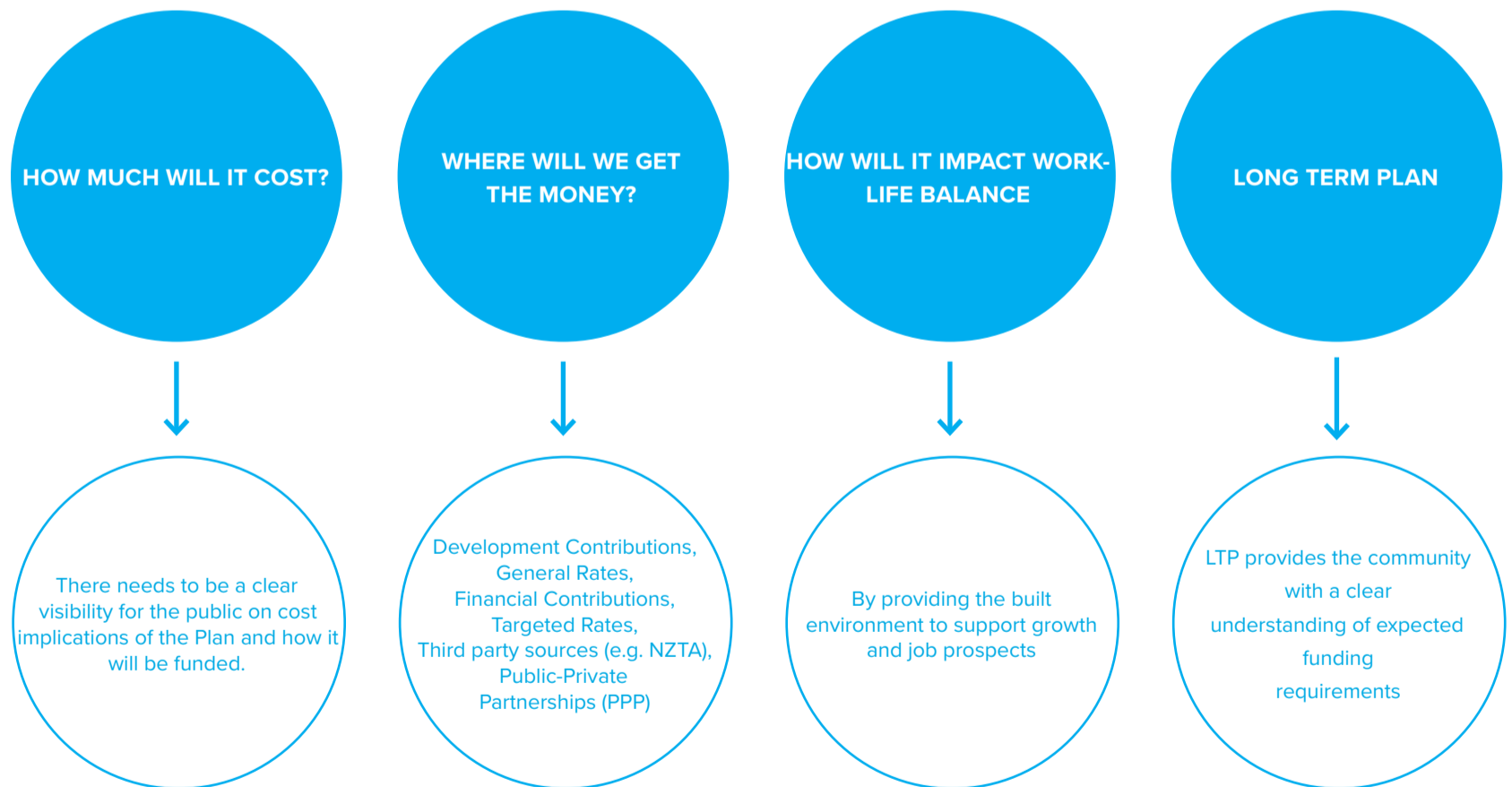
MANGAWHAI IDENTITY

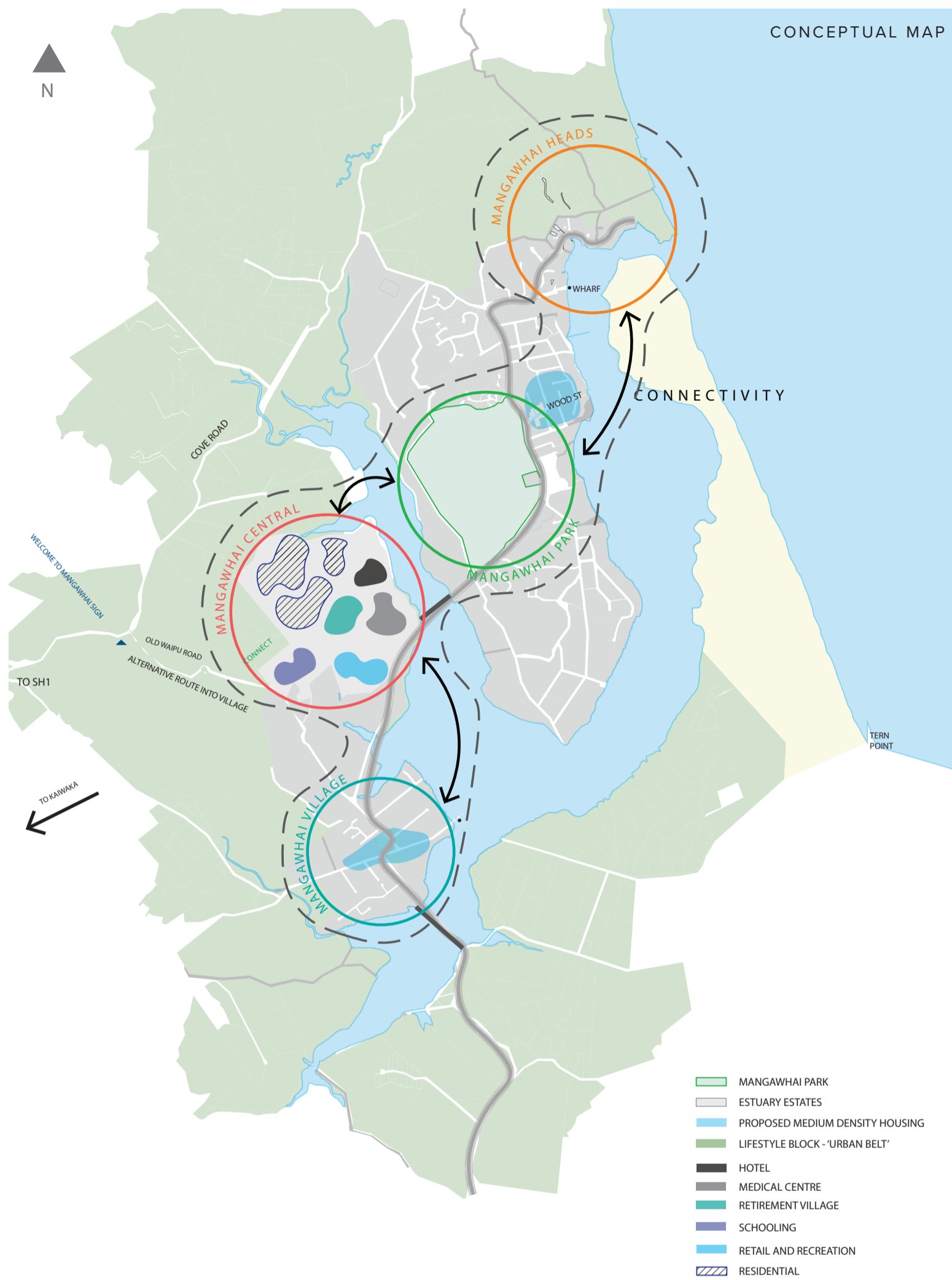
There is a community desire for the 'entrances' to Mangawhai to be clearer- with 'coastal' Welcome signs implemented in main entrances. The Stingray is being increasingly used as a symbol of Mangawhai – yet many people are unaware that Mangawhai means waterway/channel of the stingray. The promotion of this symbol could be used to help define the area and create a sense of community.



FINANCIAL STRATEGY

Just like a household a Council must live within its means. As Council seeks to provide the infrastructure to support a growing community, it must ensure that it is affordable for the community which ultimately pays the bill. In addition Council requirements for good design should not impose unnecessary or unreasonable costs on those seeking to build.



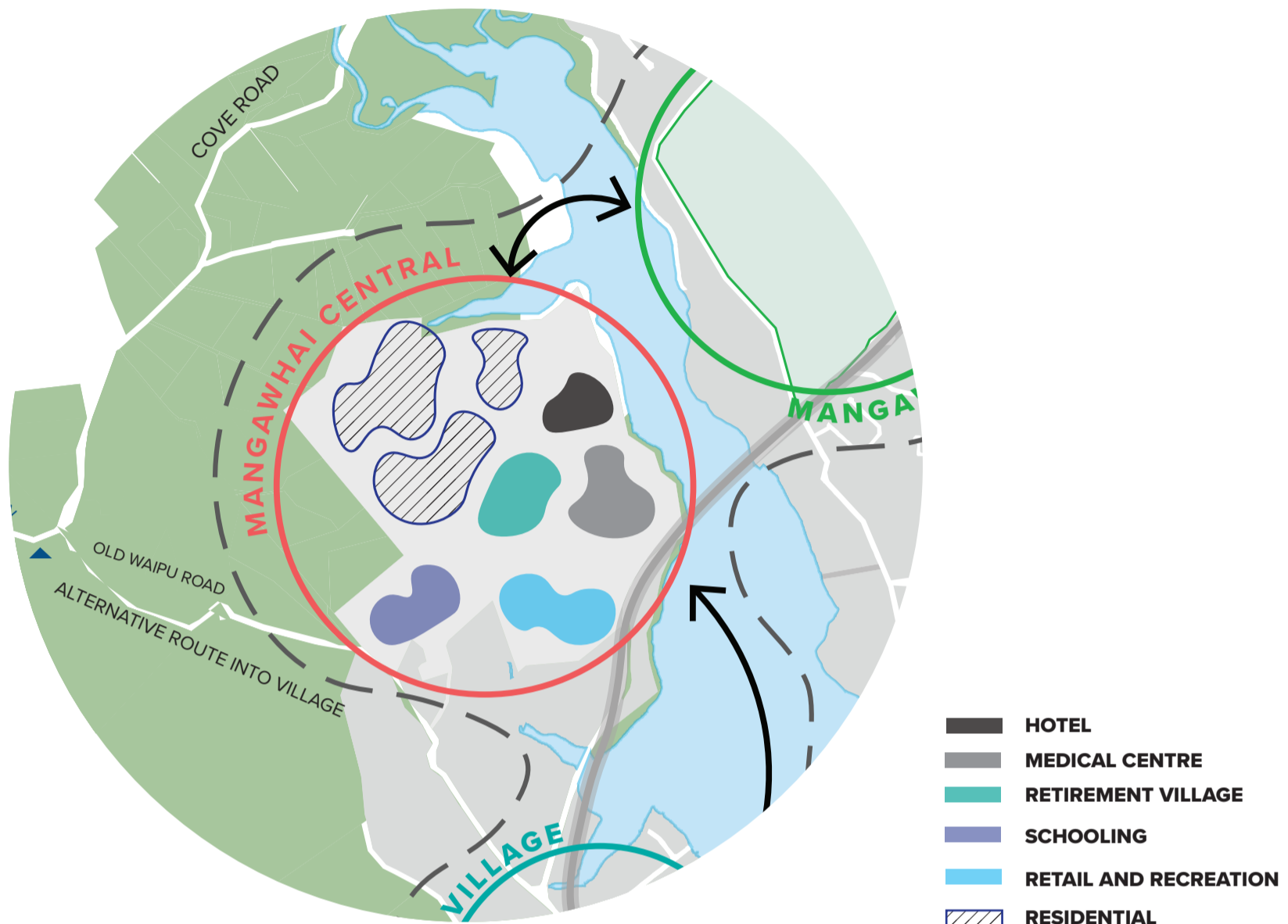


MANGAWHAI CENTRAL

CONNECTIVITY

Developing Mangawhai Central (previously known as Estuary Estates) will enhance the connectivity throughout Mangawhai. The three existing nodes will be connected by a fourth, Mangawhai Central. This will make pedestrian travel around Mangawhai more accessible. The potential development will encourage more sustainable growth within Mangawhai and will help to give more diversity within the area.

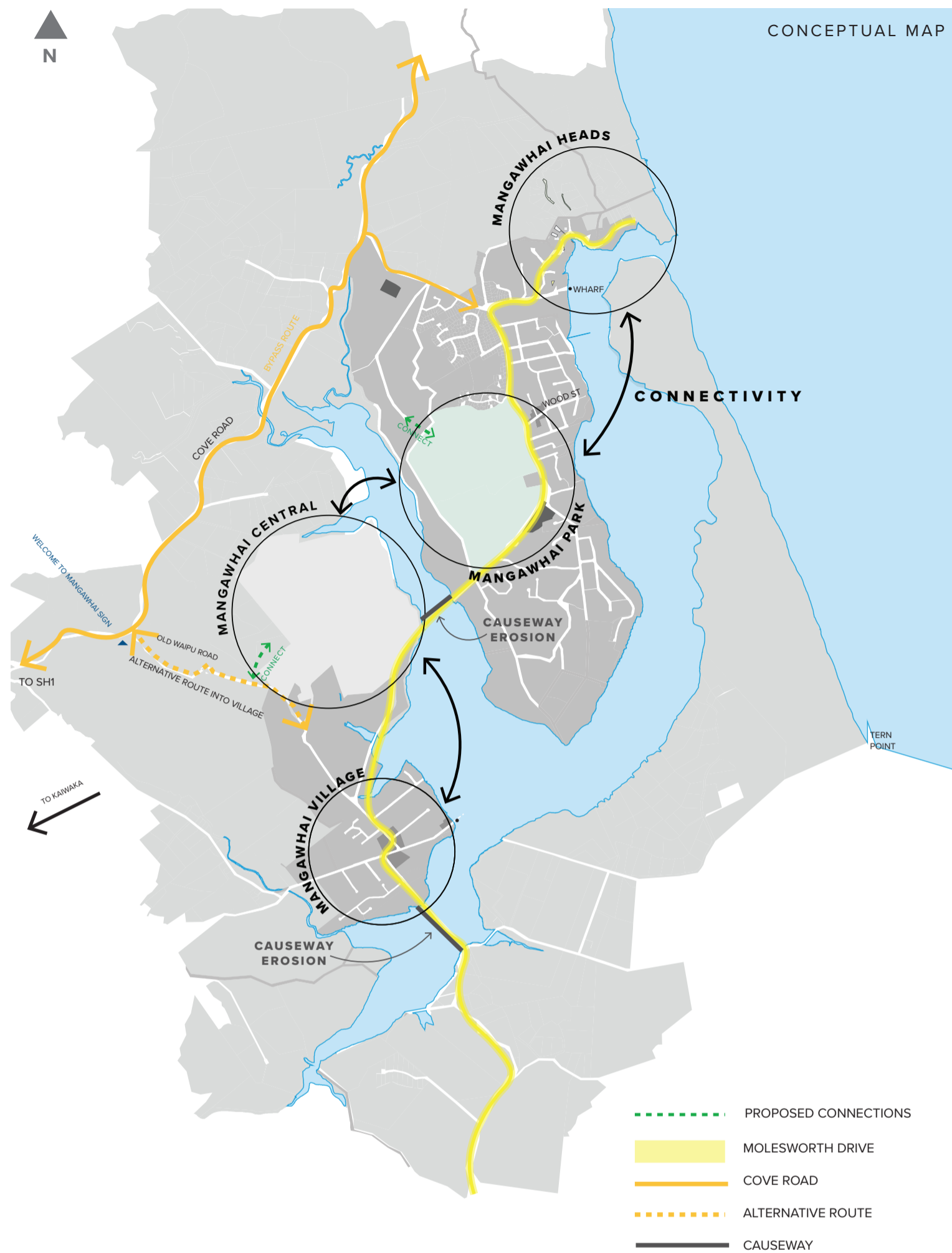
Mangawhai Central is a critical part of the picture for Mangawhai going forward. The main link is via Molesworth Drive, however extra pedestrian and vehicle routes are also critical for the cohesiveness, connectivity and accessibility of the site. Suggested routes for pedestrian connectivity are across the estuary (Tara Creek) to Mangawhai Park and tracks through Estuary Estates to Old Waipu Road, Old Waipu Road North and potentially Cove Road. There would likely be a benefit to the wider community of adding vehicle access from Old Waipu Road, Old Waipu Road North and/or potentially Cove Road - both in terms of increasing network resilience and removing pressure on Molesworth Drive.



CONNECTIVITY

The development of the 130 hectares of Mangawhai Central is subject to its own chapter in the District Plan. Unlike the majority of the District Plan, which is 'effects-based', the chapter on Estuary Estates is 'activity-based'. It provides for a maximum of 500 dwellings across a mix of residential densities (residential, 'parkside', rural cluster, rural residential), together with business, community and service zones. The Panel supports the current mix of housing choice provided for in the Estuary Estates Chapter of the District Plan and has no appetite for increasing the intensification of development on this site.

The Estuary Estates chapter is reasonably prescriptive, with its own design guidelines and requires that the development be constructed in stages. Importantly it includes an objective to preserve the Green Network. Estuary Estates, as provided for in the District Plan, provides much of the capacity for the next phase of growth in Mangawhai over the next decade, after that further growth of the urban area will be required. It is essential this is done well. Arguably the development of Estuary Estates will define the future face of Mangawhai.



ROADS

CONNECTIVITY

ROADS

With four distinctive ‘centres of community’ joined together by one main arterial road, connectivity and flow is essential to the cohesiveness of the community. To achieve this cohesiveness, access routes that give pedestrian-types of transport the priority help to achieve a safe, connected and non-congested community. Complementing a road network that encourages slow paced travel, through design not congestion, will help to improve accessibility throughout Mangawhai.

An upgrade of Cove Road may alleviate the congestion experienced between Mangawhai Village and the Heads. Upgrading this corridor to meet the requirements for a state highway detour would also remove regional traffic from Molesworth Drive during unplanned events on SH1. Providing for two high quality transport connections in Mangawhai will promote greater network resilience, additional capacity during peak times and improve safety across all modes of transport.

INTERSECTIONS

Intersection form and function within coastal communities can help to set the pace and behaviours of all road users, encouraging a low-speed relaxed environment. Successful intersection treatments support pedestrian and cycling movements and ensure vehicles transition safely into slow speed environments. Roundabouts, with pedestrian and cycling provision, are considered an appropriate intersection form for coastal communities.



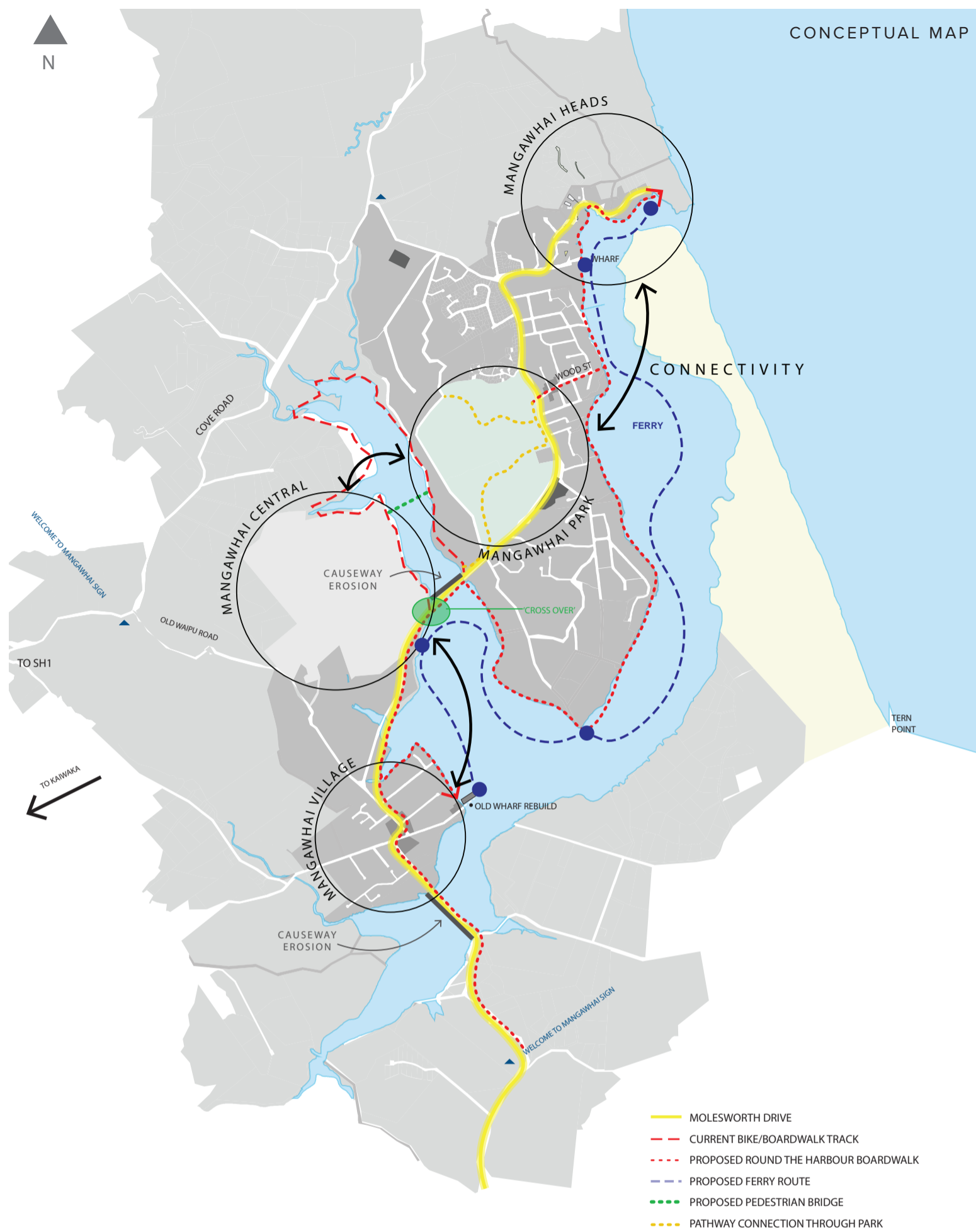
CONNECTIVITY

PAPER ROADS

There are several unformed (or paper) roads throughout Mangawhai. These are strategic assets. They are important in providing connectivity between or through developments, either as walkways or cycleways. Paper roads should be used to help enhance and encourage easy pedestrian access throughout Mangawhai.

SPEED

Mangawhai should adopt a 'slow street' philosophy. While getting to and from Mangawhai will be via a vehicle, once within the Mangawhai boundary there should be enough infrastructure to encourage a safe walking, mobility scooter and cycling environment, therefore a 'slow street' philosophy for our road designs needs to be adopted to make non-vehicular users feel safe.



PEDESTRIAN AND CYCLING

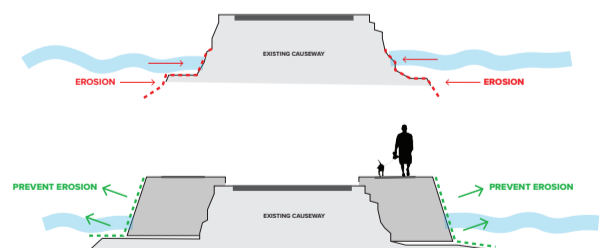
CONNECTIVITY

PEDESTRIAN AND CYCLING

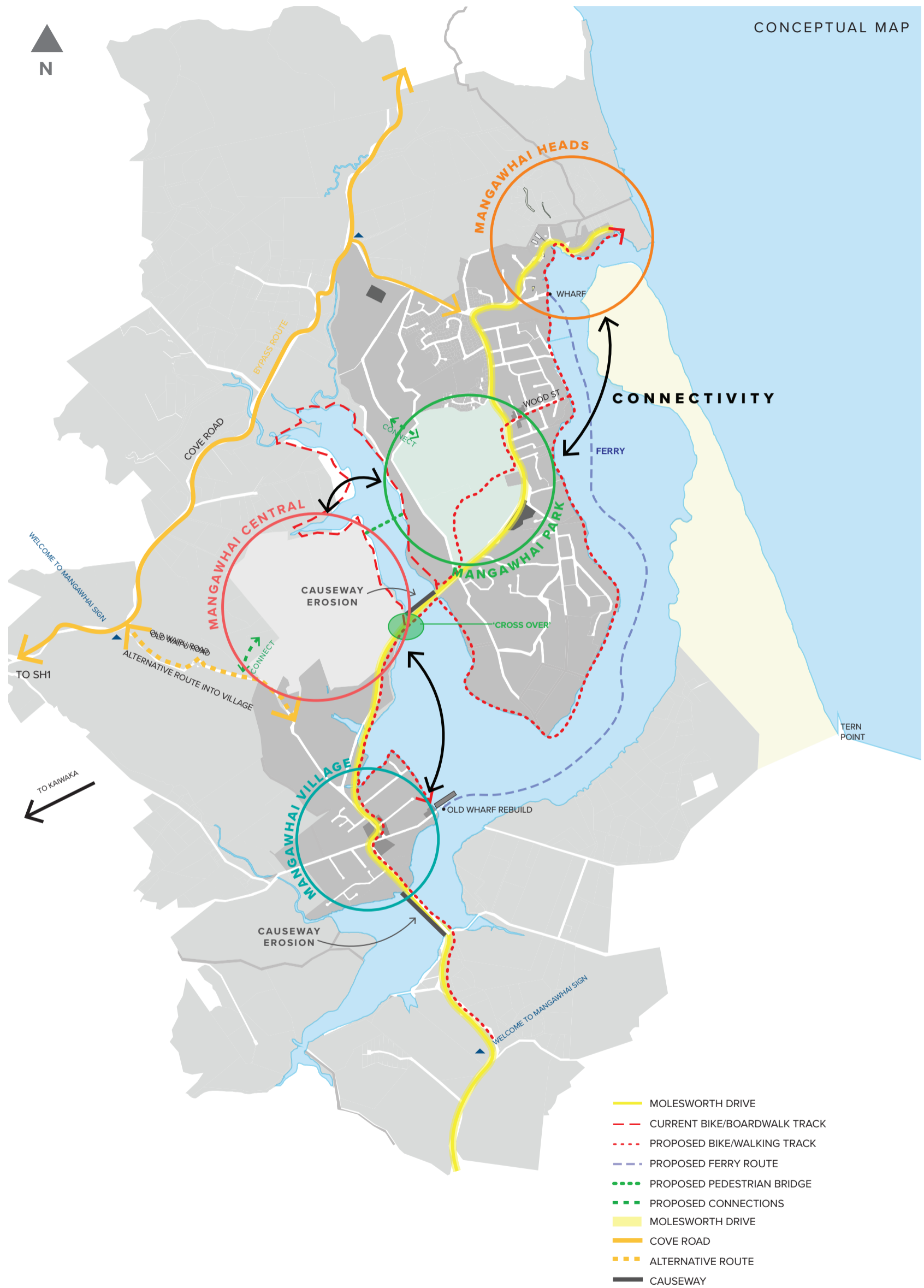
To achieve a cohesiveness amongst areas, pedestrian access routes are vital in helping to achieve a safer place and create an accessible way of connecting different parts of the community. It is also important that pedestrian pathways are wheelchair accessible, allowing those with disabilities to have the same access to facilities.

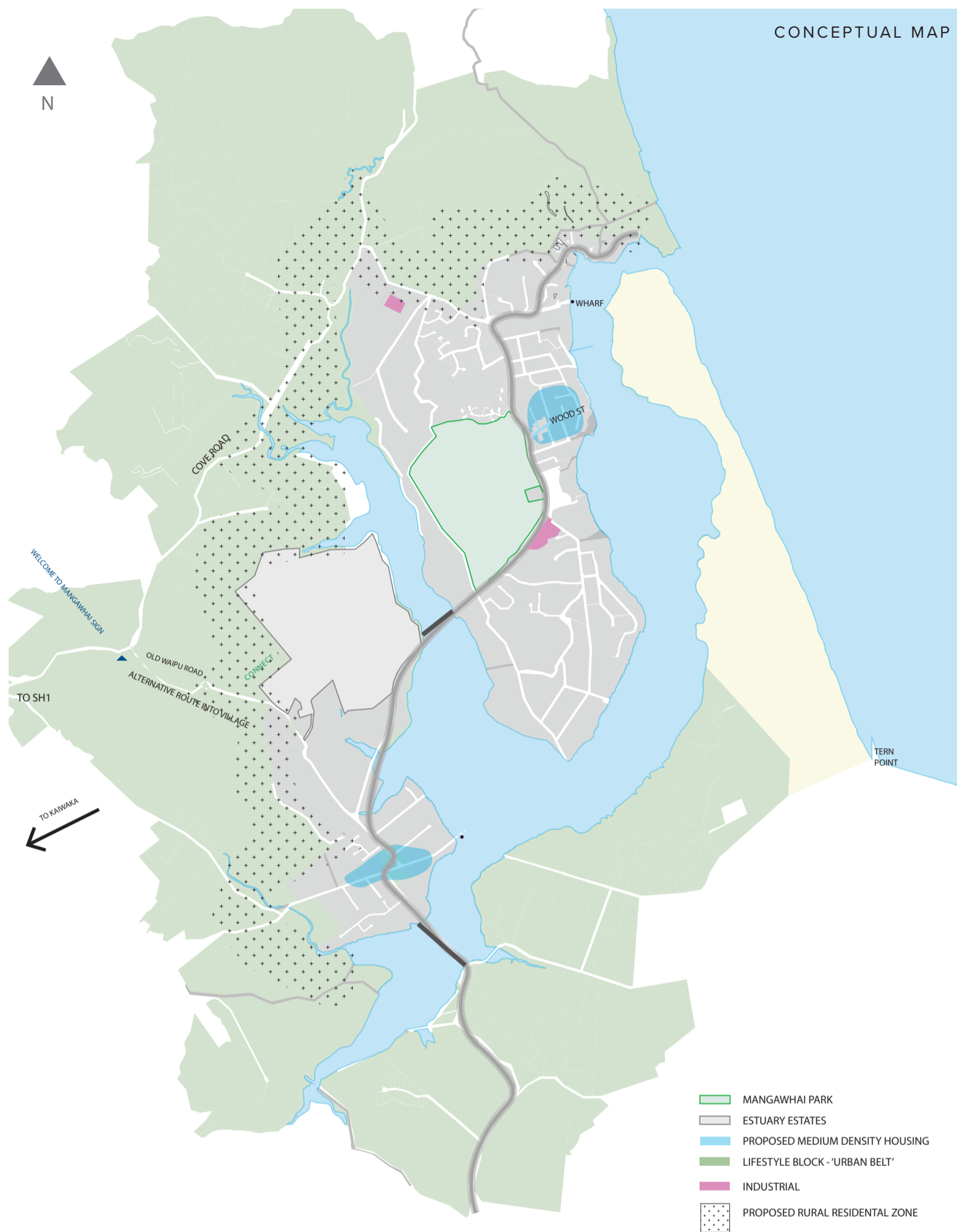
Creating various accessible routes such as; a Heads to Village pedestrian and cycleway, a round the harbour walkway/board walk, connections between reserves, tracks through the community park and around the estuary and connections through residential areas will create a walking and cycling network that enhances the overall living experience in Mangawhai.

Experience shows that high quality recreational cycling and walking infrastructure, such as the 7.6km Orewa Estuary Walkway, becomes a tourist attraction in its own right. Families travel and stay in Orewa knowing there is a safe route away from traffic for their children. Mangawhai has the geography and natural beauty to become recognised as New Zealand's top location for active (walking and cycling) leisure for those with young families.



MASTERPLAN CONNECTIVITY MAP





GROWTH

ZONES

RURAL RESIDENTIAL ZONE

There is no Rural Residential Zone in the current District Plan. Rural subdivisions are occurring in a sporadic manner and rapidly changing the nature of the rural hinterland. Residential development in the rural zone is taking place without appropriate rules to avoid unplanned sprawl. Undirected development of rural subdivisions also has an impact on supporting infrastructure (particularly roads), stormwater and waste water. A Rural Residential Zone was contemplated in the Structure Plan but is not reflected in the current District Plan.

The Panel believes it is time to introduce a Rural Residential Zone, supported by Objectives, Policies and Rules to achieve desired outcomes, through controlling this development.

MEDIUM DENSITY AND MIXED USE

The Panel supports considering increasing density around the key nodes of the Village and Wood Street, subject to appropriate controls to achieve the best outcomes.

The Panel supports using walkability as criteria for defining the area to be covered by such a zone to minimise the consequential increase in traffic movements. A walkability approach would support the philosophy of encouraging walking and the goal of supporting an active community that walks in preference to getting into a car.

It is essential that any proposed increase in density is supported by clear urban design controls and methods to guide development in the medium density environment. These need to be structured in a way that will influence such development. Lessons need to be learnt from the apparent ineffectiveness of the existing Mangawhai Design Guidelines.

It is recommended that Council protects character and amenity by supporting an increase in density with clear performance standards and assessment criteria for development controls.

Appropriate commercial and industrial zoning in the Village, Mangawhai Central and the Heads will encourage economic development and support employment in a growing township. The existing Business Zones covering commercial and industrial activity are spread across the greater Mangawhai area in the Heads, Village and Mangawhai Central. They are disparate and ad hoc. The Business sub zone within Estuary Estates provides the remaining capacity for business growth in Mangawhai. There is a need to consider how future business development will be accommodated once this is exhausted. Assessment of the capacity of the existing business zones for growth needs to be undertaken as part of the review of the District Plan.

HOW URBAN DESIGN CAN ADD VALUE TO THE PUBLIC REALM



Sites are bunched together to allow for greenspace.

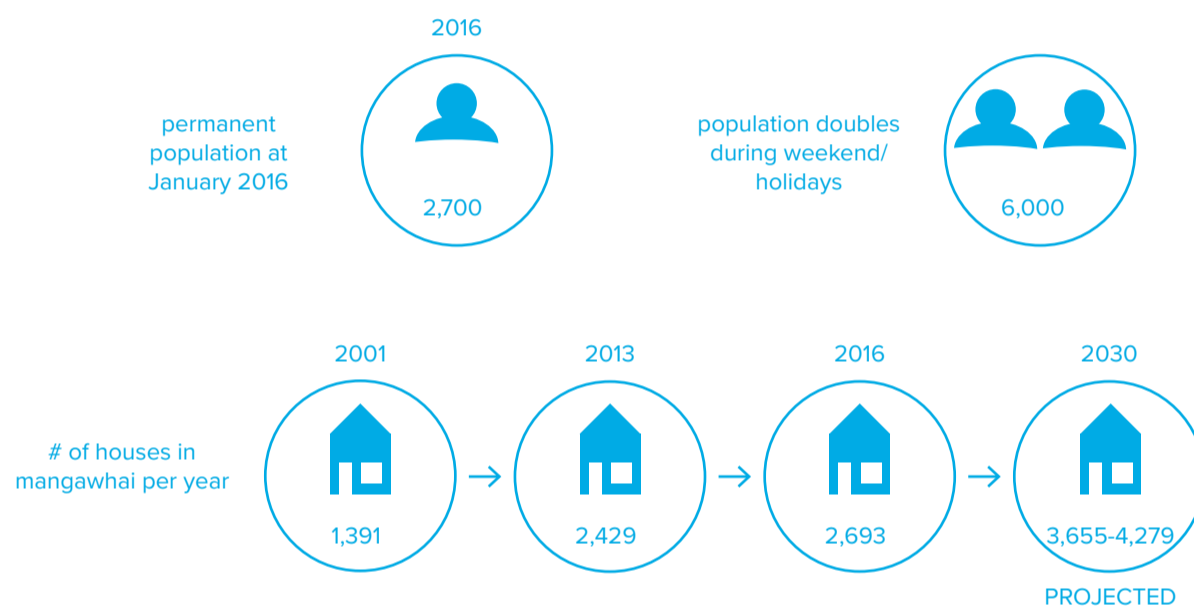


Sites are sprawled across a large area - an inefficient use of land that does not allow for greenspace.

GROWTH CONTEXT

The KDC relies on the advice of a specialist planner for projecting growth in population and dwellings into the future (to 2030 and 2050). The specialist planner recommends working on a medium growth scenario rather than a high growth scenario, based on the very high number of 2016 consents. The medium growth scenario indicates that 1,123 additional dwellings will be required by 2030 (13 years) (86 per year) and 2,693 by 2050 (33 years) (82 per year).

It is the Panel's view that the impact of growth rates other than that currently assumed would alter the timing of when the actions would need to be completed by (and equally the timing of when funds would be available to complete the actions) but not fundamentally alter the actions themselves.



FUTURE PLANNING FOR ALL AGE GROUPS

An increasing roll at Mangawhai Beach School is driving community desire for a secondary school. While the Ministry of Education advised KDC earlier this year that there are no plans to provide for secondary education in Mangawhai, there is strong feeling from the community that this option is not closed off.

In addition to the natural assets that Mangawhai has on offer for youth, community investment in the Mangawhai Activity Zone (MAZ) for non-organised recreational activities, and the Domain for organised sport – are key facilities that can be further enhanced. The Panel appreciates that engaging in a meaningful way with youth has its own challenges, but believes more can be done in this space to ensure the future of Mangawhai caters for all.

To enable residents to remain in Mangawhai into their old age people have expressed a desire for a retirement village to be developed. The Panel understands that providing such a facility is not a Council role but dependent upon supporting services such as enhanced medical facilities. The Panel encourages Council to facilitate the establishment of retirement facilities and associated services.

THE DISTRICT PLAN

The District Plan is the guiding planning document for the District and for Mangawhai. It became operative in 2013 after extensive community consultation. Mangawhai is specifically referenced in Chapter 3A - Mangawhai Growth Area, Chapter 16 - Estuary Estates, and Appendix 25A - Mangawhai Guidelines. Much of Mangawhai is also subject to the East Coast and Mangawhai Harbour overlays. There is frequent reference to the non-statutory Mangawhai Structure Plan (2005) in the District Plan but there are no specific Rules providing for its implementation.

The effects-based nature of the District Plan means that the effects of any non-complying activity are assessed to determine if a resource consent should be granted. There is a certain amount of judgement in assessing if effects are less than minor and who might be an affected person. Without appropriate guidance, this can lead to inconsistent decision making. It also means that if a resource consent application is declined, it can be appealed. The prospect of this may also influence the original decision maker. We encourage a leaning towards notification to ensure that all potentially affected people are able to provide input to the process.

Resource consent statistics highlight issues relating to the District Plan but it is not clear whether the issues reflect fundamental flaws in the District Plan or in the way it is being implemented. The Panel wanted to understand the drivers behind the high number of non-complying resource consents and the number of land use consents. It became clear however that considerably more analysis of the raw data was required to draw meaningful conclusions.

Council is due to undertake an Efficiency and Effectiveness Review of policies, rules and other methods included in the District Plan (S35(2A)). This should identify any fundamental issues with the District Plan and provide a basis upon which to consider a Plan Change to address shortcomings. Any Plan Change would be subject to a S32 evaluation.

Notwithstanding the need for more information, the Panel believes there are issues in the way the District Plan has been applied and that it should be applied in a stricter and more consistent way than it has been.

GIVE EFFECT TO NORTHLAND REGIONAL POLICY STATEMENT

The Regional Policy Statement for Northland 2016 (RPS) identifies the coastal environment around Mangawhai and provides a framework for managing the development of resources within that coastal environment. The District Plan is required to give effect to the Northland Regional Policy Statement 2016 (RPS). The District Plan must be reviewed and assessed against the RPS and a Plan Change required if it doesn't align with the RPS.

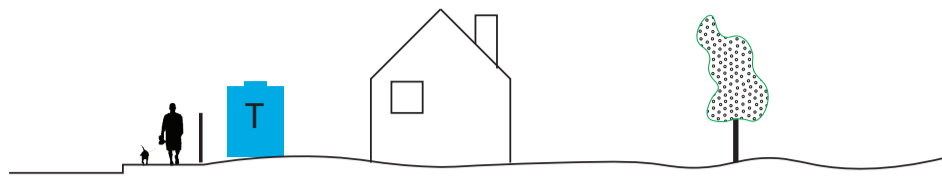
Much of the Mangawhai area is subject to either or both the East Coast overlay and the Mangawhai Harbour overlay. The addition of an additional Coastal Environment boundary from the RPS adds a further layer and it may be that some streamlining is appropriate.

PROVIDING FOR GROWTH

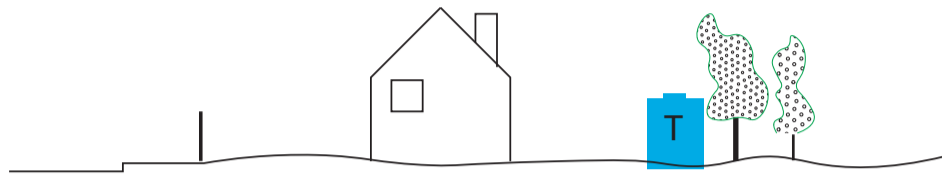
The District Plan is required to provide for growth. A key question is how fit for purpose is the District Plan in relation to providing for future growth. In addition to estimates of growth, a thorough understanding of how the District Plan is currently working is required to make an informed recommendation on any changes to zoning to be included in a Plan Change. The Plan Change process is prescribed in the Resource Management Act and requires a full Section 32 evaluation.

From the information provided to us, we believe the Council needs to consider the adequacy of the current Zones set out in the District Plan to accommodate projected growth.

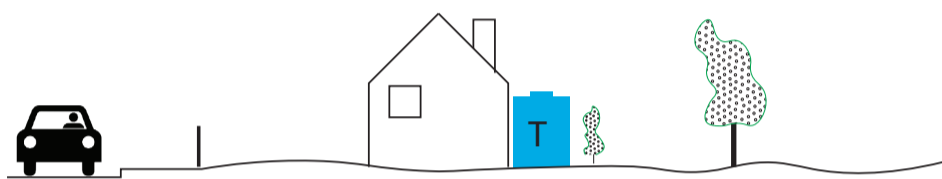
USING DESIGN GUIDELINES TO IMPROVE STREETScape



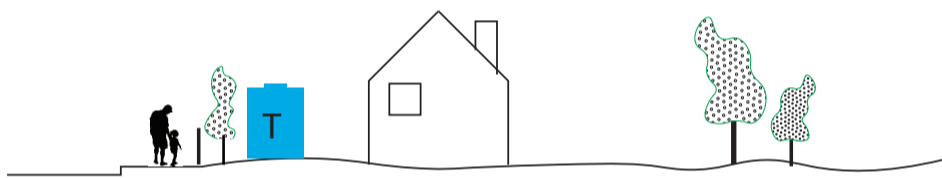
Tank is visible from road - pedestrians and neighbours find this unappealing.



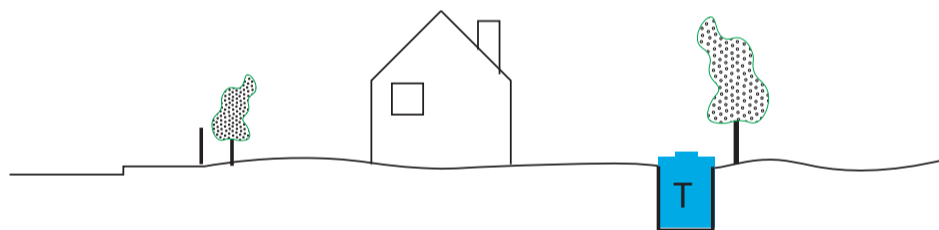
Tank is located at the back of property to reduce visibility from the street



Tank is located at the back of house to reduce visibility from the street, additional planting is used.



Planting is used to hide tank.



Position tank underground/ semi-underground.

WATER

WATER SUPPLY

Mangawhai is a town that primarily relies on rainwater for its water supply. Future developments need to address the design and location of water tanks based on Urban Design performance standards and assessment criteria. The Panel supports the principle that Mangawhai will continue to rely on rainwater collection and tank.

Mangawhai has a small reticulated water supply scheme with 18 connections. The scheme primarily provides a potable water source to the Mangawhai Heads Camp Ground, Wood Street shops, public toilets (Heads) and retirement housing (Fagan St). It is drawn from a bore (near Fagan Place), pumped to a single reservoir (near Greenview Drive) where simple chlorine tablet disinfection is applied, prior to reticulation. The Panel does not support extending the current reticulated water supply for residential purposes, but does support using any existing spare capacity for commercial use at Wood St.

The summer of 2016/2017 caused difficulty for residents when Watercare restricted access to Warkworth and Wellsford water supplies. The Panel encourages Council to have a policy in relation to addressing extreme drought conditions and the ability of water supply providers to source water.

FIRE FIGHTING SUPPLY

Council should consider options for the installation of communal water storage for fire fighting supply similar to the agreement reached between Gisborne communities and the Fire Service. The viability of using treated water from the MCWWS to provide a community firefighting water source (located at proposed Fire Station in Mangawhai Community Park) should be investigated.

WASTE WATER

The Mangawhai Community Wastewater Scheme (MCWWS) is an important part of the infrastructure required to protect the harbour from human pollution. When combined with improvements to adjacent farming practices, riparian planting to control runoff, stormwater management and other associated initiatives – the overall health of the harbour is best safeguarded for the future.

The challenges for the MCWWS are two-fold:

- How to deal with the very high peak loading over the Christmas / New Year period when flows into the system are nearing plant capacity
- How to deal with long term increases in the average flows into the system as the permanent population connected to the system increases (either by a greater number of properties being connected, or more existing properties becoming permanently inhabited)

These challenges impact on both the treatment plant, and on the disposal of the treated wastewater. The capacity of the MCWWS to accommodate growth has been the subject of an earlier separate study by a Community Advisory Panel with the report available for download from the Council website. In response and as part of planning for growth, Council has put in place plans including the upgrading and addition of pump stations, extending the irrigation area at the Browns Road farm and increasing the reticulation network to connect additional houses. Wastewater has therefore not been considered as a formal workstream by this Panel.

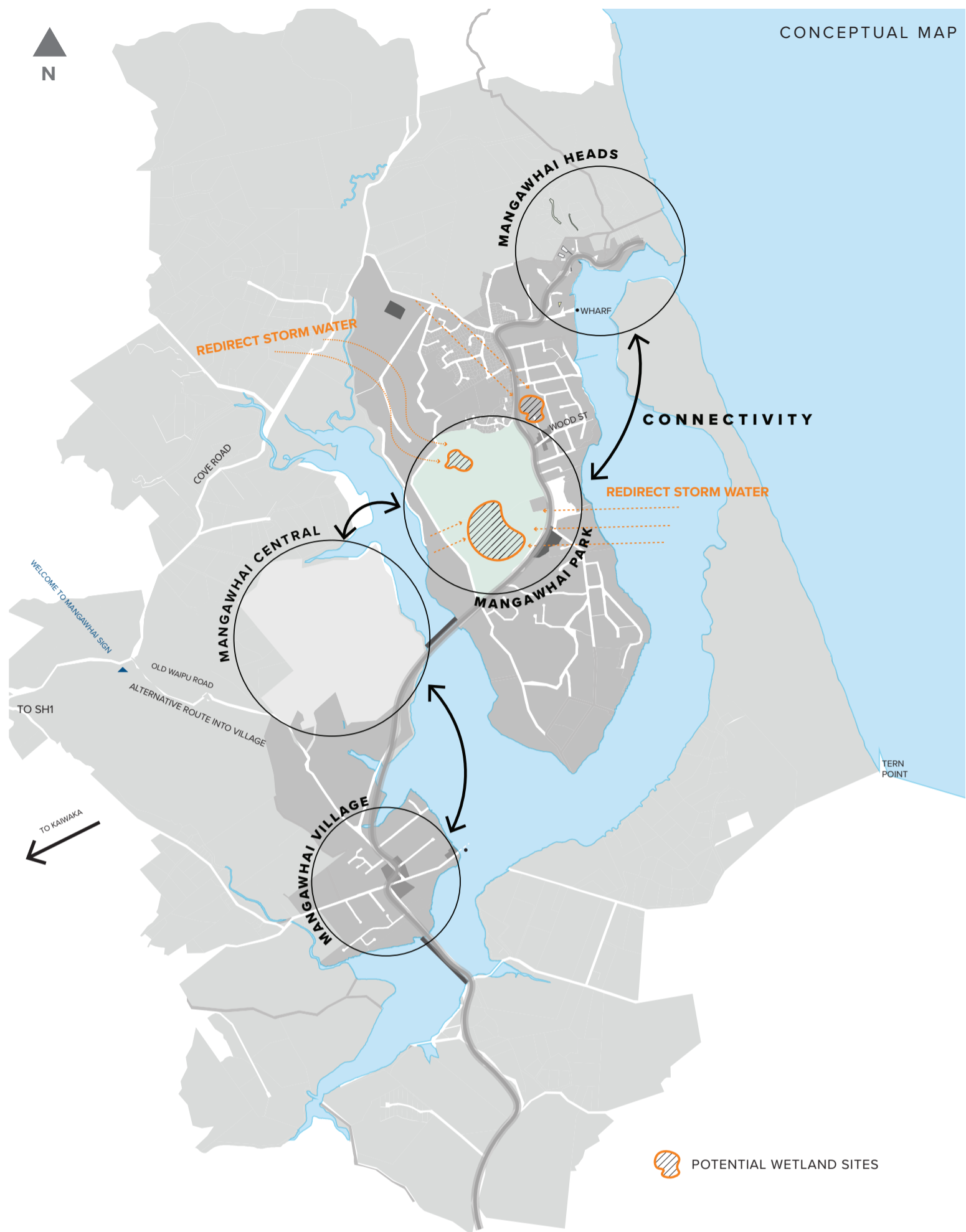
THE PANEL DOES HOWEVER MAKE THE FOLLOWING OBSERVATIONS:

- Council has a plan in place to address the impact of growth on the MCWWS
- The Panel supports connection to the MCWWS by all those in the MCWWS drainage zone
- The Residential Zone and the MCWWS drainage zone are not currently aligned.
- The MCWWS treats waste water to a very high standard (so-called Fonterra standard). The MCWWS is in close proximity to the proposed relocated Fire Station
- The imminent development of the Estuary Estates/Mangawhai Central site may require a re-prioritisation of the phasing of the planned upgrades.
- Alternative uses of treated waste water should continue to be identified. This may include the use of wastewater as an irrigation source for parks, firefighting supply or indeed providing a non-potable water supply should the economics make such initiatives viable.
- The impact of any future reticulated water supply on the MCWWS would be significant as this would substantially increase the volume of wastewater received.

STORMWATER

Stormwater run-off is a big issue for Mangawhai. A key recommendation is to prevent flooding, ponding, and inappropriate discharges into waterways. The community desires an environmentally sustainable (low impact design) solution to stormwater management. Approaches such as wetlands, swales and riparian planting work as multi-functional and affordable options. These approaches can reduce the number of untreated stormwater outflows into the estuary which will help to ensure a healthy harbour. It is important to note that wetlands are not the only solution and engineering solutions will also be required.

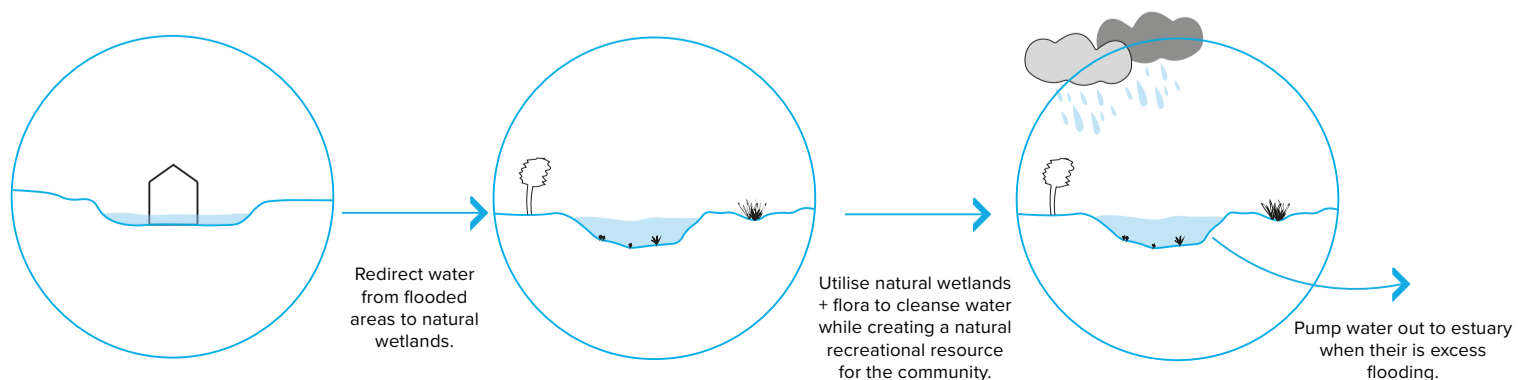
There is very limited guidance in the current KDC Engineering Standards on the design and maintenance requirements of soakage systems, swales or other low impact design systems. This must be addressed in order to achieve the goal of long term effective low impact stormwater design. More data is needed to address issues throughout the Village and Heads of overland flowpaths having been compromised by structures or plantings.

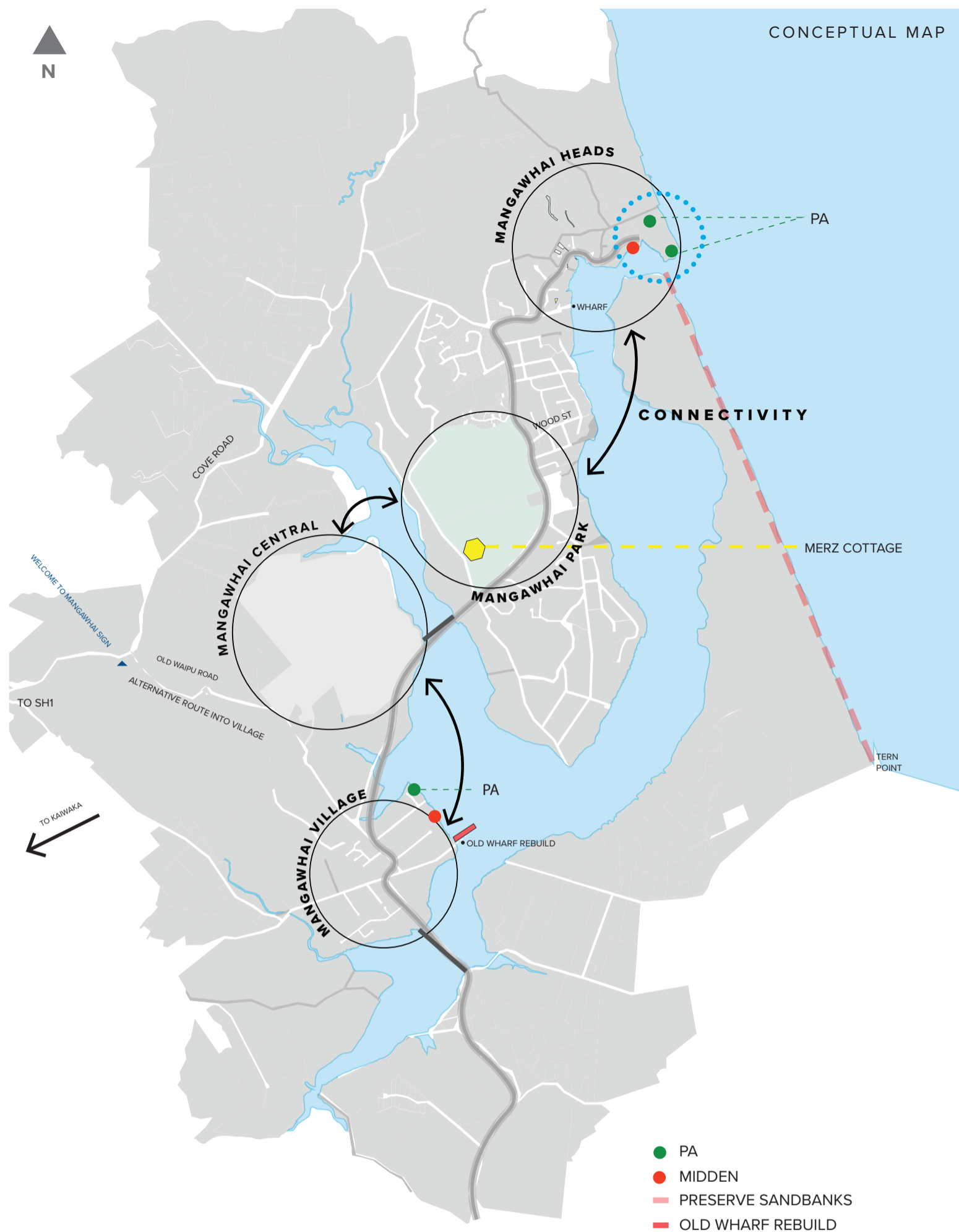


NATURAL WETLANDS

STORMWATER

There are a number of areas in Mangawhai that flood in heavy rain. Untreated stormwater discharges into the harbour threaten our estuary and local ika. Creating a Wetland area to receive stormwater would provide a means of managing some areas prone to flooding and reduce the discharge of polluted water into the harbour. In addition, creating wetlands throughout Mangawhai creates a natural recreational area for the community, helps overcome the flooding issues many homes encounter and provides a natural cleaning process for Mangawhai's stormwater.





HERITAGE

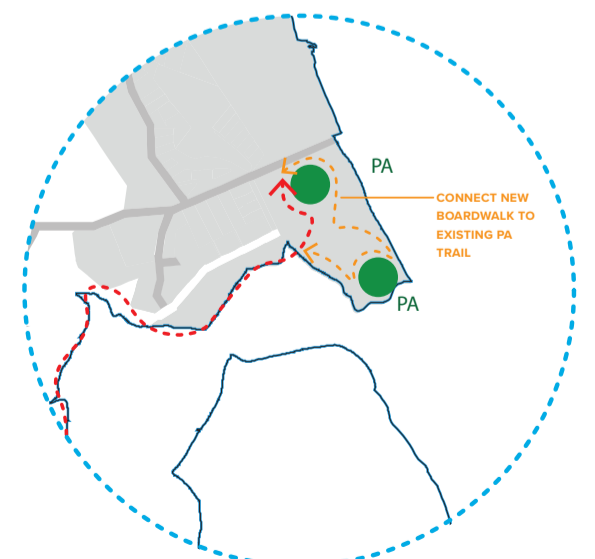
HISTORICAL CULTURE

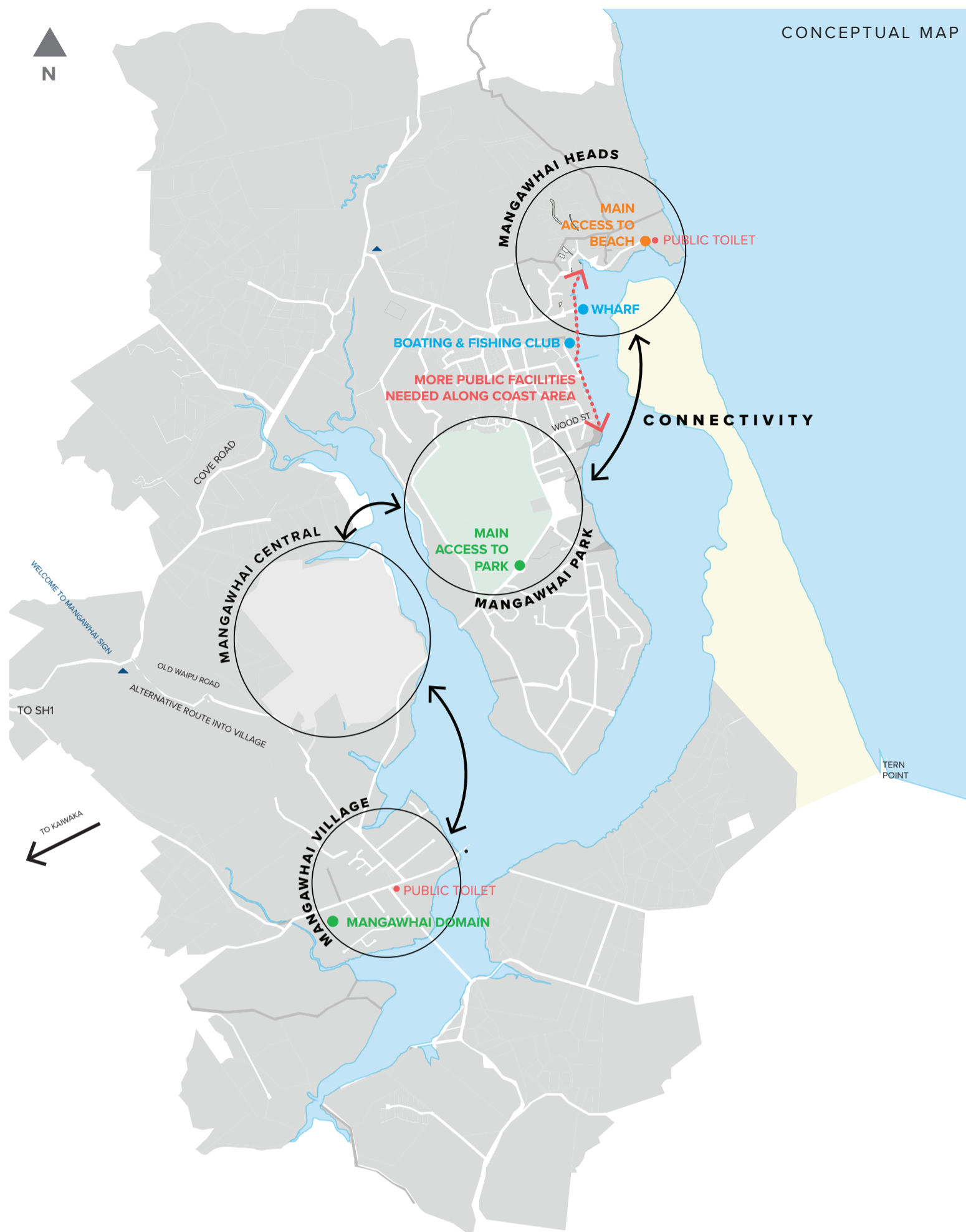
Mangawhai is defined by those who have gone before. From the Pa sites that dominate the Heads and other midden and Pa around the estuary, to the early settler bases at the Village and Wood St, our forebears have left their mark. We celebrate our history and learn from it.

There are many historic sites that are significant to the various cultures that have influenced Mangawhai. These sites provide opportunities for interpretation and storytelling through the use of appropriate signage and use of traditional Maori place names and the like.

MAORI CULTURE

Te Uri o Hau representatives have attended many of the Panels meetings. This engagement has enabled workstream reports to be considered together, helping a shared understanding of the content of the reports. Te Uri o Hau has prepared a Cultural Impact Assessment (CIA) for Council to consider in its preparation of the draft MCP which has been shared with the Panel.





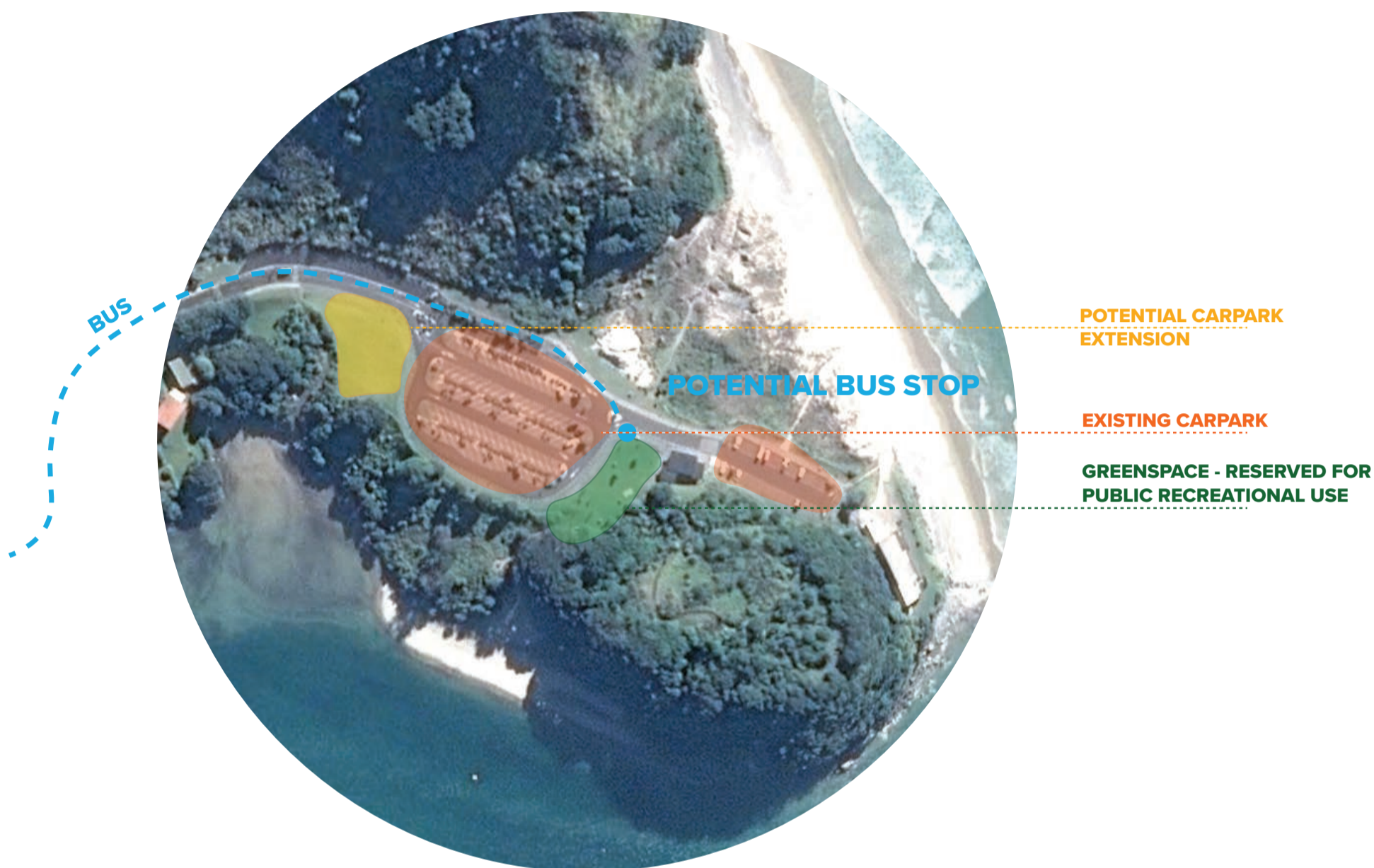
OPEN SPACE

Open space or recreational space is part of the fabric of Mangawhai. Access to the beach and the estuary as well as to streams, bush, parks and recreational space give context to living in Mangawhai.

Improving facilities (such as toilets, bike stands, and kayak storage) as well as improving connections to reserves (including reclaiming and resolving esplanade encroachments) will make them more accessible to the community. The Mangawhai community is growing, it is important to consider the implications of increasing demand on public spaces.

Parking and associated congestion at Mangawhai Heads Recreational Reserve during periods of high demand is a real issue. A multi-pronged approach to addressing this is needed, including:

- promoting alternative ocean beaches (e.g. Pacific Beach and Forestry Beach)
- encouraging cycling/walking access including bike storage
- increasing use of public transport during periods of high demand
- limited increase to parking capacity



ACCESS TO PUBLIC SPACES

OPEN SPACE

A review of the Mangawhai Heads carpark could lead to additional spaces. The question of extending the carpark into the flat grassed area between the existing carpark and the headland has been raised; however, the Panel believes this area is well used by the public as a recreational space and should not be sacrificed for parking. As an alternative to parking at the beach, a public transport (bus) service between the Village and the Heads over the holiday period should be considered. While a bus service has been provided in the past, it was not well supported. Due to the growth Mangawhai is experiencing it is time to reconsider this congestion prevention tactic. If a bus service is put in place, it needs to be supported by a strategy to help it be a success and receive high patronage (e.g. including advertising/awareness, location of stops, frequency, cost and ability to carry 'beach gear').

Longer term a ferry operating within the estuary could be a commercially viable venture (if only seasonally), providing non-road linkages from the Heads to key locations such as the two main camp grounds, Moir Point, pub (Village) and Mangawhai Central.



PANEL RECOMMENDATIONS

PLANNING – MANAGING GROWTH

The Panel recommends Council:

- Put in place processes to support the application of the District Plan in a consistent and appropriate way, such as the development of practice notes, guidance and increased oversight
- Monitor and enforce resource consent conditions consistently
- Analyse as part of the Efficiency and Effectiveness Review resource and land use consent (and other relevant) data to understand the reasons for the number of non-complying and land use consents. Use this to identify and inform potential Plan Changes.
- Prioritise a Plan Change to give effect to the Regional Policy Statement 2016 (coastal environment boundary) and, as part of the Plan Change, review the overlays applicable to Mangawhai to assess if streamlining is recommended.
- Apply the Coastal Environment boundary to limit any proposed increase in density (i.e. no increase in density in land within the coastal environment boundary)
- Undertake a S32 evaluation to determine the adequacy of the existing land use zones to accommodate future growth
- As part of the S32 evaluation consider a Rural Residential Zone, supported by Objectives, Policies and Rules to achieve the outcomes identified in the District Plan and the Structure Plan.
- As part of the S32 evaluation consider extending the current Residential Zone to match the MCWWS drainage zone as a minimum.
- As part of the S32 evaluation, consider increasing density around the key nodes of the Village and Wood Street, subject to RPS coastal environment boundary
- Apply a walkability criteria when considering a medium density/mixed use zone
- Protect character and amenity by supporting an increase in density with clear Performance Standards and Assessment Criteria for Development Controls (e.g. lot sizes, impermeable surface areas, set-backs, site coverage, etc.)
- Consult with the community on the increased density proposals in the Wood Street Revitalisation Plan.

URBAN DESIGN - ENHANCING CHARACTER AND AMENITY

The Panel recommends Council:

- Review policy and practice to ensure that the Mangawhai Design Guidelines in the District Plan are given due weight when assessing resource consent applications and any conditions applied are enforced
- Protect character and amenity by supporting any changes in land use or density in the District Plan, with clear Urban Design Guidelines (e.g. fences, location of garages, design of paved areas, and location of above-ground water tanks) that will be enforced and effective.
- Review the Mangawhai Design Guidelines and their effectiveness as part of the Efficiency and Effectiveness Review
- Include stormwater infrastructure provisions and constraints in urban design standards, in particular relating to impermeable or impervious surfaces



STORMWATER - KEEPING OUR HARBOUR CLEAN

The Panel recommends Council:

- Adopt the use of environmentally sustainable (low impact design) solutions to stormwater management where it is practical to do so
- Investigate the use of wetlands for the collection and management of stormwater, including Mangawhai Community Park, the Golf Course and Fagan Place (with appropriate consultation)
- Reduce the number of stormwater outflows into the estuary to the east of Wood Street.
- Develop and provide guidance on additional requirements in the KDC Engineering Standards in order to support the use of low impact design stormwater management systems
- Include stormwater infrastructure provisions and constraints in the development of urban design standards to be applied to future development, in particular relating to impermeable or impervious surfaces
- Increase investment in stormwater management and network
- Improve data on stormwater infrastructure
- Prioritise legacy issues and address in staged way
- Where new stormwater systems have been recommended that consideration first be given to assessing the viability of alternative low impact options

TRANSPORT - MAKING IT EASY TO GET AROUND

The Panel recommends Council:

- Investigate and discuss with NZTA the potential for Cove Road to become an alternative SH1 by pass route in the longer term
- Plan for the long term upgrade of the two one way bridges on Cove Road (in conjunction with NZTA)
- Implement the Moir St/Molesworth St and Insley St/Moir St intersection improvements
- Adopt roundabouts as the preferred form of intersection control
- Complete the following walkway/cycling connections:
 - The Village (School) to Heads shared walking/cycling path, split into stages, prioritised on the basis of safety outcomes.
 - Estuary (Campground) to Picnic Bay (Boardwalk)
 - Enhancement of Molesworth to Cove Road track (alongside of Estuary Estates)
 - Thelma Road connection via paper road (alternative route from Molesworth Drive)
- Ensure that walking and cycling connections between subdivisions are provided, even where the developers are different parties.
- Develop a master plan for walking and cycling routes.
- Retain in Council ownership the remaining paper or unformed roads in the Mangawhai area and develop a strategy on their development as either part of the road network or as pedestrian/cycling connections.
- Investigate the viability of forming the paper unformed road between Old Waipu Road and Old Waipu Road North
- Adopt a 'slow street' philosophy within residential areas of Mangawhai
- Seek further input on the Wood Street Revitalisation Plan
- Address parking improvements in the Village in the context of the intersection improvements.



OPEN SPACES – ENJOYING OUR OPEN SPACES

The Panel recommends Council:

- Provide safe cycling/walking connections between the Village and the Heads
- Complete the following connections:
 - Mangawhai Heads to Mangawhai Village walkway – this is broken down into sections and includes upgrading of existing pathways. Refer to Transport section,
 - Mangawhai Heads to Village via an all tide coastal walkway, including the Estuary(Camping Ground) to Heads connection
 - Walkway/cycleway at Causeway bridge near Estuary Estates/Back Bay
 - Pedestrian/cycleway bridge between Estuary Estates and Jack Boyd Drive to provide an alternative to Molesworth Drive, connecting with shared path to Heads.
- Strategically acquire missing esplanade links through future subdivision consents
- Be proactive in reclaiming /resolving esplanade encroachments by private landowners to ensure the coastal esplanade is accessible to all.
- Encourage walking and cycling through improved walking and cycling connections to the Heads, in particular a walkway/boardwalk from the Camping Ground to the Heads as part of the all tidal round the harbour walkway and as an alternative to Wintle Road footpath access.
- Promote awareness of alternative beaches such as Pacific Beach and Forestry Beach
- Consider a public transport (bus) service from the Village to the Heads over the holiday period.
- Consider realigning the proposed path across Alamar Reserve to provide more open space between the walkway and adjoining properties.
- Consider other changes at Sellars & Alamar Reserves to improve connectivity, traffic management and facilities to improve this space for public enjoyment
- Improve facilities (e.g. toilets/cycle stands/kayak/paddle board storage) at high use reserves, tailored for site and usage (Lincoln St, Robert St, Kainui and Pearson St Reserves)
- Encourage coordination and collaboration between community spaces at the Domain, School, Estuary Estates/Mangawhai Central and MAZ to avoid unnecessary duplication and encourage complementary use.

WATER AND FIREFIGHTING WATER SUPPLY

The Panel recommends Council:

- Address the location of water tanks through the development of Urban Design performance standards and assessment criteria
- Not extend the Council reticulated Water Supply for residential purposes but consider any existing spare capacity for commercial use
- Pursue options for the installation of communal water storage similar to the agreement reached between Gisborne communities and the Fire Service
- Investigate the viability of using treated water from the MCWWS to provide a community firefighting water source (located at proposed Fire Station in Mangawhai Community Park).



WASTEWATER

The Panel recommends Council:

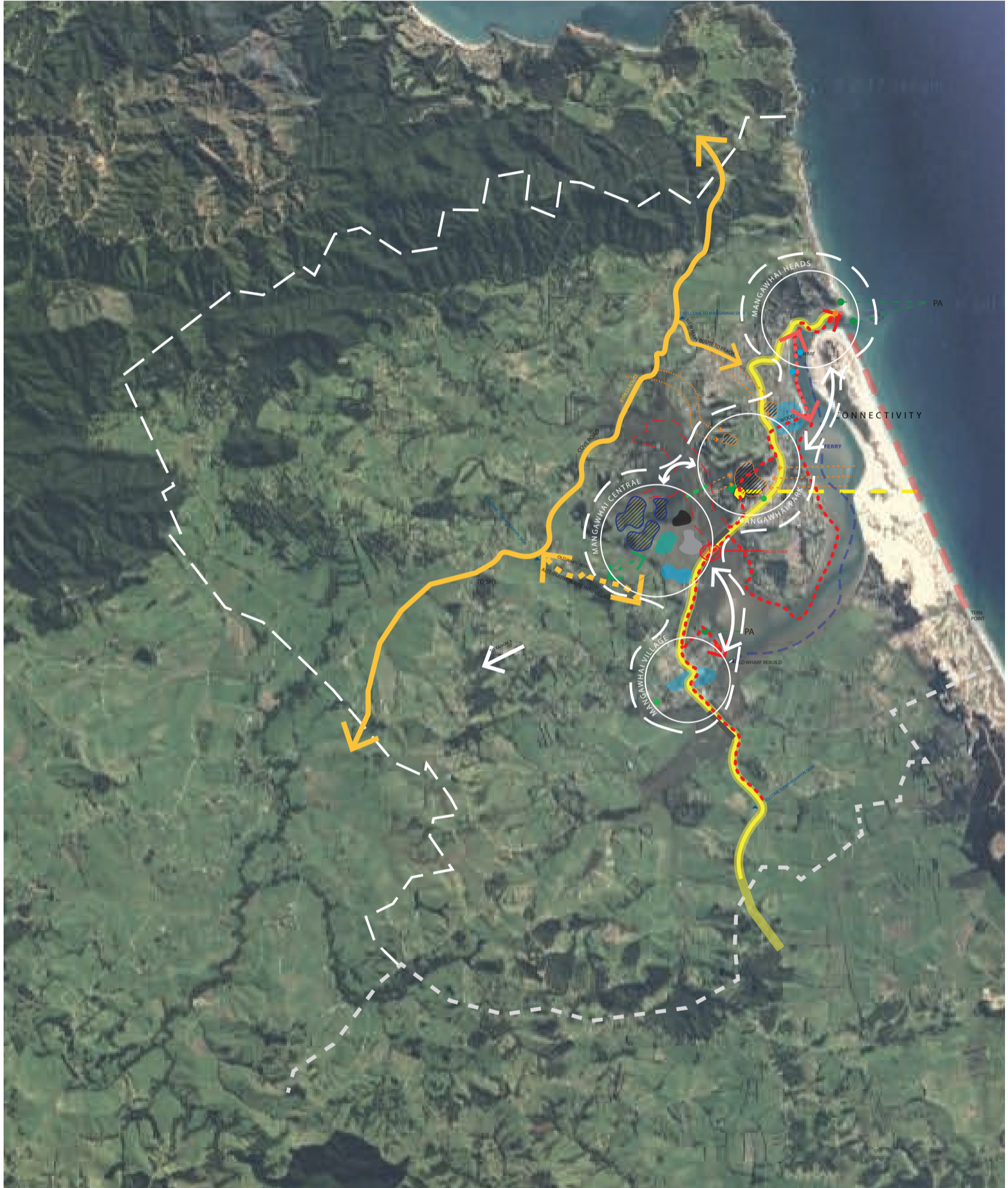
- Align the Residential Zone with the MCWWS drainage area
- Investigate the use of treated wastewater as a source for a fire-fighting water supply. Refer Fire Supply Section
- Review the phasing of MCWWS upgrade proposals in light of the announcement that Mangawhai Central is proceeding more quickly than previously anticipated
- Work towards elimination of septic tanks within the urban Mangawhai area, or within 300m of a water source (stream or estuary) entering the harbour.

FINANCIAL STRATEGY

The Panel recommends Council:

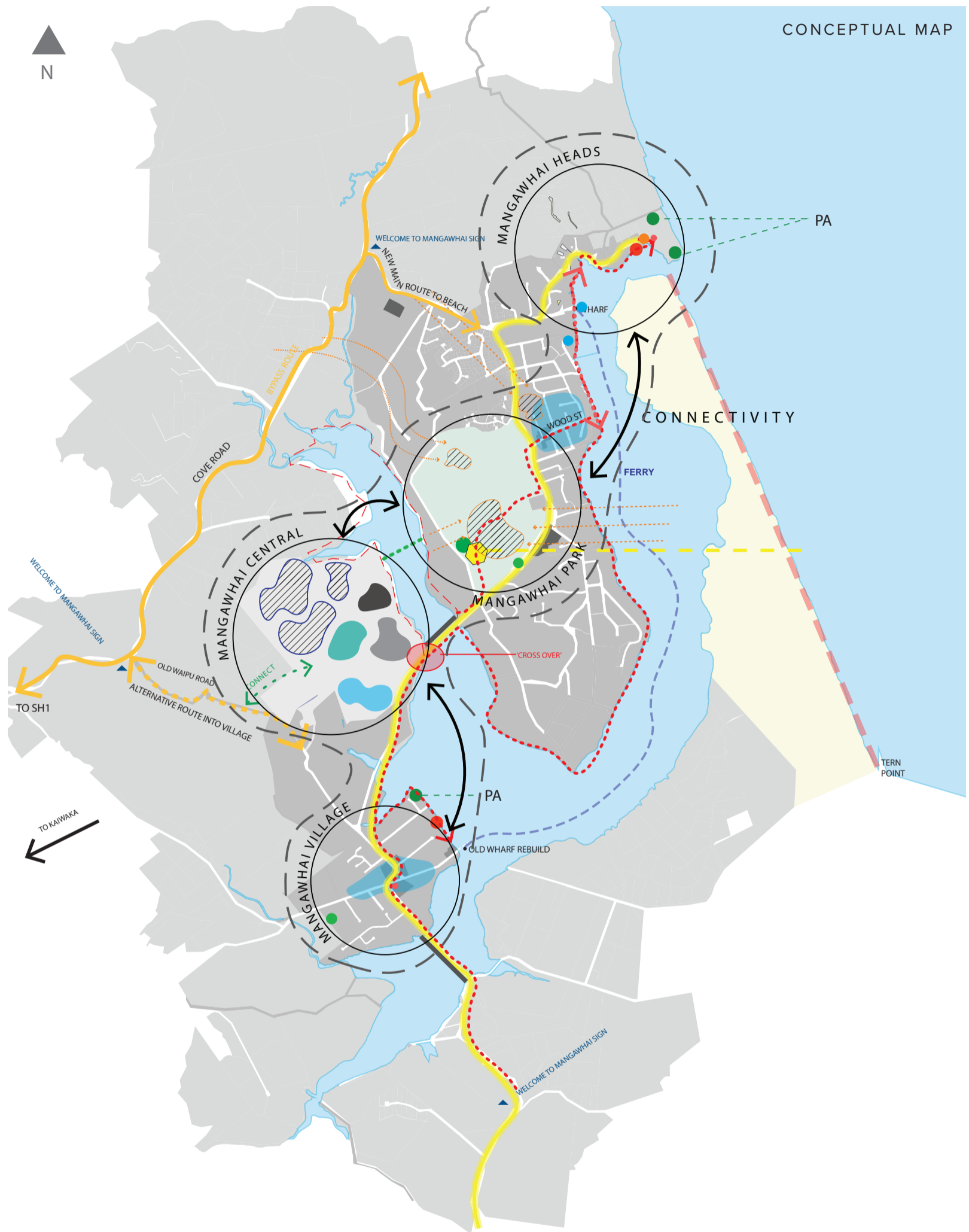
- Develop a financial strategy to support the draft Mangawhai Community Plan so there is clear visibility on cost implications of the Plan and how it will be funded.

GREATER MANGAWHAI MAP



- MOLESWORTH
- COVE ROAD
- - MANGAWHAI AREA

MASTERPLAN



- | | | | |
|--|-----------------------|--|-----------------------------|
| | RURAL | | NEW BIKE TRACK |
| | BUSINESS : COMMERCIAL | | PROPOSED BIKE TRACK/WALKING |
| | BUSINESS : INDUSTRIAL | | PROPOSED ROAD |
| | RESIDENTIAL INFILL | | HERITAGE SITE |
| | MANGAWHAI PARK | | PROPOSED MEDIUM DENSITY |
| | ESTUARY ESTATES | | PRESERVE SANDBANK |
| | MOLESWORTH DRIVE | | HOTEL |
| | SCHOOLING | | MEDICAL CENTRE |
| | RETAIL AND RECREATION | | RETIREMENT VILLAGE |
| | RESIDENTIAL | | |

APPENDICES

TIMELINE



¹At the outset of the process the term Mangawhai Town Plan (MTP) was in use. However the project has necessarily evolved to look at the broader Mangawhai community, such that a name change to the Mangawhai Community Plan (MCP) was adopted. Consequently, some early reports may reference the MTP while latter reports refer to MCP.

CONSULTATION

COMMUNITY

The Panel invited the community to contribute their ideas on what should be included in a Mangawhai Community Plan through Open Days held at The Club (December) and Gala (January), and by email.

At each Open Day posters outlined the process being followed to develop a draft MCP and identified the three key objectives and guidelines for the project as previously developed by the Steering Committee. Posters also identified key issues and possible solutions and sought community input on these.

Both Open Days attracted interest from the community and feedback, both verbal and written, was received. In addition to comments made at the Open Days to the CAP members, more than 100 submissions were received by email, either responding to the questionnaire provided at the Open Days or in free form. While there was a diversity of opinion on many issues there were also common themes, with these being:

- The community places high value on amenity, lifestyle and the environment
- While there is a range of views on whether growth is good or bad, there is unanimity that growth needs to be managed
- There is concern about the pace of growth and that this will adversely impact the things that make Mangawhai special
- There is a strong view that large scale subdivisions need to focus on creating liveable spaces rather than maximising density. This doesn't mean they are mutually exclusive
- The geography of Mangawhai creates issues for transport and getting around. Connectivity between subdivisions and key transport routes, places of interest, beach and public space is essential. There have been many examples in recent years where connectivity (in spite of being clearly articulated in the District Plan) appears to have been ignored.

Meetings were also held with the following groups:

- Mangawhai Ratepayers and Residents Association
- Mangawhai Community Planning Group
- Mangawhai Domain Society
- Mangawhai Museum and Historical Society

IWI

The Panel has welcomed Te Uri o Hau representatives at its meetings over the period of review. This engagement has enabled workstream reports to be considered together, helping a shared understanding of the content of the reports. Te Uri o Hau has prepared a Cultural Impact Assessment (CIA) for Council to consider in its preparation of the draft MCP which has been shared with the Panel.

The Te Uri o Hau CIA details Te Uri o Hau cultural values, interests and associations with Mangawhai, assesses the potential effects of the MCP on Tangata Whenua Environmental, Cultural, Social and Economic wellbeings and recommends culturally appropriate ways to manage growth.

The Panel believes the findings and recommendations of the Panel's report are consistent and aligned with the values and vision of iwi as reflected in the CIA.

As well as expressing views on aspects of the MCP, the CIA highlights the importance of Mangawhai to Te Uri o Hau and tells their story and links to Mangawhai in a very compelling way. Recognition of Te Uri o Hau's connections – past, present and future – to Mangawhai is an essential part of Mangawhai going forward.

LIST OF SUBMITTERS

The Panel expresses its appreciation to all who engaged with the Panel through attending the Open Days, filled in the Feedback forms, contacted us by email or met with us.

Feedback from the community ranged from a few words on a post –it note to comprehensive written submissions on the issues of importance to particular individuals and groups.

We appreciate all the feedback but make special thanks to those who clearly had spent considerable time thinking about the issues and expressing them to us.

Some of the issues raised were out of scope of the 'infrastructure' and 'Council controlled' focus of the MCP but nonetheless assisted us in understanding the issues that are important to the community.

Thank you for taking the time to contact us.

The following is a list of those who contacted us by email.

NAME

Aaron Kemp	Robert de Koning
Alan Godfery	Sadra Saffari
Alvin Browne	Sarah C Design
Annie Kitchener	Sarikha Paikea
Barbara Pengelly, Mangawhai Ratepayers and Residents Association	Shane Hartley
Bill Mckenzie	Sharon Adamson
Brenda Coleman	Steve Green
Bruce Lusty	Steve Lay
Bryan James	Sue Blinko
Christian Simon	Thijs de Koning
Christina George	Tim & Nadja Parker
Christine Bygrave, Mangawhai Museum and Historical Society	Tom Smith
Christine Silvester	Trish Whyte
Clive Craymer	Vaughan & Margaret Sampson
Corinne Callinan	Wendy Averill
Darryl Reardon	
Donna Flavell	
Duncan Chisholm	
Emma Gray	
Faye Shewan	
Gareth Lane	
Gillian Wharfe	
Gordon Hosking, Mangawhai Tracks Charitable Trust	
Gordon Pryor	
Helen George	
Jackson Worsfold	
James Andrews	
Jan Hargreaves	
Jeannette Forde	
Jerry Pilmer	
Jim Wintle	
John Dickie	
Karen White	
Kathy Newman, Mangawhai Domain Society	
Lloyd Redfern, Mangawhai Boating and Fishing Club	
Lynda Sampson, Mangawhai Community Planning Group	
Lynn Middleton	
Mark Farnsworth	
Mark Rowbotham	
Matt Rowe, Mangawhai Football Club	
Megan Mace	
Michele Booth	
Mike Howard	
Neville Chandler	
Paul Dougan	
Paul Hendrickx	
Philip Scothern	
Rex McCarthy	

ABOUT THE COMMUNITY ADVISORY PANEL

This report presents the findings of the Council appointed Community Advisory Panel (Panel) on the Mangawhai Community Plan (MCP). The Panel is a voluntary group of individuals from within the community who the Council identified as providing a diverse range of professional skills and social interests. The Terms of Reference and members of the Panel are included as Appendix 1 to this report.

While this report is ultimately the view of the Panel, through the engagement with community at Open Days and through spending time reviewing numerous technical reports – it is anticipated that the Panel’s recommendations reflect a broad consensus of opinion from the community. Furthermore the Panel has acted on the understanding that the resulting MCP will be publicly consulted upon, enabling the community to engage directly with Council on the MCP as developed by Council.

COMMUNITY ADVISORY PANEL TERMS OF REFERENCE

PURPOSE

The prime purpose of the Mangawhai Town Plan Community Advisory Panel is to provide a vehicle through which Council can receive cohesive and representative community input and advice on a range of factors to be addressed in the future planning of Mangawhai’s development framework.

BACKGROUND

Mangawhai is the fastest growing settlement in Kaipara. Due to its proximity to Auckland and high recreational and scenic value it is a popular destination for holidaymakers and retirees, and is rapidly transforming from a small, informal beach settlement of holiday houses into a town. The infrastructure of Mangawhai is more suited to a beach village with the exception of the Mangawhai Community Wastewater Scheme (MCWWS) which was opened in 2009 as a response to growth and ongoing pollution problems in the Mangawhai estuary and harbour. However Council’s investment in other infrastructure such as roading and public amenities has not kept up with progress. Previous attempts to provide strategic direction through the Mangawhai Structure Plan and the 2013 District Plan have not provided the desired development outcomes, and funding constraints and rating issues have limited Council initiatives to provide better facilities. The outcome is that there are few footpaths, some unsealed urban roads, poor drainage, unkempt road reserves and parks, low densities for housing and little choice in housing form, poor connectivity, interrupted traffic flow, and badly designed and dispersed retail areas.

The purpose of this Mangawhai Town Plan (MTP) project is to provide the infrastructure and regulation that Mangawhai needs to support quality growth, while retaining the “easy” Mangawhai feel, typical of beach locations. This will involve identifying and understanding the necessary infrastructure changes and improvements, and subsequent amendments required to the District Plan and other areas of regulatory control.

A Steering Group provides direction to the Project Leader and Project Manager working on the project, and consists of the General Manager Community, General Manager Regulatory, General Manager Infrastructure and General Manager Strategy and Administration.

To assist with this process and also ensure that there is a good level of community understanding and input to the decision making process relating to the future development of the MTP, Council has chosen to establish a Community Advisory Panel (the Panel). The Panel will work with Council staff to provide input into the MTP process.

Recommendations from the Panel will be used by Council to inform its decision making processes around how to proceed with pulling together the MTP.

RESPONSIBILITIES OF THE COMMUNITY ADVISORY PANEL

The MTP Panel shall have the following functions and responsibilities:

FUNCTION	RESPONSIBILITY
Voice of the community.	Participate in and facilitate community engagement and consultation processes related to the future development of the Mangawhai Town Plan. Provide local knowledge and advice on any community concerns relating to the future development of the Mangawhai Town Plan.
Expert input and professional judgment.	Provide knowledge and input into any key areas where Panel members may have expertise. For example, urban design or engineering skills. Provide recommendations to Council taking into account findings from consultation and own knowledge.

DELEGATIONS

The Panel shall not have any specific delegated powers from Council. It is to operate as a Community Advisory Panel and only through reaching a consensus provide recommendations to Council.

MEMBERSHIP

The membership of the MTP Panel will comprise:

- Six community members including a Chair. Chair and members to be chosen by the Commissioners;
- Commissioners to approach community members who could provide technical skill and add value to the project, and are also representative of the Mangawhai community.

CHAIR

- A strong community Chair is considered key to leading the Panel. The Chair of the Panel is responsible for:
- The efficient functioning of the Panel, including ensuring members have the opportunity to contribute to group discussions;
- Approving the Agenda for Panel meetings in consultation with the responsible General Manager from Council;
- Ensuring that all members of the Panel receive sufficient timely information to enable them to be effective members; and
- Presenting the Panel's feedback to Council and staff.
- The Chair will be the link between the Panel, Commissioners/Councillors and Council staff. It is also anticipated that the Chair will be paid a contribution for their involvement.

QUORUM

The quorum at any meeting of the Panel shall be not less than four members.

FREQUENCY OF MEETINGS

The Panel shall meet as required at times to be agreed with the Panel members and meetings will be documented.

RELATIONSHIPS WITH OTHER PARTIES

The Chief Executive is responsible for servicing and providing support to the Panel. The Chief Executive appoints a General Manager (TBC) to provide these functions on their behalf.

PANEL MEMBER PROFILES (AT TIME OF APPOINTMENT SEPTEMBER 2016)

BELINDA VERNON (CHAIR)

Belinda is a consultant with a background in accounting, shipping and conservation. A Chartered Member of the Institute of Directors, she is a director of the Institute of Geological and Nuclear Sciences (GNS Science) and a member (director) of the Maritime NZ Authority. She has been a ratepayer in Mangawhai since 1990 with her first association to the area going back to 1970. She is also an active volunteer with the Mangawhai Riparian Planting Group.

DAVID WINGATE

David is an architect with experience of architectural design and management in New Zealand and the United Kingdom. He has experience in many fields including public buildings, education, commercial, interiors, retail and residential buildings. He is involved with a number of projects around Mangawhai, including Mangawhai Community Park.

IAN GREENWOOD

Ian is a Chartered Professional Engineer and an international specialist in the field of infrastructure asset management. Ian's connection with Mangawhai extends back to his grandparents owning one of the first baches at the Heads and junior lifeguard training at the surf club. He was also a member of the Community Advisory Panel for the Mangawhai Community Wastewater Scheme Extension Project.

JOANNA ROBERTS

From establishing the Mangawhai Memo to serving three terms as a Kaipara District Councillor, Joanna has a 50 year history of leading many local organisations and groups. Currently she is on the Mangawhai Endowment Lands Account committee, the Northland Foundation Grassroots funding team and is a St John Op Shop volunteer.

KELLI SULLIVAN

Kelli is a communications and stakeholder engagement specialist living and working in Mangawhai. Kelli's expertise in the field of social impact assessment ensures the needs of people and communities remain at the forefront of planning decisions. Kelli's weekend time is spent at the Mangawhai Activity Zone and fishing along the coastline.

RICHARD GUNSON

Richard has long term connections with Mangawhai and has significant experience in the tourism sector. He is currently the Chair of the Mangawhai Business Development Association and he and his wife hold the lease for the Mangawhai Heads Holiday Park.

DOCUMENTS REVIEWED

TITLE	DATE	AUTHOR
Cultural Impact Assessment	May-17	Te Uri o Hau
Growth and Development outlook	Apr-17	R Bates
KDC District Plan 2013	Nov-13	KDC
Land Development and Density	Oct-16	KDC
Mangawhai Estuary to Picnic Bay Walkway Feasibility Report	Apr-16	Frame Group
Mangawhai Open Space Review	Oct-16	KDC
Mangawhai Structure Plan	Jan-05	KDC
Mangawhai Town Plan - Transportation	Mar-17	MWH
Mangawhai Town Plan Project - Welcome Pack	Sep-16	KDC
Mangawhai Town Plan Stormwater Infrastructure Strategy	Apr-17	MWH
Mangawhai Traffic Management & Public Space Strategy: 2016	Apr-16	Opus
Mangawhai Village and Mangawhai Heads Infrastructure Plan - Transportation	Jun-16	MWH
Mangawhai Water & Fire Supply Options Feasibility and Cost Analysis	Apr-16	Opus
Mangawhai/Mangawhai Heads Review of Speed Limit Provisions	Mar-17	Opus
Planning Technical Report - MTP Project	Apr-17	KDC
Stormwater Infrastructure Report	Mar-16	GHD
Wood Street Revitalisation	Mar-17	KDC/MWH/Dream
MTP Urban Design Study Phase 1	Jul-16	Opus

SCHEDULE OF MEETINGS

DATES	SUBJECT MATTER	TYPE
19/09/2016	Introductory meeting, familiarisation	Meeting
10/10/2016	Transport, Water, Stormwater, Urban Design	Meeting
7/11/2016	Land development & density, Open Spaces	Meeting
7/11/2016	Met with MRRA	Group
5/12/2016	Transport, Stormwater, Open Day planning	Meeting
5/12/2016	Met with Mangawhai Museum and Historical Society; Mangawhai Domain Society	Group
10/12/2016	Open Day at The Club	Open Day
2/01/2017	Open Day at Gala	Open Day
9/01/2017	Feedback on Open Days, Estuary Estates, Developers discussion	Meeting
7/02/2017	Open Spaces, District Plan, Water	Meeting
13/02/2017	Chair update to Councillors	Council
6/03/2017	Wood St, Alamar Cres	Meeting
24/03/2017	Transport, Stormwater	Meeting
13/04/2017	Growth Projections	Meeting
24/04/2017	Planning Report, Growth Projections	Meeting
26/04/2017	Met with MCPG	Group
1/05/2017	Stormwater	Meeting
22/05/2017	Cultural Impact Assessment	Meeting
2/06/2017	Financial Modelling, Viranda, Draft Plan	Meeting
19/06/2017	Draft recommendations	Meeting
1/07/2017	Open Day - Report back	Open Day
7/07/2017	Finalisation of report	Meeting