

Mangawhai Notes

The Mangawhai spatial plan sets out how Mangawhai could grow over the coming years and was adopted by the Kaipara District Council. Kaipara District has grown quickly in the last few years, driven mainly by rural living subdivisions and strong growth in the Mangawhai urban area. There has been little infrastructure investment in the key urban areas.

As noted in the Mangawhai Spatial Plan:

The aim of the Spatial Plan is to provide a high-level 'spatial picture' of how Mangawhai could grow over the next 20-25 years, address the community's social, economic and environmental needs, and respond to its local context.

Of particular note, in terms of Three Waters, the Spatial Plan seeks to:

- Develop a long-term sustainable mechanism for the treatment and disposal of wastewater.
- Achieve hydrological neutrality and quality discharges across the Mangawhai catchments.
- Develop a long-term strategy for the supply of potable water.
- Ensure that the costs of growth are borne by land developers and not the community.

The Spatial plan seek to avoid adhoc development and ensure the growth is integrated and coordinated. The tool to achieve these outcomes was always intended to u involve updating the Kaipara District Plan to focus on the current issues and future needs in an integrated manner.

This integrated approach is also consistent with the outcomes sought by the **Northland Regional Policy Statement 2018** (RPS).

Section 3.11 Regional form, of the RPS seeks to ensure that:

"Northland has sustainable built environments that effectively integrate infrastructure with subdivision, use and development, and have a sense of place, identity and a range of lifestyle, employment and transport choices."

The RPS notes that well planned, coordinated development and good urban design can lead to higher levels of amenity, lower infrastructure costs and greater community wellbeing.

The RPS notes that there are significant opportunities that arise through consolidated development including:

- Avoiding unplanned 'overloading' of essential infrastructure;
- Improved energy efficiency through the integration of land-use and infrastructure;
- Creating opportunities for residents to work within close proximity to their homes;
- Protecting areas of high natural character and sensitive landscapes; and
- Promoting the ongoing viability of existing town centres by creating a sense of place and identity with sufficient levels of services.

Section 2.3 of the RPS also notes the following:

"Northland has not effectively and sustainably managed its natural and physical resources to fully realise its economic potential and social wellbeing."

Limiting factors include:

(a) Common natural resources not being used and allocated efficiently, particularly where there is significant demand;

(b) Subdivision, use and development, particularly residential development, that compromise either:

(i) existing and future productive activities and use of land; or

(ii) regionally significant infrastructure;

- (c) Regionally significant infrastructure not available or sufficient to support development and community needs;*
- (d) Poor security of energy supply;*
- (e) Degraded state and availability of natural resources;*
- (f) Regulation and compliance costs deterring investment; and*
- (g) Unjustified and inconsistent application of the Resource Management Act 1991 in district and regional plans."*

Objective 3.8 of the RPS seeks to:

"Manage resource use to:

- (a) Optimise the use of existing infrastructure;*
- (b) Ensure new infrastructure is flexible, adaptable, and resilient, and meets the reasonably foreseeable needs of the community; and*
- (c) Strategically enable infrastructure to lead or support regional economic development and community wellbeing."*

In explaining the importance of Infrastructure, the RPS notes:

"Strategic planning for land use can also reduce demand on infrastructure such as public transport and reticulated water, as well as ensuring existing infrastructure can continue to operate efficiently by avoiding effects from incompatible activities. Where new or upgraded infrastructure is proposed, opportunities to use sustainable materials and practices should be explored.

Infrastructure should, as a principle, have sufficient flexibility, adaptability and resilience to meet the reasonably foreseeable needs of the future. Part of this objective therefore seeks to help future-proof infrastructure for long-term use and ensure it can more efficiently adapt to changing technological, operational, economic, environmental and social conditions.

Infrastructure can also be an important tool in promoting economic development and community wellbeing. Part of maximising the value of infrastructure and ensuring its effectiveness is planning for the right infrastructure in the right place at the right time. This objective aims to ensure that planning for infrastructure is targeted to areas and sectors where it will have the most impact."

The RMA provides for a hierarchy of resource management policy statements and plans related to the three principal levels of government – central, regional and district. District plans – which must not be inconsistent with regional plans and must give effect to national policy statements (including the New Zealand Coastal Policy Statement) and regional policy statements.

Mangawhai is currently experiencing a range of private plan changes. While the principle of additional urban form around Mangawhai may be acceptable, the submitter has significant concerns that this adhoc approach to planning through incremental private plan changes does not adequately address the cumulative effects of additional development that is going to occur in Mangawhai as a result of these private Plan Changes.

The Kaipara District Council need to undertake urgent leadership and integrated planning to address this issue and undertake a Council led plan change that suitably addresses the issues that were identified in the Mangawhai Spatial Plan, particularly as it impacts on Three Waters and roading. Kaipara District Council needs to undertake better Infrastructure Planning and Infrastructure funding agreements should be required to ensure that the costs of growth are not borne but existing ratepayers.

Mangawhai has a long history of significant budgetary over expenditure, and this adhoc and fragmented approach to the consideration of Private Plan Changes will lead to significant adverse effects with respect to the cumulative effects of such development.

Such Plan Changes are contrary to the outcomes sought by the RPS and should be declined pending a Council led Plan Change for Mangawhai.

My written submission stands, however because I have engaged in the process and particularly with regard to the Private Plan changes of,

- The Rise WD
- Mangawhai Hills

It has become clear that little or no thought has been given to the issues highlighted in my previous statement and the cumulative effects.

These two applications above represent some 10 years or more of growth for Mangawhai, yet the cumulative effects of both applications together have not been considered and is not obligated to be considered under the Private Plan change. This is a failure of this process, and directly in contradiction of the Northland Regional Policy statement 2018. Due to the significant size of both plan changes, the cumulative affect will be significant and they cannot be assessed individually. They need to be assessed collectively and with regard to the existing subdivisions consented built and unbuilt.

Commissioners were appointed to replace the elected Councilors in Mangawhai in 2012 and managed KDC until 2016. In 2016 a new KDC council was elected with Peter Wilding guiding the Council as Crown Manager until 2019. Less than 5 years has passed.

This was caused by the inability of KDC to manage the infrastructure along with associated budgets and understand what was required to mitigate Consents granted and the future requirements that KDC was obligated to construct.

Yet, here we are again looking to grant Private Plan changes to enable some 700 plus sections and houses without any forward planning, without any accepted budgets for infrastructure that KDC will be responsible for, to enable these projects to be completed.

For example, where is the hydrological catchment modelling for the whole of Mangawhai which includes both of these proposed plans and a number of existing consented subdivisions not yet completed.

If it does exist what are the parameters for this model.

Water runs to the lowest point and then through established flow paths to the sea.

On 24/2/23, Mangawhai experienced a rainfall event of 380mm in one day. Recorded at Hakaru at Tara Rd.

A 1 in 250-year event is 225mm. This was closer to a 1 in 400-year event.

However, before this on the 29/1/23 we had another rainfall event categorized as a 1 in 100-year plus event.

The abnormal has become the normal and our first real experienced of global warming. If the two plan changes proceed some 700 plus house roofs will be created with zero absorption and the water has to go somewhere. If these houses were existing with the

above events, there would have been catastrophic results. Increase site coverage and you will only magnify the issue.

A hydrological catchment plan for Mangawhai is required and KDC should work to supply that model for general comment by the rate payers of Mangawhai. The model would also enable KDC to identify the downstream requirements, the cost of these requirements and the ongoing maintenance of the system.

With the event of 24/2/23, the existing stream and tributaries to the sea were sedimented up and their effective capacity to manage water has at least halved. However, I have yet to see a management plan by KDC to sort the sedimentation, remove the trees from the flooding and reinstate the previous capacity. Instead, owners of land adjoining these waterways have taken it upon themselves to try and make good. At the moment this is manageable but add 700 plus houses into the mix and the annual cost would be unmanageable on the KDC balance sheet.

More so the ecological disaster it is capable of creating to the Mangawhai heads, tributaries, and surrounding coast would last generations.

That said, I would quote the mayor as follows,

"we did not foresee the severe weather events which would cause major damage to roading and other infrastructure, saddling us with millions in recovery costs. Combined with significant pressure from compounding inflation and interest rates means we have more work to do and less money to do it with. For example, over the past three years the cost of building bridges has shot up by 38%, while wastewater systems have increased by 30% and roads and water supplies have jumped by 27%."

This is hardly the language of a council with its budget and planning under control.

Moreover, it is hardly the time to allow Private Plan changes when the correct procedure would be to publicly notify a new district plan which would enable correct consultation, planning and budgetary consideration, instead of this adhoc approach which does not consider the cumulative effects of additional development.

Again. We reiterate.

Such plan changes are contrary to the outcomes sought by the Northland Regional Policy statement 2018, and should be declined pending a council led plan change for Mangawhai.

Greetings from the Mayor

A significant month for Kaipara District. The consultation document for the Long Term Plan 2024 – 2027 is out and outlines our proposed plans to recovery — a roadmap for Kaipara. The direction for the next three years affects all of us who live in this beautiful district, so now is the time to share your thoughts and speak up for Kaipara.

When we first commenced the long term plan preparations, we did not foresee the severe weather events which would cause major damage to roading and other infrastructure, saddling us with millions in recovery costs. Combined with significant pressure from compounding inflation and interest rates means we have more work to do and less money to do it with. For example, over the past three years the cost of building bridges has shot up by 38%, while wastewater systems have increased by 30% and roads and water supplies have jumped by 27%.

The resilience, quality and dependability of our roading network, the infrastructure most significantly impacted by the weather events, is a key priority for this Council. In addition to dealing with recovery repairs, we are taking a forward-thinking approach to find better ways of doing things. Smarter, cheaper, faster comes to mind. Recently, Council commissioned an independent report to consider options around the way roading and transport services are provided in our district. This work is ongoing. Council has also decided to put our roading and maintenance contract out to the open market to ensure we have an up-to-date contract that will deliver best value for money and allow our contractors to deliver high quality work for our district.

We are also using this time to catch up and plan for the future, supporting our vibrant communities and advocating for our district at every opportunity. We will be taking full advantage of external funding where we can.

Kaipara's economy, particularly our farmers and growers, have been hard hit both by weather and recessive economic conditions. This has flow on effects to our small and medium businesses reliant on a stable regional economy. As a responsible Council, we must take these economic conditions into account, and we have been working hard to set rates to the minimum possible. During the Long Term Plan consultative process and all the way up to adoption of the Long Term Plan (planned for late July), we will continue to investigate ways we can make further inroads to reduce costs.

Submissions close Saturday 4 May. Get involved and tell us what you think about any part of the plans we have.

Speak up for Kaipara and let's shape our future together.



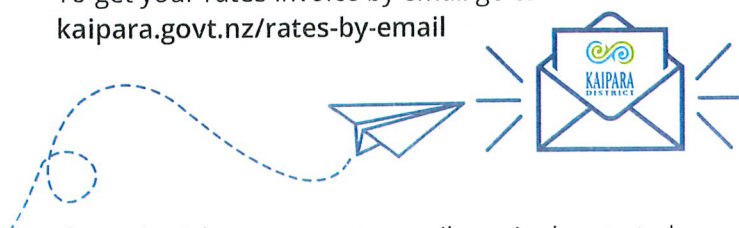
Craig Jepson
Mayor Kaipara District



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