



MANGAWHAI COMMUNITY PLAN



The Mangawhai Community Plan (MCP) is a document to provide guidance to Kaipara District Council in the management of growth in Mangawhai.

This plan is confined to the roles of Council, these being; planning and regulation, and investment in services and infrastructure for transport, water supply, stormwater, wastewater, and parks and reserves. It does not include services provided by central government or the private sector.

In mid-2016, Council set up a panel of community representatives to make recommendations for this plan. The recommendations were received by Council in July 2017 and this draft Community Plan is consistent with these recommendations.

The draft MCP also integrates the Council's vision through each key move.

Budgets included in this plan are estimates at this point, and will be confirmed as part of the development of Council's next Long Term Plan 2018/2028. Every three years as part of the Long Term Plan process, the costs, priorities and projects will be reviewed.

Feedback on the draft plan was requested and over 100 responses were received. All feedback was given to Council for consideration and the draft Plan updated based on any Council decisions.

Mangawhai – growing well

In the years 2001 – 2016 there was an increase of 1,304 houses or an average of 87 new houses each year (1,391 to 2,429, almost double). Improvements to State Highway 1 will bring us closer to Auckland, and the growth of Auckland may create migration north in search of a better and simpler life.

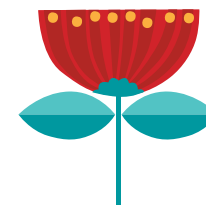
Now just under a half of housing is lived in full time. The rest are holiday/weekend homes. This creates peaks of demand and demand for different housing choices.

The permanent population between the 2001 and 2013 Census grew significantly from 1,398 to 2,415. It is estimated that current population is now around 3,000. This expands considerably every weekend and more so over summer.

By 2030, it is expected that the number of homes in Mangawhai will have increased by about 1,400 (medium growth scenario) with a usually resident population of more than 4,000, assuming continued half half between permanently occupied/not occupied dwellings.



- Where will these homes go?
- How can we grow without losing what is special about Mangawhai?
- What is the impact on the environment?
- Will it still be easy to get around?



87

new houses per year

From 2001 – 2016 the increase in the number of houses

just under **1/2**

full time residents

The rest are holiday/weekend homes.



population

4,000

Residents by 2030

half-half between permanently occupied/not occupied dwellings.



You told us that you are here because of the beach, the bush, the active way of life, the informality and the slower pace. You value community; lots of volunteering, looking after our environment, looking after each other. You do not want to lose these things as Mangawhai grows. We have reflected this in the following six key moves.

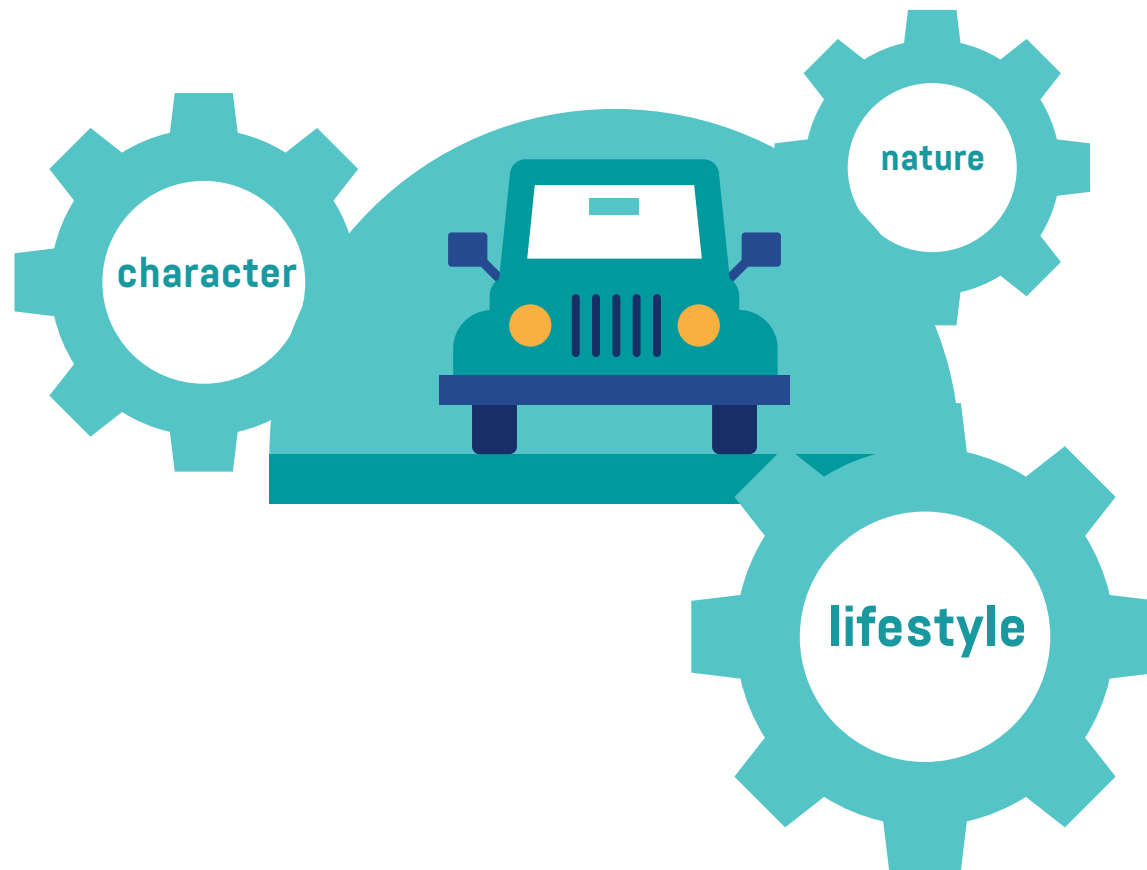




KEY MOVE ONE

Slow street from school to beach

Vision – Maintaining and improving infrastructure

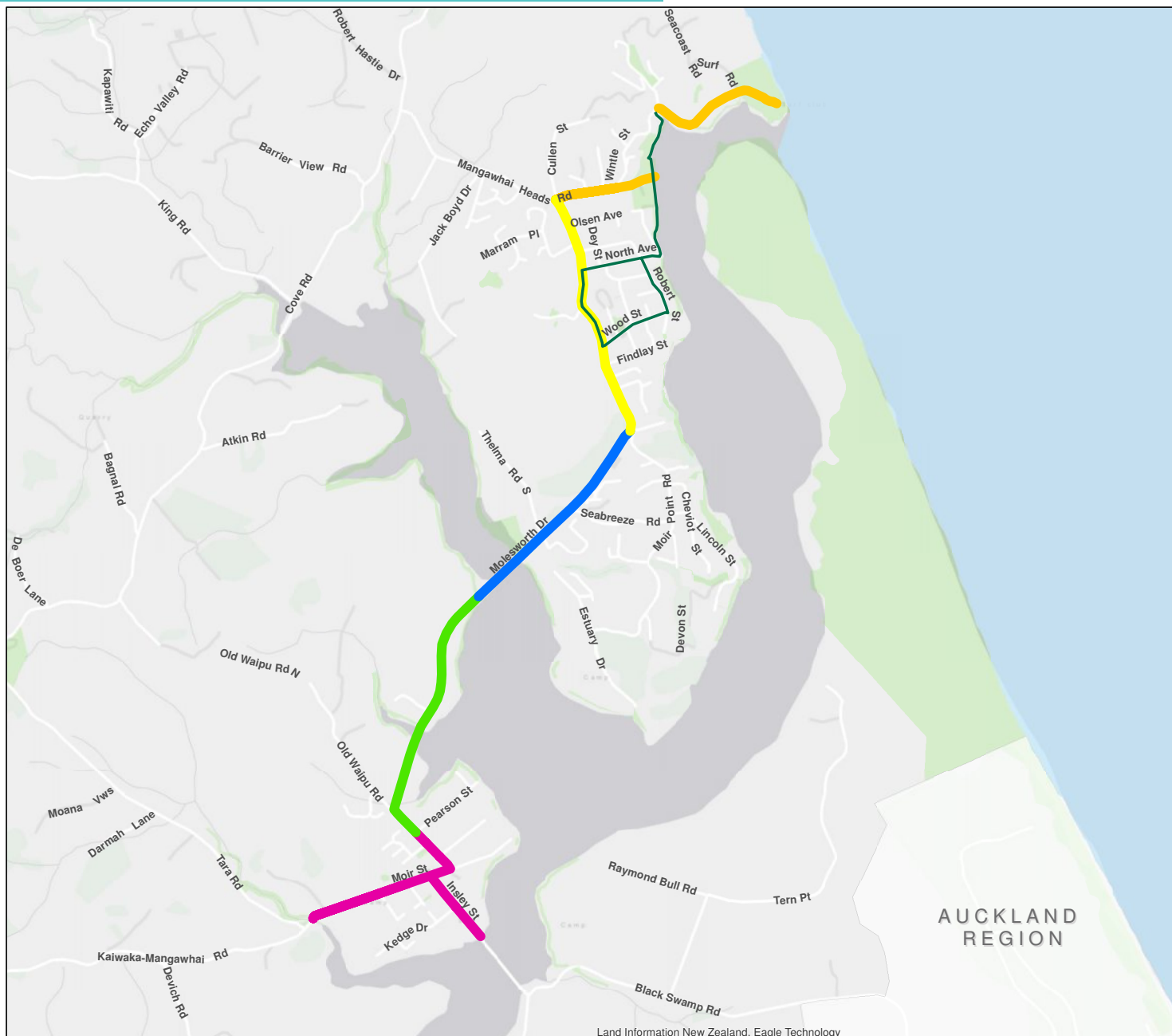


Explanation:

Once in Mangawhai, it is an active place, with a safe and slow pace. A slow street will connect the different areas of Mangawhai, from the school to the beach over time, invigorating town centres along the way.



Mangawhai Community Plan - Slow Street Map



Legend

- Stage 1
- Stage 2
- Stage 3
- Stage 4
- Stage 5
- Mangawhai Heads Loop

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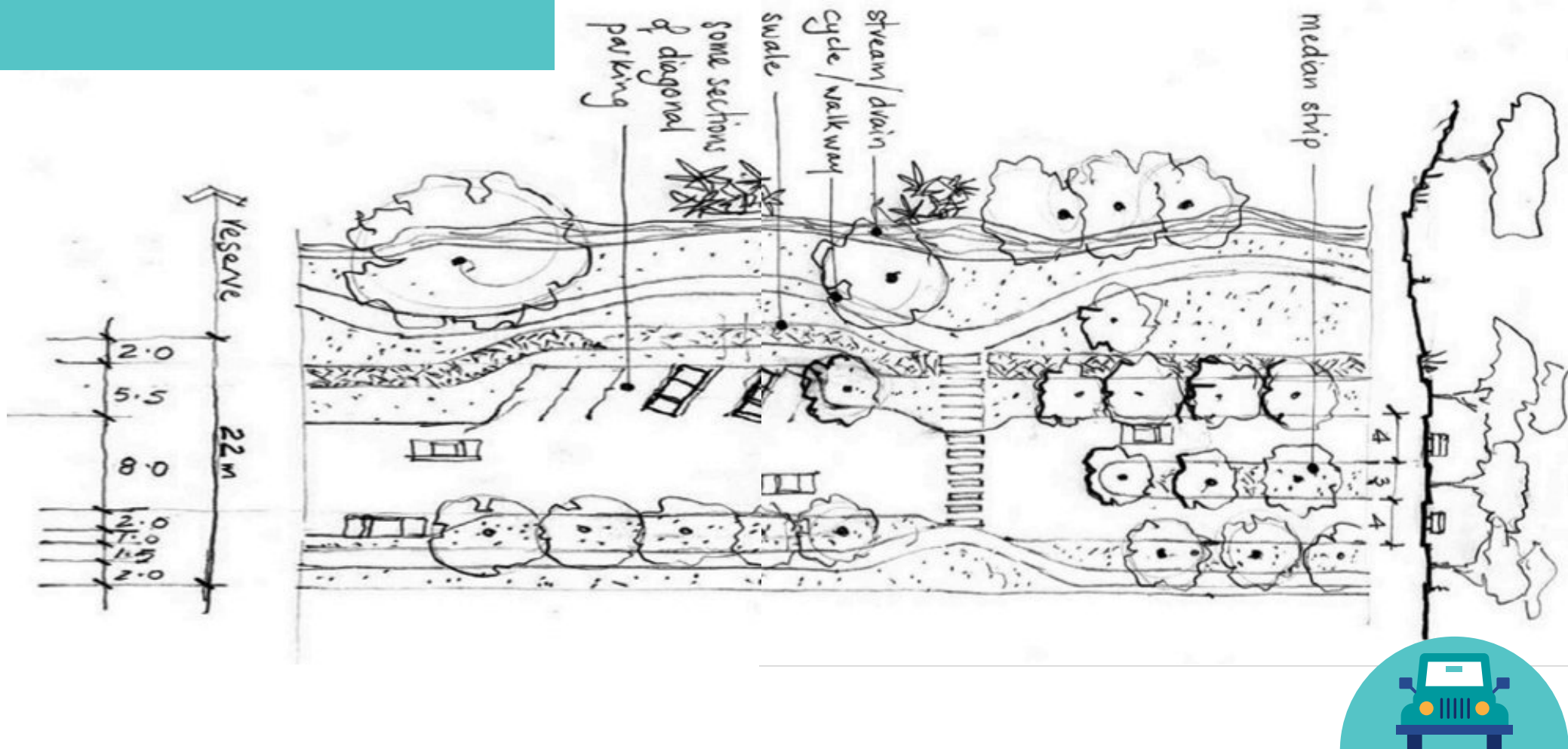
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A **shared use path** for cycling and walking would follow the road carriageway for its full length.

Intersections would be managed using **roundabouts**.

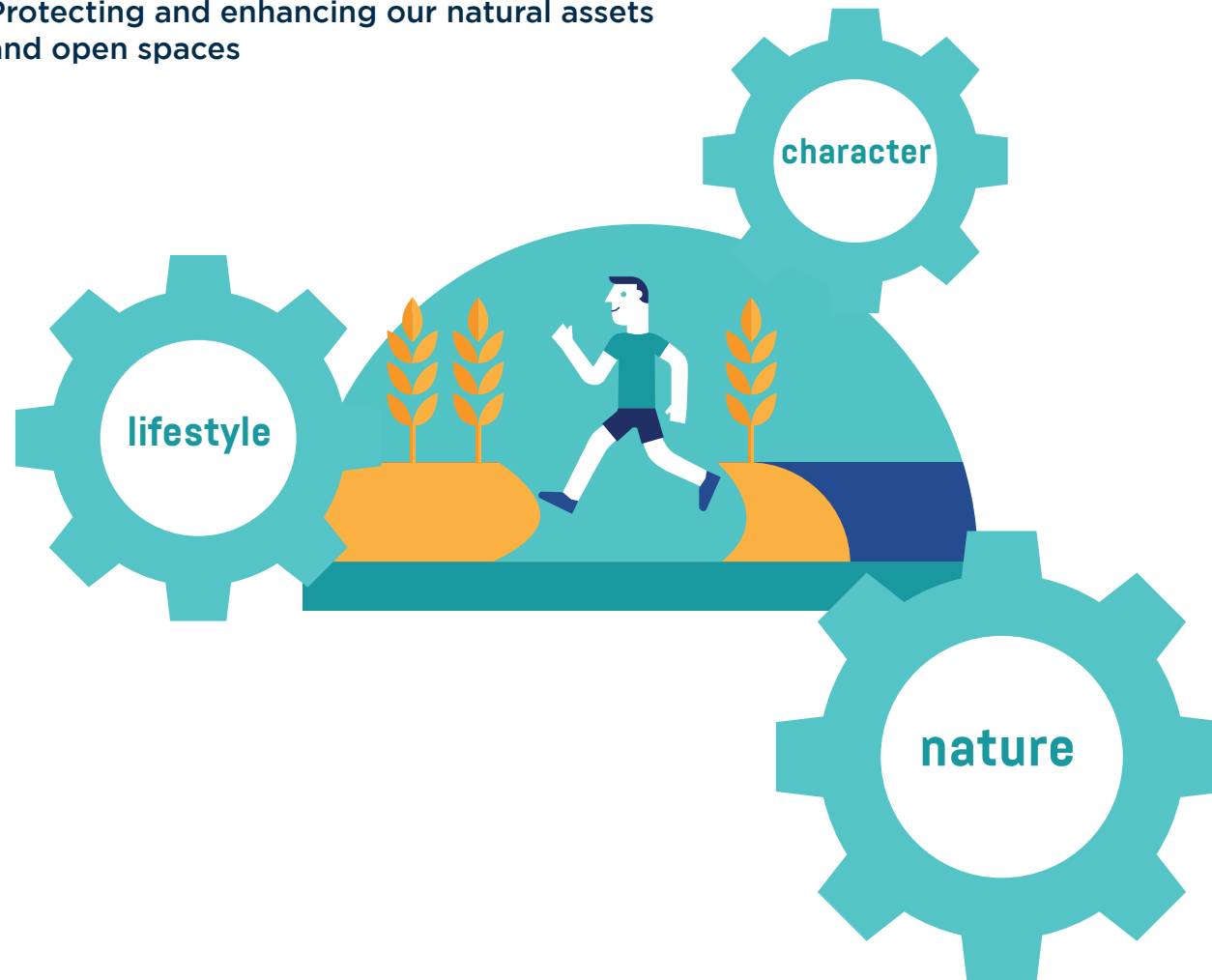
Below is a concept drawing of what a slow street might look like.



KEY MOVE TWO

Blue-green Infrastructure

Vision – Protecting and enhancing our natural assets and open spaces



Explanation:

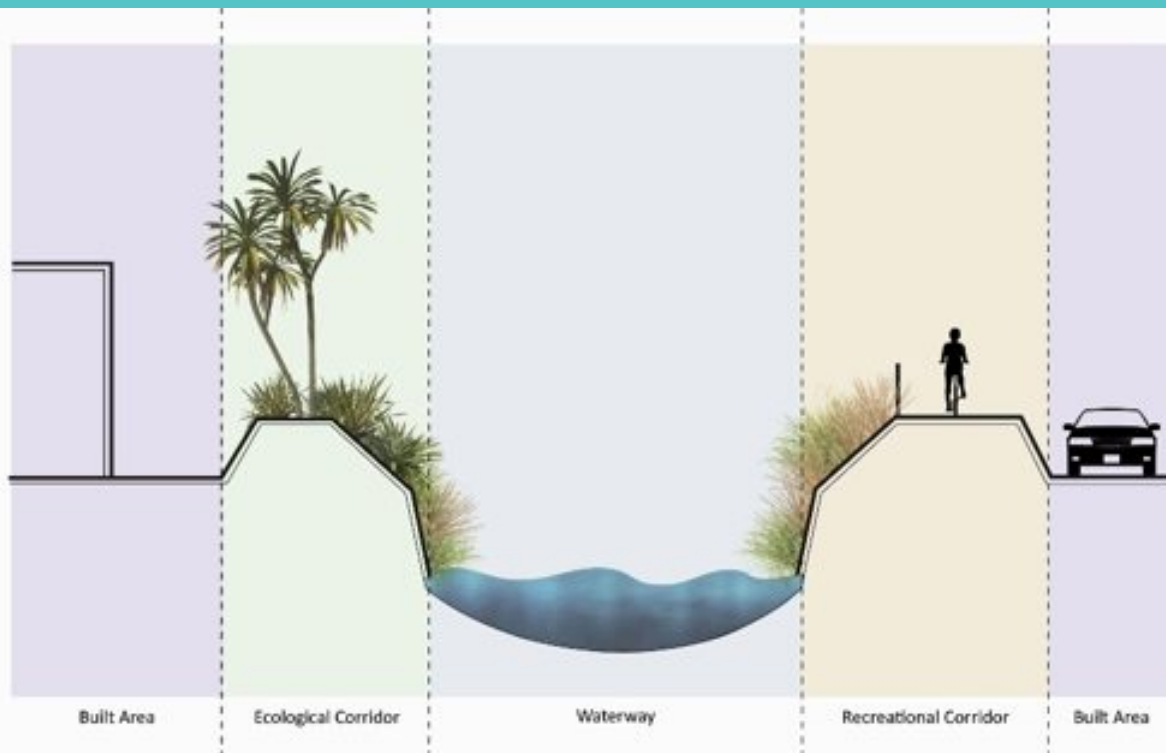
Connecting people with nature by using the coast, streams and creeks as routes for tracks, integrated with protecting bush, coastal and riparian landscaping and revegetation to sustain high water quality, eco-corridors and biodiversity.



Blue-green infrastructure using “**biofiltration**” is increasingly used to design stormwater management and manage natural waterways to lessen flood risk, and improve water quality, in the form of swales, overland flow and retention ponds/rain gardens.

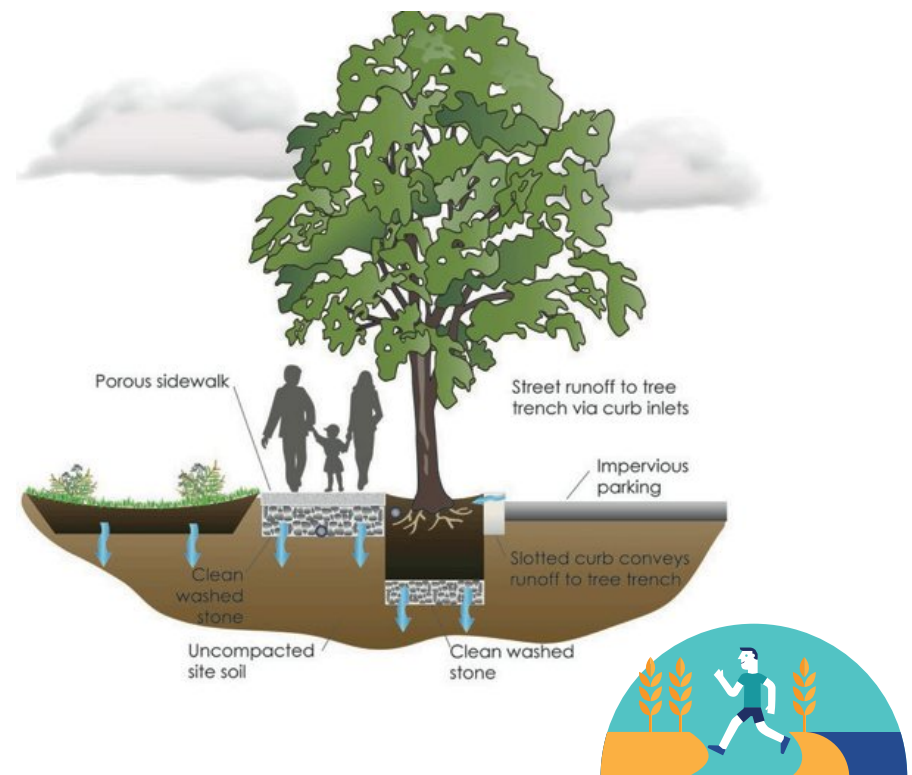
There is an associated use of landscaping to enhance **biodiversity**, create **eco-corridors** and improve **amenity**.

Wetlands could include the old wetlands in Mangawhai Community Park and the Mangawhai Golf Course.



Blue-Green Infrastructure

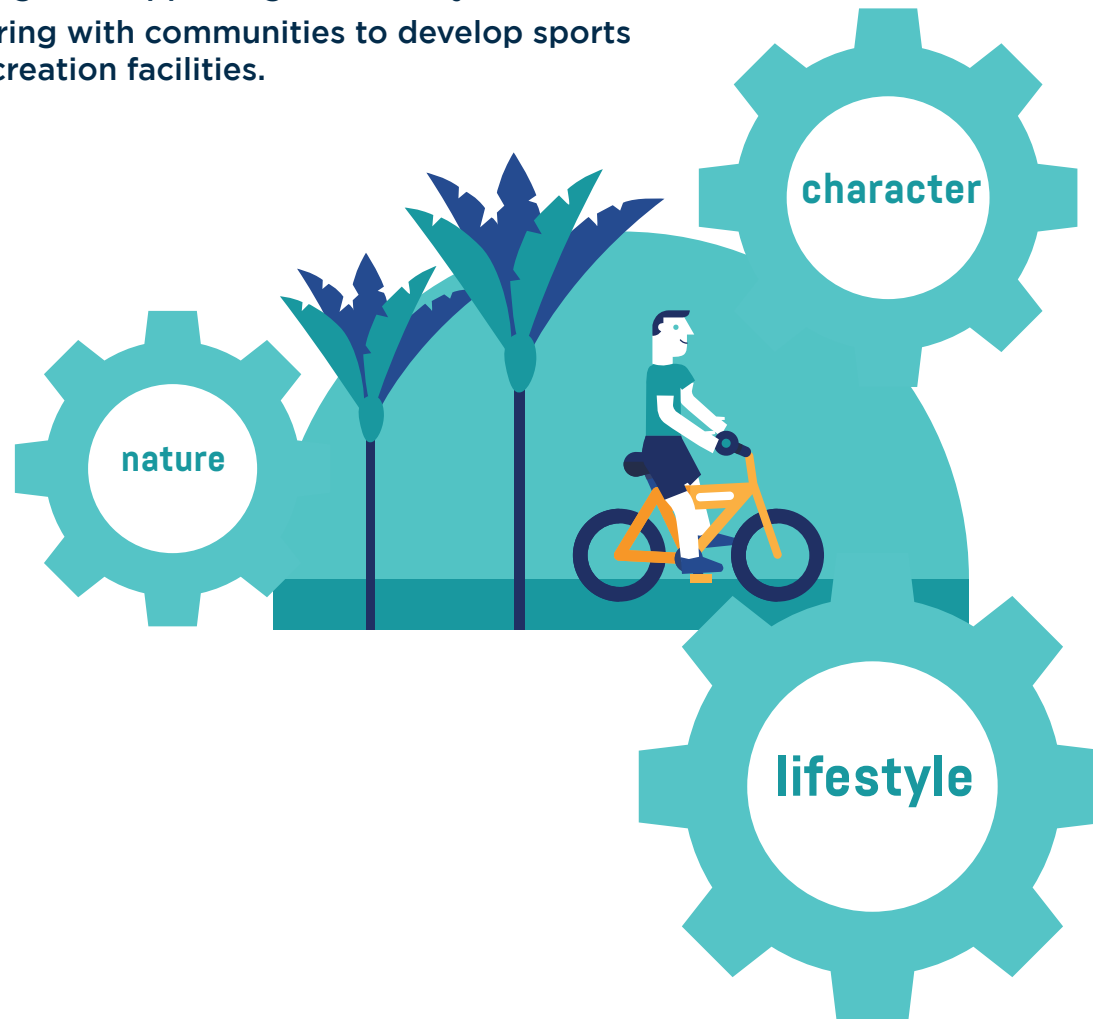
- Blue refers to rivers and water bodies, whereas green refers to greening landscapes.
- Build a drainage layout in urban areas that interweaves the natural environment with community characteristics and contemporary functions.



KEY MOVE THREE

Improve connectivity

- Vision - Assisting and supporting community involvement
- Partnering with communities to develop sports and recreation facilities.

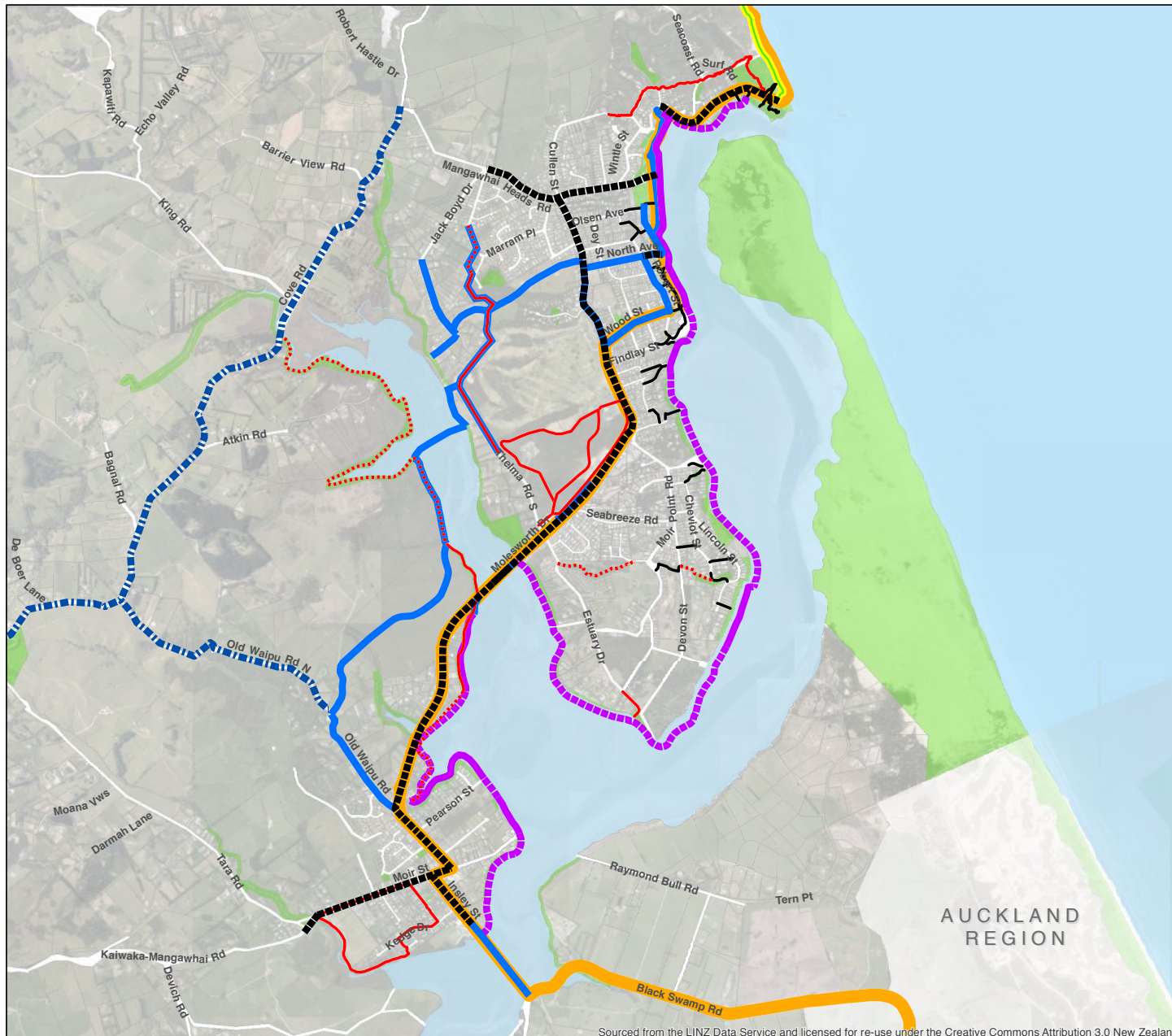


Explanation:

Making it attractive, safer and quicker to walk, cycle or scoot to where you want to go on shared paths along main routes, and connecting no exit streets. For vehicles, connecting of alternative routes into and around Mangawhai. Council will work with all developers to maximize community benefits and to ensure walking, cycling and roading connections.



Mangawhai Community Plan - Connections Map



Legend

- Slow Street - Proposed shared path - walking and cycling
- Walking and/or cycling connections - proposed
- All tide coastal access - proposed
- All tide coastal access
- Through Routes
- Community walkway - planned
- Community walkway - existing
- Kaipara District Council walkway - existing
- Department of Conservation Cliff Top Walk
- Te Araroa Trail

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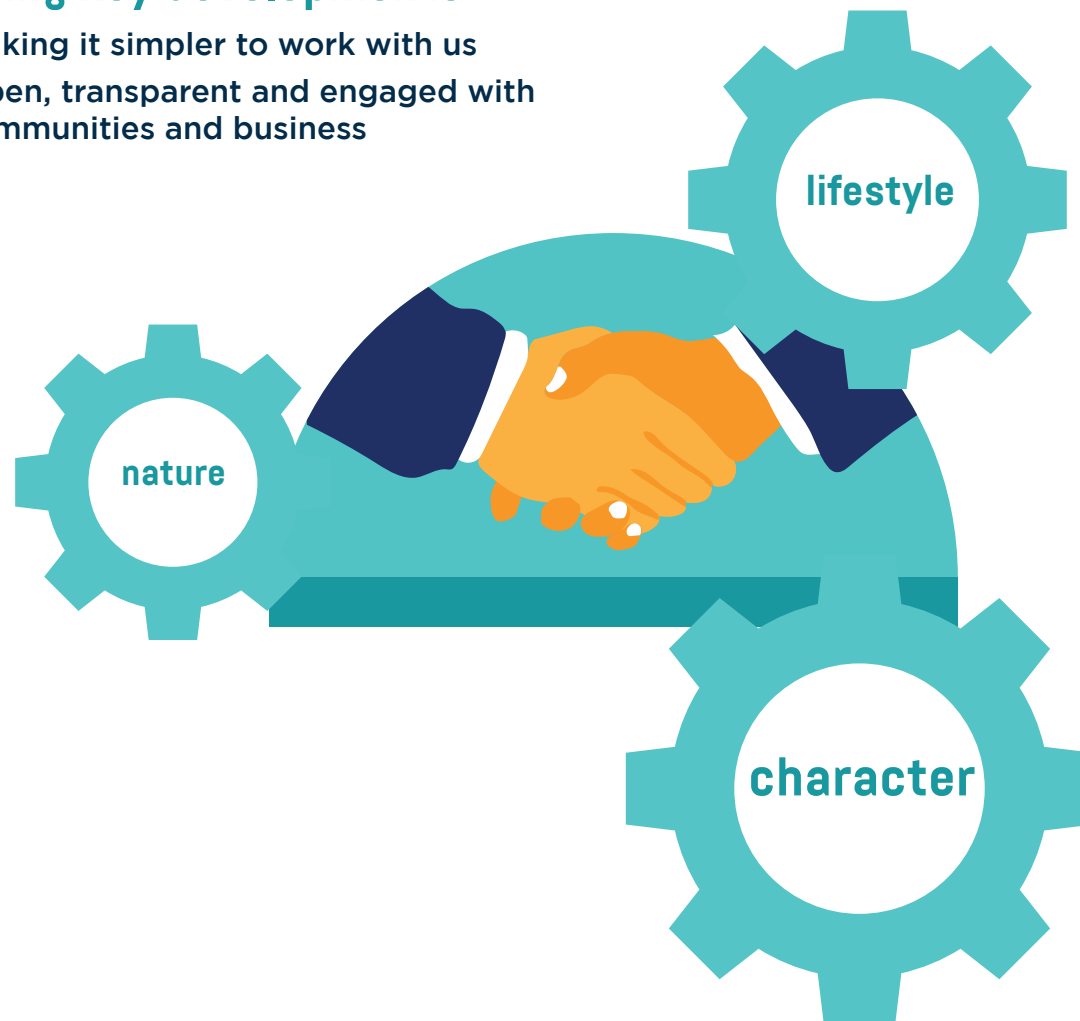
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KEY MOVE FOUR

Facilitating key developments

Vision - Making it simpler to work with us

- Open, transparent and engaged with communities and business



Explanation:

Council will work with all developers to maximise community benefits and ensure walking and cycling connections including ensuring recreational areas are planned within new developments. For example: Estuary Estates has potential for 500 residential lots providing capacity needed to meet projected residential growth over the next five years.



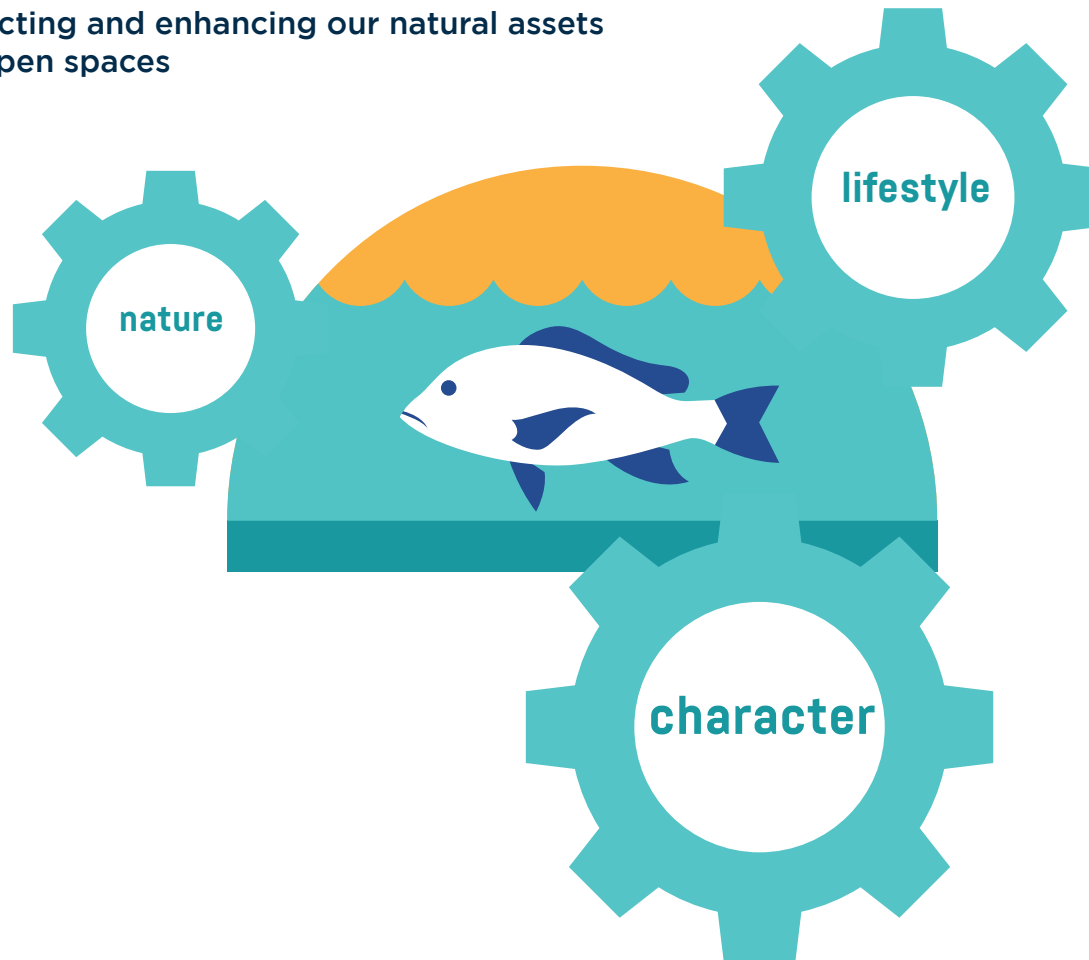
Green Network Plan Map



KEY MOVE FIVE

Protecting coastal character and history

Vision - Protecting and enhancing our natural assets and open spaces



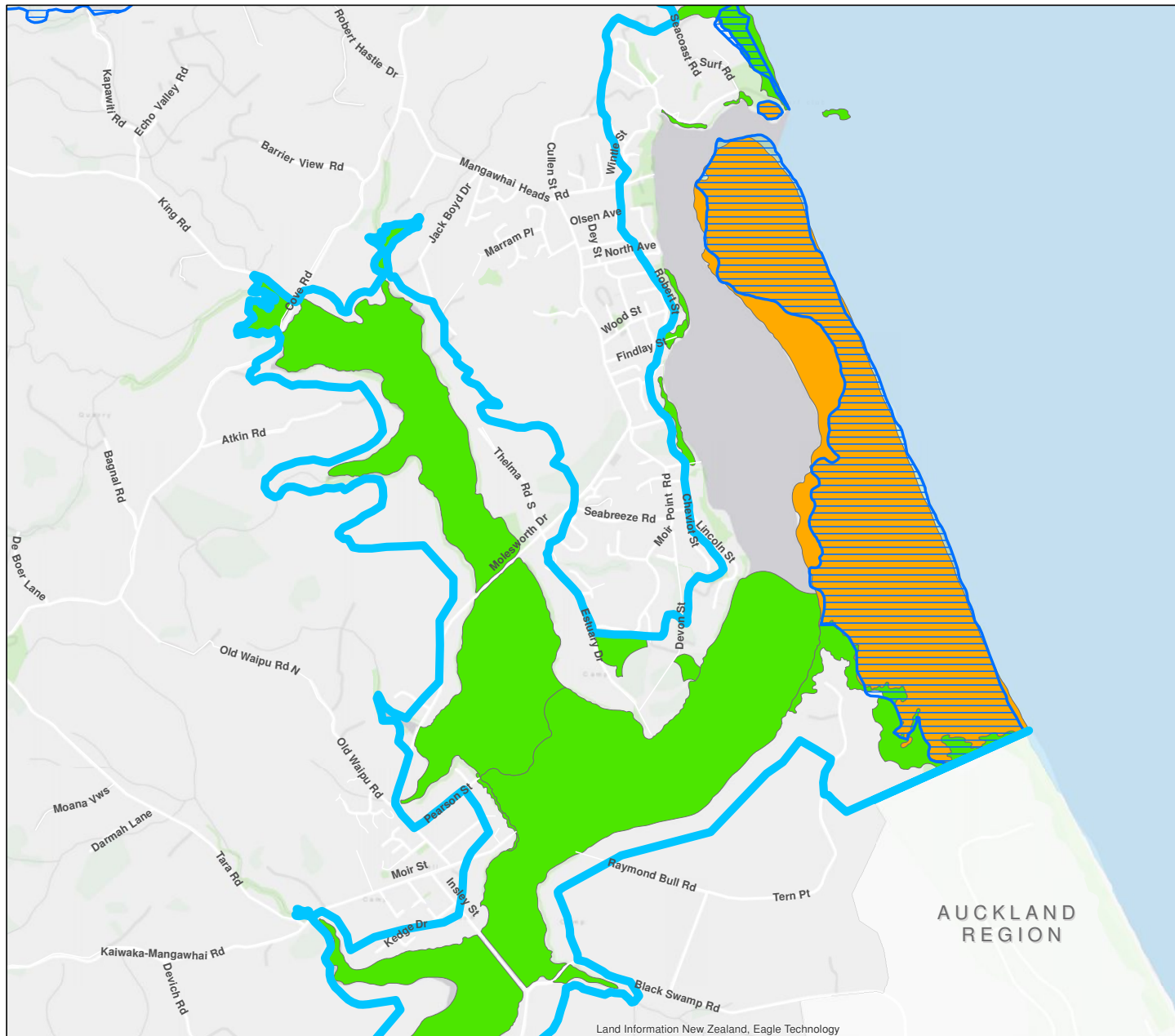
Explanation:

Looking back to the coast from the harbour, you see low rise houses on larger lots with extensive bush. In the Mangawhai coastal strip, retain coastal character with large lots, height limits and spacious setback from the road and any esplanade reserve.

Complete the network of esplanade reserves, protect archaeological sites of significance to Maori (mainly within the coastal area) and remove private uses of public reserves, together with providing more facilities on the coast.



Regional Policy Statement Map



Legend

- Coastal Environment Boundary
- Outstanding Natural Landscape
- High Natural Character
- Outstanding Natural Character

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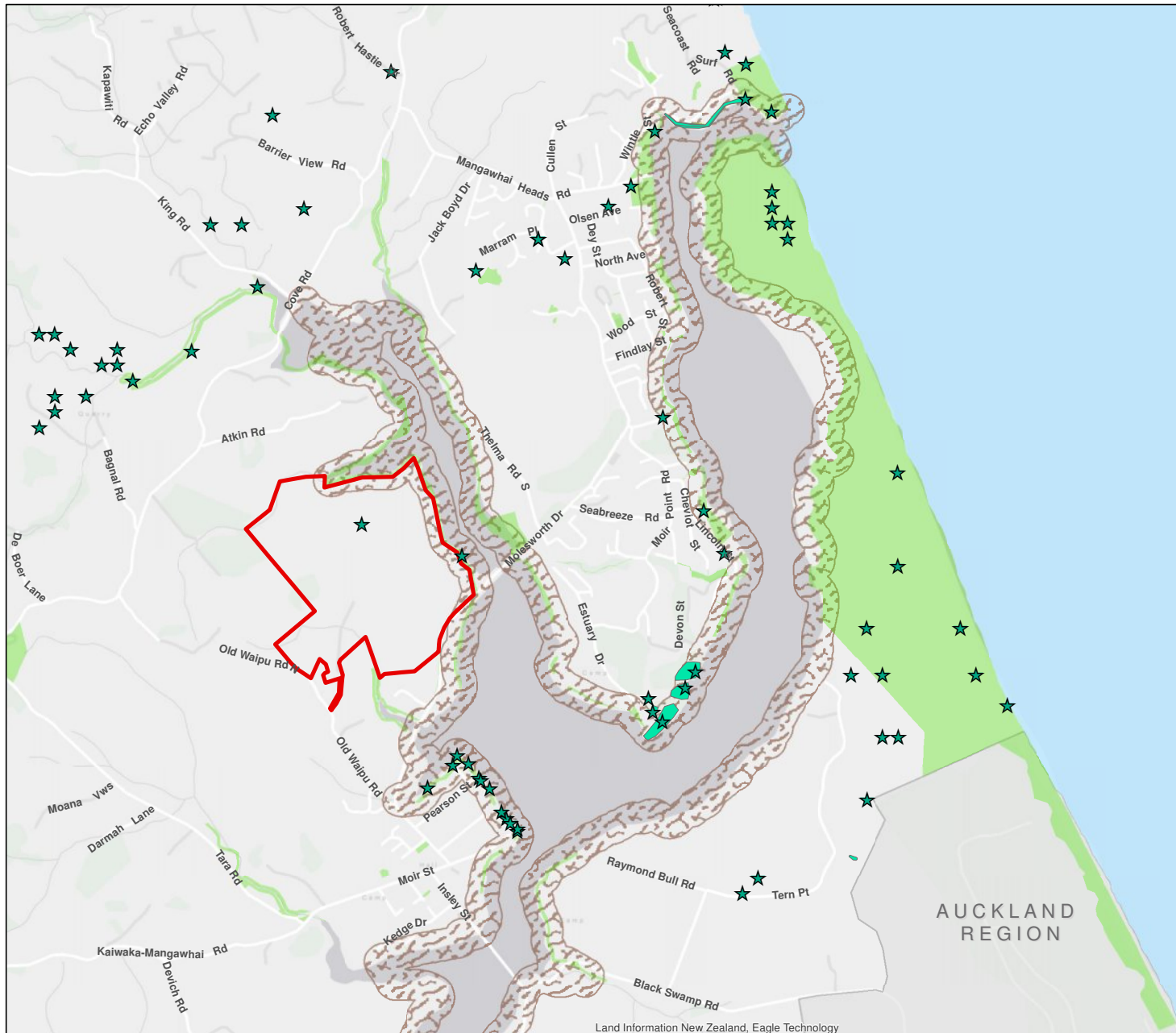
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Mangawhai Community Plan - Archaeological Sites Map



Legend

- ★ Archaeological Site
- Archaeological Area
- Estuary Estates
- Areas of Significance to Maori
- Reserves

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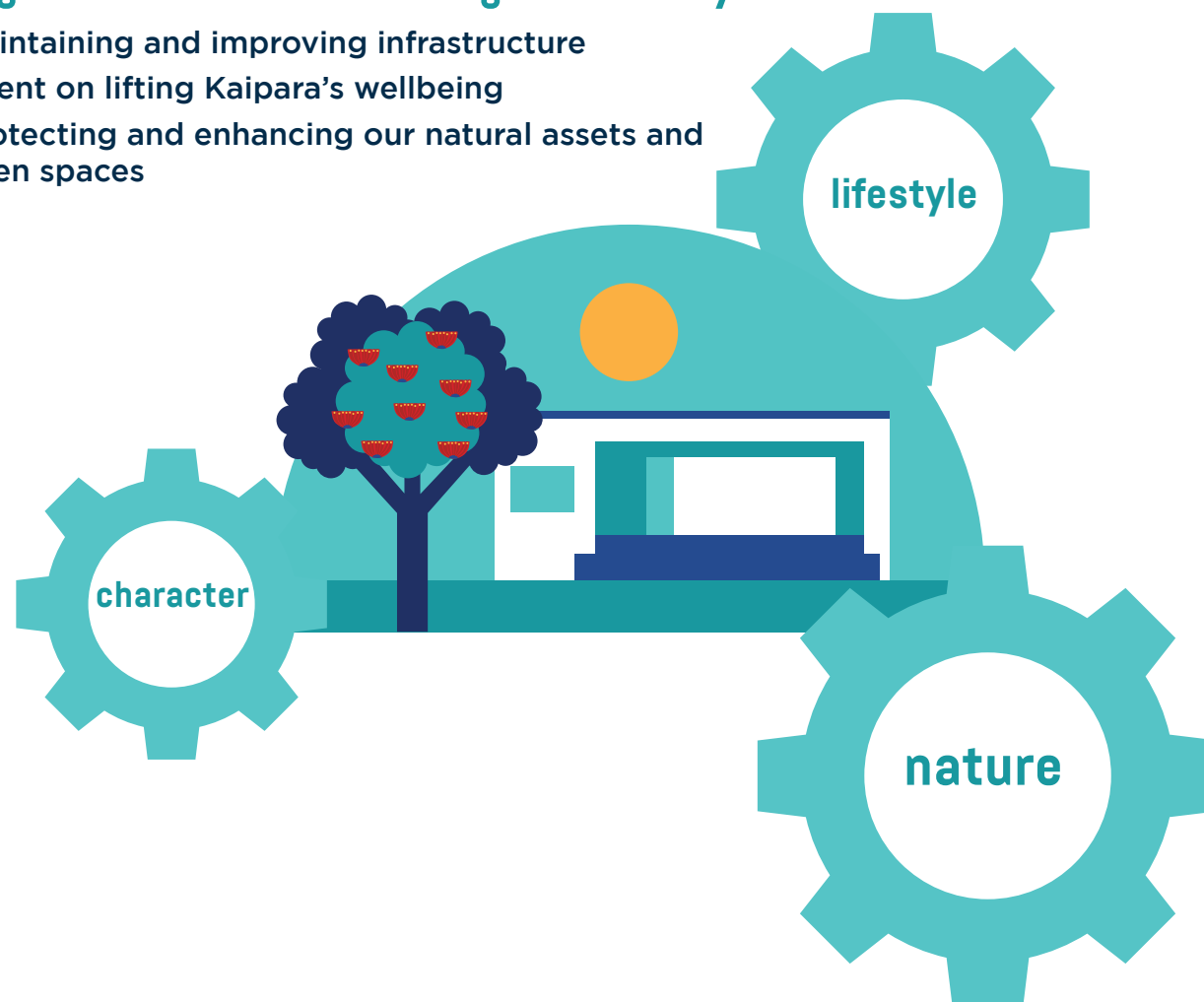


KEY MOVE SIX

Providing for a choice of housing and lifestyles

Vision - Maintaining and improving infrastructure

- Intent on lifting Kaipara's wellbeing
- Protecting and enhancing our natural assets and open spaces



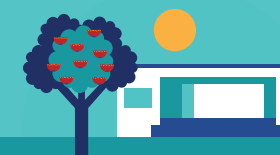
Explanation:

Providing for projected growth with **housing choice**, while retaining our valued **lifestyle** and **coastal character**.

Ideas for how to **cater for lifestyle** and housing choices other than in Mangawhai Central have produced the following suggestions to date:

- A rural-residential zone
- Larger town centres with mixed residential/business use
- New smaller lot multi lot subdivisions outside the coastal area
- Minor secondary dwelling on current lots in a way that the property is unable to be subdivided

It is proposed that these options be examined more thoroughly through a Resource Management Act Section 32 analysis and a possible plan change that could begin next year.



In Summary:



Mangawhai will **grow well**. While we grow, we shall care for **nature**, encourage a **slow pace** and **active lifestyle**, and retain the **coastal character** and **history**.



What does this mean for Transport initiatives?



The suggested approach to transport development is to fix “pain points” in the network (notably the two intersections at the Village shops) but otherwise use cycling and walking to improve connectivity.

The intent is to slow traffic and life down generally when people are in Mangawhai. Roundabouts are the preferred mechanism for improving vehicle flow at intersections, while keeping movement at a reasonable speed that promotes the slow pace and safety for pedestrians and cyclists.



Transport

| Project | Description | Priority (beginning 1 July 2018) | Cost estimate | Key | Priority | Intended Start |
|---|---|--|----------------|---|----------|-------------------|
| Stage one – slow street Mangawhai Village | Shared path and landscaping from: - Mangawhai School to Insley/Moir Streets intersection - Tara Bridge to Pearson Street (including Mangawhai Domain) | P1 | \$300,000 | P1 | one | 2018-2020 |
| | Roundabout at Insley/Moir Streets intersection | P1 | \$1,000,000 | P2 | two | 2021-2024 |
| | Roundabout at Moir Street/Molesworth Drive intersection. | P1 | \$882,900 | P3 | three | 2025 -2028 |
| | Review parking provisions | P1 | TBC | P4 | four | 2028 onwards |
| | Improved arrival experience from the south. | P1 | Included above | Please note: NZTA funding is required and not approved for some projects. | | |
| Stage two – slow street Mangawhai Community Park | Shared path and landscaping along Molesworth Drive from Moir Point Road to the southern end of the Causeway Bridge | P1 | \$207,100 | | | |
| Stage three – slow street Estuary Estate | Shared path and landscaping along Molesworth Drive from Pearson Street to the Causeway Bridge | P1 | \$195,000 | | | |
| | Two roundabouts at entrances to Estuary Estates off Molesworth Drive. | TBC | TBC | | | |
| Stage four – slow street Molesworth Drive Roundabout to Surf Club | Shared path and landscaping along Mangawhai Heads Road and Wintle Street from the Pearl Street Corner to Surf Club | P3 | \$180,000 | | | |
| Stage five – slow street Mangawhai Heads | Shared path and landscaping along Molesworth Drive from Moir Point Road to the Mangawhai Heads roundabout | P3 | \$137,000 | | | |
| | Wood Street/Molesworth Drive roundabout | | \$800,000 | | | |
| Cycling/walking on road shared paths (other than on “slow street”) | Mangawhai Heads loop shared path (Wood Street / Robert Street / North Avenue / Alamar Crescent / camping grounds / Mangawhai Heads Road including Wood Street upgrade | P2 | \$775,000 | | | |
| | Mangawhai Village loop path (signage on existing esplanade) (Kainui Street / Pearson Street / coastal reserve / Moir Street) | P1 | \$10,000 | | | |
| Footpaths | Footpath along Alamar Crescent | P1 | \$47,000 | | | |
| | Pedestrian connection on Insley Street causeway and bridge | P4 | \$573,750 | | | |
| Future stage – cycling/ walking | Shared path to Mangawhai Central via Old Waipu Road. | P4 | \$250,000 | | | |
| Investigate connecting ends of Old Waipu Road as subdivision occurs | Provide an alternate route into Mangawhai and Estuary Estates from an upgraded and joined up Old Waipu Road as subdivision occurs. | P4 | \$2,000,000 | | | |
| Through route for through traffic | Develop an alternate route for travellers to Langs Beach and Waipu Cove to time with Warkworth to Te Hana State Highway 1 upgrade (Cove Corridor). | P4 | TBC | | | |
| | Include 2m verge for cyclists refuge along Cove Rd. | | | | | |
| Plan for other intersection improvements as Mangawhai grows | These may include Molesworth Drive /Sail Rock Drive, Molesworth Drive /Estuary Drive / Thelma Road, Tara Road / Mangawhai-Kaiwaka Road. | P4 | TBC | | | |



What does this mean for Water Supply?



The preferred option for water supply is to continue to rely on water harvesting for household use with no extension of the public supply, except to new commercial connections at Wood Street Town Centre.

This will require new houses to be capable of collecting rainwater in sufficient quantities. Communal water storage for firefighting is supported. This water could also be sourced from MCWWS for emergencies, via connection to the Fire Station to be sited on Mangawhai Community Park.



Stormwater Management

What does this mean for Stormwater Management initiatives?



The intent is that no untreated stormwater flows directly into the harbour or sea. This is a Council activity that has seen the least investment in Mangawhai over time, with plentiful remedial work required.

While more knowledge is needed to determine the best response, the preferred approach is, where practical, low impact bio-mechanisms (biofiltration) to manage stormwater.

This is not always possible because of differing ground conditions. Where there is insufficient soakage, or workable overland flow, piped network may be necessary. Where possible, drains/overland flow paths will be naturalised into streams with biodiverse riparian planting. Roads will be the first choice for overland flow in storm events. Retention ponding/swales will be used to treat stormwater before it soaks into groundwater or flows into the harbour where this will work. Otherwise a mechanical treatment device may be necessary.



Stormwater Management

| Project | Description | Priority (beginning 1 July 2018) | Cost estimate |
|--|---|--|----------------------------|
| Overland flow path/ ponding location and protection | Development a Stormwater bylaw that allows intervention in areas where legacy issues require resolution. | P1 | \$15,000 |
| | Use easements to protect existing overland flow not effected by development (or re-direct to the road corridor if possible). | | \$200,000 |
| | Formalise and protect overland flow paths within roads and incorporate overland flow function into the road corridor as part of future road upgrading works. | | \$40,000 |
| Install new systems at current pain points | Pain points exist in sections of: - Eveline Street - Quail Way | P1 P1 | \$130,000 \$500,000 |
| | Reduction of outflow pipes into the estuary from North Avenue to Mangawhai Heads Road. | | |
| Improve knowledge and remodel performance (Catchment management plan) | Identify more clearly existing overland flow paths. | P2 | \$200,000 |
| | Gather accurate information of current infrastructure and systems. | | |
| | Understand soakage capacity including effects of groundwater levels and soil types. | | |
| | Complete downstream assessments. | | |
| | Gather and log as-built information in GIS. | | |
| Investigate and develop where appropriate wetlands/ponding to collect stormwater in the Mangawhai Heads area that would otherwise go directly into the harbour | Identify new or improvements to Stormwater system and implement them | | |
| | Re-water the original wetlands within Mangawhai Community Park from overland flow paths. | P1 | \$500,000 |
| | Look to create wetlands as public parklands on land around the Mangawhai Golf Course and Mangawhai Community Park | | |
| Engineering standards revision | Improve outlets and operation of stormwater to Golf Course wetlands. | | |
| | Revise engineering standards to include: - Testing, design, construction, monitoring and maintenance of soakage systems (biofiltration) - Protection of overland flows from development - Protection of amenity and character. | P1 | \$25,000 |
| Harbour Outlets | Reduce the number of outlets into harbour from Wood Street – Picnic Bay | | Included in other projects |

| Key | Priority | Intended Start |
|-----|----------|----------------|
| P1 | one | 2018-2020 |
| P2 | two | 2021-2024 |
| P3 | three | 2025 -2028 |
| P4 | four | 2028 onwards |

Please note: NZTA funding is required and not approved for some projects.



Wastewater Management

What does this mean for Wastewater Management?



The intent of the Mangawhai Community Wastewater Scheme (MCWWS) was to improve the quality of the water in the Mangawhai Harbour. This intent is still current. The future approach to connecting new properties and areas within the drainage district was agreed after recommendations from a Community Advisory Panel in 2016. Council is currently considering options. The decision on the preferred option will be made in 2018 as part of the Long Term Plan considerations. It is considered development contributions will be the main funding stream.

| Project | Description | Priority (beginning 1 July 2018) | Cost estimate |
|---|--|--|----------------|
| Extending the wastewater scheme including the number of connections | Extend irrigation system, upgrade existing reticulation and extend reticulation, augment WWTP. | P1 | \$5,72 million |
| | Extend reticulation. | P2 | \$6,17 million |
| | Extend reticulation and augment WWTP. | P3 | \$5,87 million |
| | New disposal system, extend reticulation and augment WWTP. | P4 | \$17,0 million |

| Key | Priority | Intended Start |
|-----|----------|----------------|
| P1 | one | 2018-2020 |
| P2 | two | 2021-2024 |
| P3 | three | 2025 -2028 |
| P4 | four | 2028 onwards |

Please note: NZTA funding is required and not approved for some projects.



Open Spaces

What does this mean for Open Space and Recreation initiatives?



The intent is to complete a continuous esplanade reserve around the harbour over time. Esplanade reserves will be developed for coastal recreation including boat/kayak launching, walking and cycling where accessible. Recreational walking and cycling tracks will continue to be developed with the help of the Tracks Trust, where possible along streams and coast to connect people with nature. A model “bio filtration” system is intended for Lincoln Reserve. A multi-use park including active recreation is intended for Mangawhai Domain, where Council can assist the Domain Committee in fulfilling this purpose.



| Project | Description | Priority (beginning 1 July 2018) | Cost estimate |
|--|---|--|---------------|
| Lincoln Road biofiltration demonstration on stormwater management. | Create a demonstration area on Lincoln Reserve as a model for using biofiltration (rain gardens, wetlands, retention ponds and biodiverse plantings) to clean stormwater. | P1 | \$90,000 |
| Non-motorised sea craft storage and launching on coast | Provide spaces for craft storage by launching places, to reduce need to drive craft to beach, at Alamar Reserve and Eveline Street | P1 | \$30,000 |
| Picnic and barbecue spots along the coast | Establish barbecues at Alamar and Lincoln Reserves Provide more seats at Lincoln, Pearson, Moir, Jordan and Robert reserves. | P1 | \$30,000 |
| Improved access to and use of beaches | Review increased parking availability at Heads. | P2 | \$70,000 |
| | Increase public use of Pacific Beach through improved signage. | P1 | \$5,000 |
| | Enhance overflow parking by the Police units at Alamar Crescent. This may require reconfiguration of the camp ground boundary. | P2 | \$50,000 |
| | Improve car parking at Pearson Reserve. | P2 | TBC |
| | Bike stands at key locations | P1 | \$6,000 |
| | Public toilets at Lincoln Reserve and Mangawhai Heads Road by beach. | P1 | \$300,000 |

| Key | Priority | Intended Start |
|-----|----------|----------------|
| P1 | one | 2018-2020 |
| P2 | two | 2021-2024 |
| P3 | three | 2025 -2028 |
| P4 | four | 2028 onwards |

Please note: NZTA funding is required and not approved for some projects.

Open Spaces

| Project | Description | Priority (beginning 1 July 2018) | Cost estimate |
|--|--|--|---------------|
| Off-road walking and cycling recreation tracks | Work with the Tracks Trust or developers to extend and improve tracks, using unformed (paper) roads if possible and connecting new subdivisions. See below. | Ongoing | TBC |
| Connecting no exit streets with walking and cycling tracks. | Thelma Road to Thelma Road link | P3 | \$95,500 |
| | Esplanade to Jack Boyd Drive link | P1 | \$36,000 |
| | Jack Boyd Drive to Thelma Road link | P1 | \$26,000 |
| | Across estuary (Tara Creek) | P4 | \$100,000 |
| | Tracks through Estuary Estate | P4 | \$64,000 |
| Continuous Coastal walkway | Initial stage - Head Beach to Pearl Street | P1 | \$300,000 |
| | Future Stages to Mangawhai Village | P2-P4 | \$1,442,366 |
| Kaipara walking and cycling strategy | Prepare and develop a strategy to determine future walking and cycling connections, formalising the routes in this plan | P1 | N/A |
| Wood Street | Work with business and property owners to redevelop the public spaces within the business centre | P2 | \$800,000 |
| | Provide public toilets | P3 | \$200,000 |
| Urban Forest | Develop a landscape/ planting plan and programme for public streets and parks to enhance amenity and biodiversity that also provides guidance for people wishing to plant appropriate trees on their own properties and street berms | P1 | \$80,000 |
| Complete the network of esplanade reserves along the residential coast | Create, as they become available through subdivisions, the missing links to the network. | As subdivision occurs | |
| | Remove private encroachment onto public esplanade reserves | | |
| Another all tide boat ramp | Investigate a second all tide boat ramp | P3 | TBC |
| Historic place making | Protection and celebration of sites of significance to Maori e.g. Te Whai Pa, Two Whai Pa and middens on Mangawhai Heads Reserve, Small coastal Pa and middens on Pearson Reserve, Telling the story of the history through interpretation signage on walking tracks | Ongoing | TBC |

| Key | Priority | Intended Start |
|-----|----------|----------------|
| P1 | one | 2018-2020 |
| P2 | two | 2021-2024 |
| P3 | three | 2025 -2028 |
| P4 | four | 2028 onwards |

Please note: NZTA funding is required and not approved for some projects.



What does this mean for developing Mangawhai Community Park?



The Master Plan for Mangawhai Community Park was completed in 2013. A Friends of the Park and a Council Committee work together to maintain and develop the Park. There is an approved programme of work listed below.

| Project | Description | Priority (beginning 1 July 2018) | Cost estimate |
|-----------------------------|---|--|---------------|
| Historic Village/Museum Hub | Complete landscaping and car parking at this hub | P1 | \$70,000 |
| MAZ/St Johns Hub | Complete landscaping and car parking at this hub | P1 | \$100,000 |
| Walkways/service lanes | Establish through routes to MAZ and the Museum from the Club, with improved planting and signage | P1 | \$100,000 |
| Cultural place-making | Include stories of Iwi history through the pioneer village and Park signage in association with the Museum. | Included in other Park projects | |
| Community Development | Facilitate more collaboration between community groups with similar aspirations. | P1 | |

| Key | Priority | Intended Start |
|-----|----------|----------------|
| P1 | one | 2018-2020 |
| P2 | two | 2021-2024 |
| P3 | three | 2025 -2028 |
| P4 | four | 2028 onwards |

Please note: NZTA funding is required and not approved for some projects.



What does this mean for possible new provisions in the District Plan?



There is sufficient capacity for new housing for some years in line with growth projections, within the current residential zone, especially if Estuary Estates is included in the calculation. However, this is not a good match with demand. Greater housing choice is needed if the demand is to be met in a managed rather than ad hoc way. This ranges from rural-residential sites, to town houses on smaller lots.

To address the community concern about loss of character design guides or rules may be added to the District Plan, and a new “coastal” residential zone that limits development within a defined area along the coast from the Heads beach to the Insley causeway. It is also proposed to create a new zone on the periphery of the residential area for smaller lot lifestyle blocks, with associated environmental benefit rules. The commercial zones within the town centres are also proposed to be enlarged and allow for mixed use developments of a more intense nature.



District Plan



The intention is Council will undertake a District Plan Effectiveness and Efficiency Review in 2018 as a statutory requirement under the RMA. This is a check on whether or not the outcomes in the District Plan are being met.

This may include:

- Plan changes to address issues;
- Extending town centre commercial zones including allowing for mixed use
- Including urban design rules
- Introducing a new Rural Residential zone with requirements to provide environmental benefit
- Allow smaller lot size in some areas away from the coast

| Project | Description | Priority (beginning 1 July 2018) | Cost estimate |
|--|---|--|--|
| Robust administration of current District Plan provisions | The Kaipara District Plan can be more robustly administered in the short term while any plan changes are considered over the next year or two. Guidelines/practice notes will be developed to show how the Plan will be administered. | P1 | \$0 Within current budgets and fees/charges |
| Develop Urban Design Strategy | Develop a framework for the inclusion of urban design rules in the District Plan – it should be noted that Estuary Estates has urban design guidelines that may serve this purpose. | P1 | \$25,000 |
| District plan change | <p>Proposed plan change 1 - That protects the character of the coastal area and harbour fringe streetscape urban design controls, also implementing the Northland Regional Council Regional Policy Statement for coastal areas.</p> <p>Proposed plan change 2 - Housing choice – Complete a section 32 analysis considering options for extending housing choice. Propose a Plan change that implements the preferred option as identified in the Section 32 analysis Jack Boyd Drive to Thelma Road link</p> <p>Estuary Estates – Work with owners to provide more connectivity and faster development without changing land use</p> <p>Review of District Plan for Mangawhai area - Efficiency and effectiveness review of the District Plan, analysis of options for future growth</p> | P1 | \$200,000 annually |

| Key | Priority | Intended Start |
|-----|----------|----------------|
| P1 | one | 2018-2020 |
| P2 | two | 2021-2024 |
| P3 | three | 2025 -2028 |
| P4 | four | 2028 onwards |

Please note: NZTA funding is required and not approved for some projects.



Funding

Funding the Implementation of this Plan:

The cost estimate over 10 years to 30 June 2028 is 26.9 m. Future year estimates for roading, stormwater and community activities are for a further 15 years, wastewater is for 30 years giving a total of \$49.5m. Funding sources for these costs include general rates, targeted rates, development contributions and National Land Transport Fund.

Council will make decisions on costs and funding as part of the Long Term Plan for 2018/2028 once submissions from the community have been received. Council will formally review the plan every three years as successive Long Term Plans are developed. Progress is also monitored with each Annual Plan and as reported in the Annual Report.

Indicative cost summary -

Total \$49.5m, \$26.9m for the 10 years to 2018/2028

| \$000's (total) | (2018-2028) | 2028 onwards | Total |
|----------------------|-------------|--------------|--------|
| Roading | 6,260 | 2,374 | |
| Stormwater | 2,677 | | |
| Wastewater | 15,150 | 19,228 | |
| Community Activities | 2,844 | 1,000 | |
| Grand Total | 26,931 | 22,602 | 49,533 |

¹ Uninflated numbers and excluding consequential operating expenditure

² Timing differences are managed with loan funding.



Sources of Information:

The following technical working papers have been produced to support the development of the Mangawhai Community Plan:

MANGAWHAI COMMUNITY ADVISORY PANEL

Mangawhai Programme – Input to development of the Mangawhai Community Plan

July 2017

KDC – Katrina Roos, Principal Planner

Kaipara District Plan Review – Mangawhai Town Plan

February 2016

GHD

Mangawhai Town Plan Stormwater Infrastructure Report

May 2016

KDC – Katrina Roos, Principal Planner

Land Development and Density – Mangawhai Town Plan

May 2016

ROB BATES

Mangawhai Town Plan – Growth and Development Outlook

May 2016

OPUS

Mangawhai Water and Fire Supply Options Feasibility and Cost Analysis

April 2016

OPUS

Mangawhai Town Plan – Urban Design Study Phase 1

June 2016

KDC – Annie van der Plas, Community Planner

Mangawhai Open Space Review

October 2016

OPUS

Mangawhai/Mangawhai Heads Review of Speed Limit Provisions

March 2017

MWH now part of Stantec

Mangawhai Town Plan – Transportation

March 2017

KDC – Howard Alchin, Policy Manager

Planning Technical Report, Mangawhai Town Plan Project

April 2017

MWH, now part of Stantec

Mangawhai Town Plan Stormwater Infrastructure Strategy

May 2017

TE URI O HAU – Environs Holdings Ltd

Cultural Impact Assessment Mangawhai Town Plan Development

May 2017

OPUS

Mangawhai Cycleway connections

May 2017



