

**BEFORE THE KAIPARA DISTRICT COUNCIL'S HEARING PANEL**

**IN THE MATTER OF**

the Resource Management Act 1991 (**the Act**)

AND

**IN THE MATTER**

An application for Private Plan Change 85 (**PC85**) -  
**MANGAWHAI EAST** by Foundry Group Limited  
(formerly Cabra Mangawhai Limited) and Pro Land  
Matters Company to rezone approximately 94-  
hectares of land at Black Swamp and Raymond Bull  
Roads, Mangawhai

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**HEARING SUMMARY OF JACKSON WORSFOLD ON BEHALF OF PRO LAND**

**MATTERS COMPANY LIMITED (APPLICANT)**

**(Corporate)**

**17 February 2026**

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Jeremy Brabant

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## Summary

1. With over two decades of experience in planning land development across Mangawhai and the wider Kaipara District, I've seen first-hand the effects of poorly coordinated growth. Much of this stems from outdated or inflexible district planning frameworks that have struggled to anticipate or respond to the area's rapid growth and external influencing factors such as the existing and proposed improvements to SH1. PPC85 provides an opportunity to take a more integrated, future-focused approach by ensuring there is sufficient land available for residential living around the harbour environs and connected to the village.
2. In my view, Mangawhai and the surrounding area have suffered from a systemic lack of coordinated, responsive long-term planning to manage growth and urban expansion. The consequences have included fragmented rural subdivision, ad hoc land use patterns, and infrastructure delivery that is often reactive rather than strategic. These outcomes undermine the ability to deliver well-integrated, high-quality urban development.
3. PPC85 presents a timely opportunity to enable new, cohesive development outcomes that integrates residential, commercial, and recreational spaces in a well-structured urban form. The proposed approach and design have been in development for nearly five years and are underpinned by extensive feasibility, site analyses and assessment. It culminates in a comprehensive and coordinated plan for quality development.
4. Throughout the processing of the plan change, there has been discussion over the necessity of creating a '*fourth node*' in light of projected growth and wastewater constraints. It is my view that spatially this proposal is a logical extension of Mangawhai, following the harbour edge in a way that is consistent with the established settlement pattern. It can be easily and well connected. The Black Swamp area is already desirable due to its coastal location and access to lifestyle amenity resulting in ongoing development pressure. Providing some small scale commercially zoned land will support local employment and provide a destination for residents and the wider community.
5. The plan change proposal aims to facilitate managed growth while preventing further fragmentation, particularly the two largest land parcels owned by Pro Land and The Foundry Group. This approach supports cohesive development with strong urban design outcomes aligned with infrastructure capacity and long-term servicing strategy. If the plan change is not approved Pro Land will likely pursue further consents for a lifestyle type development of the site which will preclude many of the benefits a comprehensive approach can offer.

6. Mangawhai has long been one of New Zealand's fastest-growing coastal settlements. Recent policy development, such as the National Policy Statement on Urban Development (**NPS-UD**) applied to Kaipara and the Northern Motorway extension (on top of Warkworth to Te Hana extension), have further significantly increased the strategic relevance of this location for accommodating well-planned urban growth.
7. The plan change area is highly desirable given its strategic location, coastal setting and access to amenities. For these reasons it has and continues to attract strong interest from experienced development companies. With its unique attributes, a well-executed and considered neighbourhood here has the potential to attract a diverse residential base, create a vibrant local destination, and contribute meaningfully to the Mangawhai economy.
8. Despite the strengths of this proposal, the strategic and place-based benefits of PPC85 do not appear to have been fully acknowledged in the Council's assessments.

#### **Infrastructure**

9. Like many fast-growing coastal towns, Mangawhai faces infrastructure challenges. However, this proposal includes a commitment to delivering internal infrastructure and contributing to key upgrades, including a shared path connection from the plan change area back to the village. This reflects a partnership-based approach to growth, aligning with Council objectives while supporting community connectivity.
10. Pro Land Matters and the Foundry Group have formed a strong relationship where the vision is clear. Our intent is to work together to enhance the delivery of infrastructure within the plan change area and provide quality development and design outcomes. If the plan change succeeds a subsequent partnership or development agreement between Pro Land, the Foundry Group and Council, will further enable more efficient planning and execution of the essential infrastructure over time.
11. Ultimately, this partnership between Pro Land and Foundry will not only enhance the ability to deliver infrastructure but also contribute to the long-term success and liveability of the area, benefiting both current and future residents.

#### **Mangawhai Residential Development Capacity**

12. I have reviewed Mr. Foy's rebuttal. In my view (relying on my planning and development experience within Mangawhai), his assessment of residential development capacity in

Mangawhai Central and the potential for infill development appears overstated and somewhat misleading. Mr. Unsworth from The Foundry Group and Mr Evans address matters related to Mangawhai Central development yield in detail. From my own experience in planning and development, I have a strong understanding of the practical and regulatory constraints that apply to future infill potential under the current planning framework.

13. Mr. Foy claims that infill capacity in Mangawhai is significant due to many small dwellings on large lots. He notes that many parcels exceed the current minimum residential size ( $600m^2$ ), which could enable permitted subdivision. However, this is incorrect. There is no such thing as permitted subdivision. Under the Operative District Plan the minimum lot size for a controlled activity subdivision is  $1000m^2$  per site. Even if the Proposed District Plan lowers the minimum to  $600m^2$ , the average lot size in Mangawhai would range consistently somewhere between  $600m^2$  and  $1000m^2$  meaning most lots are not subdividable. As such, Mr Foy's assumption significantly overstates realistic infill potential.
14. Additionally, Mr. Foy's Figure 3.2, which maps candidate sites for residential infill, is inaccurate. Many highlighted areas cannot support further development. For instance, he marked nearly all of William Gilbert Drive, (a 40-lot subdivision undertaken by Pro Land), where lots range from  $700m^2$  to  $1000m^2$ .
15. These cannot be subdivided further, even based on a  $600m^2$  minimum lot size. Establishing a minor residential unit is also unlikely to be feasible, given the positioning of new dwellings and the fact coverage controls are mostly already at the maximum.
16. In my opinion, this example is representative of many of the locations Mr Foy has identified. His assumptions significantly overstate the realistic (realisable) development capacity of existing urban areas in Mangawhai.

### **Conclusion**

17. The decision to proceed with this plan change was carefully considered and has been four years in the planning. The proposal has been thoroughly prepared and represents an opportunity to deliver quality development and broader amenity outcomes while contributing to the strategic and managed growth of Mangawhai. In my opinion development needs to respond to demand and there is a demand for coastal living in the Mangawhai area. Providing land in locations where there is no, or little demand, as the Proposed District Plan seeks to do will not alleviate the demand for coastal living.

18. The positive outcomes anticipated, including housing choice, infrastructure delivery, and community benefit, can only be fully realised through a comprehensive approach. In my view, now is the right time to secure this opportunity and avoid the risk of piecemeal development that would compromise long-term planning intent.

Jackson Worsfold

17 February 2026