

## Proposed Plan Change 84: Mangawhai Hills

### Shane Hartley Submission No 62

#### Hearing statement

20 May 2024

Having only returned from overseas yesterday I have had limited opportunity to fully review the most recent planning statements, evidence, and technical reports in relation to the plan change and may have possibly missed reference to the specific matters outlined in my submission.

My additional brief comments below refer to the submission points in my original submission.

#### 62.1

##### PRECINCT RULES: ROADS, INTERSECTIONS AND PEDESTRIAN / CYCLE PROVISION

The proposed development of 500 to 600 additional dwellings will potentially have a significant adverse affect on the character and amenity of Mangawhai.

There are many examples of towns with a low-key and slow speed character being irreversibly altered by relatively unrestricted development and over-dependence on car-based movement.

There is a commendable level of alternative transport/movement options which include cycle and pedestrian within the development, but this is not necessarily extended to the immediately surrounding environment.

If that is not addressed as part of the plan change and safe movement for cyclists and pedestrians to other destinations not clearly provided for, the result will inevitably be much higher vehicle use than as necessary.

This submission point is self-explanatory, and I would only add that whilst provision has been made for cycle/pedestrian movements within the proposed development area, it is the connections to the existing and future adjoining networks that will be important to minimising unnecessary vehicle movement in and around Mangawhai.

In this respect, it is essential that such links be provided at multiple points to surrounding public roads and cycle/pedestrian paths irrespective of the ability to provide a vehicle road link to these roads. The uncertainty about the ability to provide a vehicle linkage to Moir Street is a good example of the latter.

#### 62.2

##### CLEAR AND TIMELY PEDESTRIAN AND CYCLE CONNECTIONS

Key destinations for cyclists and pedestrians such as Mangawhai Central, the primary school, Mangawhai Village, the estuary, the Hotel, and the excellent main pedestrian / cycleway from the Village to the Heads constructed or under construction should be explicitly recognised and linkages provided for.

##### AVOIDING THE NEED FOR MAJOR INTERSECTION UPGRADING AND MULTI-LANE ROADS

If these alternative transport options are not provided for as a primary consideration, the inevitable cumulative effect of this and other developments currently planned or likely in the future will result in significant vehicle congestion and the need for multiple intersection treatments (roundabouts / signals) and multi-lane solutions which will permanently alter the existing character of Mangawhai.

As also addressed in 62.1 above, it is essential that pedestrian and cycle links are provided in multiple locations as the alternative will be unnecessary vehicle movement for short distance

trips with the resultant congestion at key intersections, and the costly and negative amenity works then required to avoid or mitigate that.

### 62.3

#### TRAFFIC EFFECTS ON KEY ARTERIAL ROADS LINKING MANGAWHAI WITH STATE HIGHWAY 1

The effects of the proposed development, both on its own and in conjunction with the cumulative effects of other developments (either planned or likely in the future) in terms of effects on the arterial road network connecting Mangawhai with State Highway 1 have not been addressed in the Transport Assessment or Precinct provisions.

Without detailed assessment of the capacity and condition of the rural arterial road network for this and future development proposed or provided for by zones, the need or not for specific Precinct provisions, including traffic generation thresholds, have not been included in relation to the effects of traffic generation and effects on the network.

Potentially the extent and rate of development needs to be linked to necessary improvement for safety and capacity reasons of one or more of the main arterial routes. Such thresholds can be included as specific Precinct rules if the Transport Assessment indicates the necessity for them.

Necessary improvements may be assisted by the requirement for appropriate proportional development contributions from this and other developments.

Again, this submission is largely self-explanatory, but I emphasise the cumulative effects of this and other future developments, including those that are not currently contemplated in the spatial plan, for the overall roading network.

This is a critical matter given the likelihood of increasing commuting to employment and recreation/leisure locations such as Warkworth and Auckland over what is in essence a *rural* roading network.

The level of service for the roads connecting Mangawhai with State Highway 1 is already relatively low in terms of road alignment and condition, mitigated only by the still relatively low vehicle numbers using it.

Experience of quite long vehicle queues behind slower moving vehicles currently occurring during the short-term closure of State Highway 1 through the Brynderwyns is illustrative of what can be anticipated as a permanent condition as Mangawhai's population grows.

The ability to design and fund improvements to these roads is also complicated by the fact that some - including the most direct route from Wayby Valley Road - are within the Auckland Council area (and therefore subject to that Council's funding) but are primarily Mangawhai resident's problem.

Unfortunately, it is common for required significant collector or arterial road upgrading to occur many years after the need for that upgrading to occur.

It is important that appropriate development contributions towards such upgrading are made, as well as Council's identification of the need for such works being identified in its long-term plan, and coordination with Auckland Council (in this case), and Waka Kotahi NZTA undertaken.

## 62.4

### OLD WAIPU ROAD (SOUTH)

If the development is connected to Old Waipu Road without the referenced direct link to Mangawhai Central, the amenity of this existing area will be highly impacted, and a major intersection improvement with Molesworth Drive will be needed. The direct link to Mangawhai Central should be explicitly required within the Precinct rules, without which no direct motor vehicle link to Old Waipu Road permitted. However, pedestrian and cycle connection should be provided for in all cases.

The S32 assessment anticipates the development having access to Old Waipu Road and the consequential effects on the Molesworth Drive and Old Waipu Road intersection, potentially requiring traffic lights or a roundabout. This creates a level and intensity of development that will have adverse effects on the existing character of this wider neighbourhood.

This "solution" is not supported by statements in other reports accompanying the plan change (e.g. Transport Assessment)) where it is proposed that no access from the development will be provided to Old Waipu Road unless there is an alternative connection to Mangawhai Central, and that through access to Old Waipu Road is prevented.

The Transport Assessment also identifies a significant increase in vehicle movement through the Village shops intersection (Moir / Insley Streets) but concludes that the intersection will cater for this traffic (Transport Assessment: excerpt below). However, it is not clear from this statement whether alternative movement such as pedestrian and cycle will be safe and efficient amongst this significant increase in vehicle traffic.

It is concerning that there is a technically recognised residential amenity and technical issue with the potential for Old Waipu Road becoming a major thoroughfare between Cove Road and Molesworth Drive but no apparent rule preventing that occurring.

This was recognised in the Commute S42A transport report (April 2024) e.g.

## 6.5 EXISTING INTERSECTIONS AND CORRIDORS

The application does not include any road upgrades on Cove Road, Moir Road, Tara Road (with the exception of extending the footpath on Tara Road). There is also no information provided on the one-way bridges.

From the submissions we understand that there is concern that these corridors are narrow, and that they will be impacted by additional traffic. The submissions raise safety concerns for pedestrians and cyclists on these corridors, as well as at key intersections. We do consider this can (and should be) considered at subdivision stage however comments on this at the hearing would be useful for the submitter.

The application mentions upgrading the intersection of Old Waipu Road and Molesworth Drive as a result of increased traffic on Old Waipu Road.

From the submissions we understand that a connection to Old Waipu Road is opposed. Based on our conversations with the applicant, as well as the updated TPC ITA, we understand that no connection to Old Waipu Road is to be provided. Comments on this at the hearing would be useful for the submitter.

The potential for Old Waipu Road becoming the major road connection to not only the PC 84 development, but also all vehicular traffic on Cove Road and north, through to Molesworth Drive and Mangawhai Central should be prevented by a rule in the plan change making the connection of the PC 84 to Old Waipu Road development a non-complying activity unless there is a formed and operational direct vehicular public road connection to Mangawhai Central.

This rule should not prevent a pedestrian/cycle connection being provided which would be entirely appropriate.

Rules DEV-R19 and DEV1-S14 are likely the appropriate locations for that rule.

Reliance only on compliance with the proposed Mangawhai Hills structure plan is not enough in this regard, and a specific rule is needed that clearly states that the absence of a vehicular connection directly to Mangawhai Central is non-complying. Such rule could still reference the structure plan in terms of it illustrating the location of the connection road to Mangawhai Central and a closure of Old Waipu Road south of the Mangawhai Central link to through-vehicle traffic.

Shane Hartley