

Mangawhai Town Plan (MTP)

Guiding Principles or Assumptions

1 Mangawhai will continue to rely upon rainwater collection and tank storage.

While the potential for a reticulated water supply for Mangawhai is being investigated, it is likely that full reticulation will be unfeasible, although there may be scope for community-based schemes or communal water supplies for firefighting purposes.

2 Medium density living will be encouraged around the key nodes of Mangawhai Village, Wood Street shopping centre and Estuary Estates.

Council is under increasing pressure from developers to consent smaller lots for buyers who desire low maintenance holiday houses. Rather than permit such development in an ad hoc fashion, it is proposed to concentrate medium density living around activity nodes.

3 Application of a town boundary.

There is sufficient surplus undeveloped land within the existing Residential Zone defined by the Kaipara District Plan to accommodate residential growth in Mangawhai that the zone boundary only requires minor adjustments in certain areas.

4 Lifestyle block development will be directed to a sub-zone of land surrounding Mangawhai.

Lifestyle block subdivision has been the dominant trend in Mangawhai in recent years. It is proposed to introduce a rural/residential or rural/lifestyle zone for a belt of land around Mangawhai to direct and accommodate such development.

5 Urban design standards will be introduced to manage medium density development.

The best practice principles of urban design will inform the MTP and urban design standards will form part of the project to manage the effects of medium density development.

6 Roads will be used to define public space.

Roadways and the assets within them, such as footpaths and planting, inform the usability and character of public space. The project will review how existing roads define public space and how cost-effective improvements can be made.

7 Improving walking and cycling uptake and connectivity will be a priority.

The majority of Mangawhai residents and visitors use cars to move around the area. This is due to poor connectivity between existing footpaths and the lack of cycling facilities. The project will advocate for improving connectivity through infrastructure spending and medium density development around existing nodes.

8 Population growth will not be matched by increase in roading capacity.

Rather than catering for growth by expanding the roading network it is assumed that road improvements and more walking and cycling will replace local traffic movements.

9 Environmentally sustainable design will be encouraged in Council and private developments.

Low impact stormwater design, walking and cycling, improving biodiversity through planting and weed control and recognising and providing for walkways will be advocated for in the project.

10 Partnerships with community groups, developers and businesses are vital to the future of Mangawhai.

The MTP will only be successful if it recognises existing partnerships between Council and the community and other key stakeholders, involves public consultation and encourages further collaboration with volunteer groups, property developers and business owners.