

Form 5

Submission on notified proposal for policy statement or plan, change or variation.

Clause 6 of Schedule 1, Resource Management Act 1991

This is a submission on a private plan change.

Please complete this form if you wish to make a submission to the Mangawhai Hills private plan change.

Private plan change number: PPC84 | Private plan change name: Mangawhai Hills Limited

Submissions must be received by 5pm on Tuesday 26 September 2023.

Overview of the Private Plan Change Proposal

The purpose of the private plan change is to rezone an area in Mangawhai to a Residential Zone. The key features of the plan change are:

- Rezone 218.3 hectares of land between Tara Road, Cove Road, Moir Road, and Old Waipu Road in Mangawhai.
- The creation of a Mangawhai Development Area with core provisions, that to protect ecological features, promote high-quality urban design, provide open space and connectivity; and
- Any necessary consequential amendments to the Kaipara District Plan Maps.

You can read the Private Plan Change application documentation on the [Kaipara District Council website](#).

- **PRIVACY ACT NOTE:** Please note that all information provided in your submission is considered public under the Local Government Official Information and Meetings Act 1987 and may be published to progress the process for the private plan change and may be made publicly available.

You can make a submission on more than one provision using this form.

Each textbox can take up to 4000 characters. If your submission has more than 4000 characters, there is an option at the bottom of this page to upload your submission as a document.

- Please provide your details *
1A

Your first and last names	Shane Hartley
Street number and name	1 Daphne Place
Town	Mangawhai
Contact phone	021 159 3240
Email address for correspondence (one)	shanehartley1@gmail.com

email address only)

- Please select your preferred method of contact *

1B

- Email
- Postal

- Do you have an agent who is acting on your behalf? *

1C

- Yes
- No

- If you have any attachments that relate directly to your submission on PPC84, you can upload the file/s
1E here

Please attach the required Documents

- If you are a person who could gain an advantage in trade competition through making a submission on PPC84 you may only make a submission if you are directly affected by an effect of PPC84 that:

1. adversely affects the environment, and
2. does not relate to trade competition or the effects of trade competition.

Clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

- Trade competition and adverse effects - select one: *

2A

- I could gain an advantage in trade competition through this submission
- I could not gain an advantage in trade competition through this submission

- Would you like to present your submission in person at a hearing? *

2C

- Yes
- No

- If others make a similar submission, will you consider presenting a joint case with them at the hearing? *

2D

- Yes
- No

- Please submit on ONE provision at a time. You can submit on further provisions in this form.

- **The specific provision of the proposal that your submission relates to:**

3A

(For example - Zoning)

Precinct Rules - vehicle movement and generation and pedestrian/cycle connections in Mangawhai

- Do you support or oppose the provision stated above?

3B

- Support
- Oppose

- What decision are you seeking from Council?

3C

- Retain
- Amend
- Add
- Delete

- Your reasons.

Submission Point 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.

Submission Point 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.

Submission Point 62.3**Example - supports the growth of Mangawhai**

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.

3E Do you want to make a submission on another provision? Add another submission point I'm finished

-
- Thank you for your submission, it has been forwarded to the District Planning Team who will contact you if any further information is required.

A copy of your responses will be emailed to you shortly so that you can save a copy for your files. Please check your spam, updates and promotion folders if it does not appear in your inbox.

If you have any queries at all please email the District Planning Team: districtplanreview@kaipara.govt.nz or phone 0800 727 059

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- Please provide your details *
1A

Your first and last names	<input type="text" value="Shane Hartley"/>
Street number and name	<input type="text" value="1 Daphne Place"/>
Town	<input type="text" value="Mangawhai"/>
Contact phone	<input type="text" value="021 1593240"/>

**Email address for
correspondence (one email
address only)**

shanehartley1@gmail.com

- Please select your preferred method of contact *
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- Postal

- Do you have an agent who is acting on your behalf? *
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2D hearing? *

- Yes
- No

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3A

(For example - Zoning)

Precinct provisions: Arterial Road Capacity

- Do you support or oppose the provision stated above?
3B

- Support
- Oppose

- What decision are you seeking from Council?
3C

- Retain
- Amend

- Add
- Delete

- Your reasons.
3D

Submission Point 62.4

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.

Example - supports the growth of Mangawhai

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- [PublicVoice](#)

