

Form 5

Submission on Private Plan Change 85 – Mangawhai East – to the Kaipara District Council (KDC) District Plan

Submission of Douglas Algie Lloyd

Clause 6 of Schedule 1, Resource Management Act 1991

81 Avocado Lane 5Rd Wellsford 0975

Ph: 021-2225657

peteranicholas@gmail.com

Preferred method of contact - By email

This is a submission on private plan change number: PPC85 to KDC's District Plan

Plan change name: Mangawhai East

The purpose of the plan change, as summarised on KDC's relevant webpage, is to:

a. Rezone approximately 94 hectares of rural zoned land within the Mangawhai Harbour overlay to a mix of residential and commercial zoned land as follows:

- Large Lot Residential 6.3 ha
- Low Density Residential 45.5 ha
- Medium Density Residential 12.5 ha
- Neighbourhood Centre 2.7 ha
- Mixed Use 2.2 ha
- Rural Lifestyle 24.7 ha

Total Area = 94 ha

b. Create a Development Area containing a suite of planning provisions to control and manage subdivision, use and development within the Plan change area.

c. Apply a Coastal Hazard overlay over the land area identified to be potentially subject to coastal hazard where the effects of potential mitigation measures will need to be managed.

d. Include Ecological features maps to convey areas of ecological sensitivity for future protection.

e. Incorporate a Structure Plan into the Development Area to visually depict key features and outcomes required.

f. Make any necessary consequential amendments to the Kaipara District Plan Maps.

I/Douglas Lloyd will not gain an advantage in trade competition through this submission.

I would like to present our submission in person at a hearing.

If others make a similar submission, I will consider presenting a joint case with them at the hearing.



This map is copied from Kaipara District Council's webpage relating to Plan Change 85. The blue line shows the land area encompassed by Plan Change 85. Of particular note is the edge of the proposed development area that is shared with Mangawhai Estuary.

Introduction to this Submission

I am opposed to the whole of PPC85. My opposition relates to the following areas of concern:

- PPC85 is inconsistent with the Mangawhai Spatial Plan for Growth (MSP)
- PPC85 is inconsistent with the recently notified KDC Proposed District Plan (PDP)
- The infrastructure in and around the Mangawhai area cannot support the increase in housing that is proposed in this plan

The following sections of this submission address these concerns in more detail.

Consistency with the Mangawhai Spatial Plan

Even though the Mangawhai Spatial Plan is not an official document it was used to justify the approval of PC 83 and PC 84 therefore it must be relevant to the decision of PC 85.

The Spatial Plan states

- the land “q” (which is part of PPC85 land), that “this area is highly constrained due to risk of sea level rise, coastal hazards and ecological protection. The area is relatively flat and is particularly suitable for hobby farms, horticultural, and commercial/industrial type uses. **We recommend not seeking an intensified development pattern.** It is preferred to have a gradual change from ecological coastline to horticultural/agricultural land use close to the sand dunes. Given the modest size lots, there is potential for coordinated development. This area has the best connection to the coast and the only southern accessible beach to Mangawhai.”

Consistency with the KDC Proposed District Plan (PDP)

The draft District Plan which must be considered as the KDC’s requirements for the future does not identify the land in PPC85 for urban development nor recommend re-zoning that land.

Lack of Infrastructure to cope with the growth.

Roading

At the hearing for PC78 (Mangawhai Central) the Northern Transport Alliance stated that the roads in and around Mangawhai could only cope with another 850 houses. Since then there has been approximately 2500 sections approved by either plan changes or resource consents to for small non notified developments.

Molesworth Drive cannot be widened in some areas which will cause major choke points.

Wastewater

KDC has no plans to cope with or ability to absorb this development without considerable expenditure

The District Plan states that there should be no further development outside the existing wastewater catchment area.

Other Infrastructure

The Mangawhai boat ramp is severely limited in parking spaces and is already operating well over its maximum capacity during the summer as well as in weekends during the winter. which causes a lot of impatience and aggravation.

Parking at the Heads beach is completely inadequate and is generally at capacity by 8.30am during the summer. There is no secondary parking available therefore making it impossible for young or elderly to park at a reasonable distance and walk to the beach.

The Resource Management Act states that these issues must be considered when a development is planned. There is no mention of infrastructure requirements in the proposed Plan Change.

Therefore, I am opposed to the PC85 Plan Change in its entirety.

Doug Lloyd

18th Aug 2025