



MANGAWHAI COMMUNITY PLAN



The Mangawhai Community Plan (MCP) is a document to provide guidance to Kaipara District Council in the management of growth in Mangawhai.

This plan is confined to the roles of Council, these being; planning and regulation, and investment in services and infrastructure for transport, water supply, stormwater, wastewater, and parks and reserves. It does not include services provided by central government or the private sector.

In mid-2016, Council set up a panel of community representatives to make recommendations for this plan. The recommendations were received by Council in July 2017 and this draft Community Plan is consistent with these recommendations.

The draft MCP also integrates the Council's vision through each key move.

Budgets included in this plan are estimates at this point, and will be confirmed as part of the development of Council's next Long Term Plan 2018/2028. Every three years as part of the Long Term Plan process, the costs, priorities and projects will be reviewed.

Feedback on the draft plan was requested and over 100 responses were received. All feedback was given to Council for consideration and the draft Plan updated based on any Council decisions.

Mangawhai – growing well

In the years 2001 – 2016 there was an increase of 1,304 houses or an average of 87 new houses each year (1,391 to 2,429, almost double). Improvements to State Highway 1 will bring us closer to Auckland, and the growth of Auckland may create migration north in search of a better and simpler life.

Now just under a half of housing is lived in full time. The rest are holiday/weekend homes. This creates peaks of demand and demand for different housing choices.

The permanent population between the 2001 and 2013 Census grew significantly from 1,398 to 2,415. It is estimated that current population is now around 3,000. This expands considerably every weekend and moreso over summer.

By 2030, it is expected that the number of homes in Mangawhai will have increased by about 1,500 (high growth scenario) with a usually resident population of more than 4,000, assuming continued half half between permanently occupied/not occupied dwellings.



- Where will these homes go?
- How can we grow without losing what is special about Mangawhai?
- What is the impact on the environment?
- Will it still be easy to get around?



87

new houses per year

From 2001 – 2016 the increase in the number of houses

just under **1/2**

full time residents

The rest are holiday/weekend homes.



population

4,000

Residents by 2030

half-half between permanently occupied/not occupied dwellings.



You told us that you are here because of the beach, the bush, the active way of life, the informality and the slower pace. You value community; lots of volunteering, looking after our environment, looking after each other. You do not want to lose these things as Mangawhai grows. We have reflected this in the following six key moves.

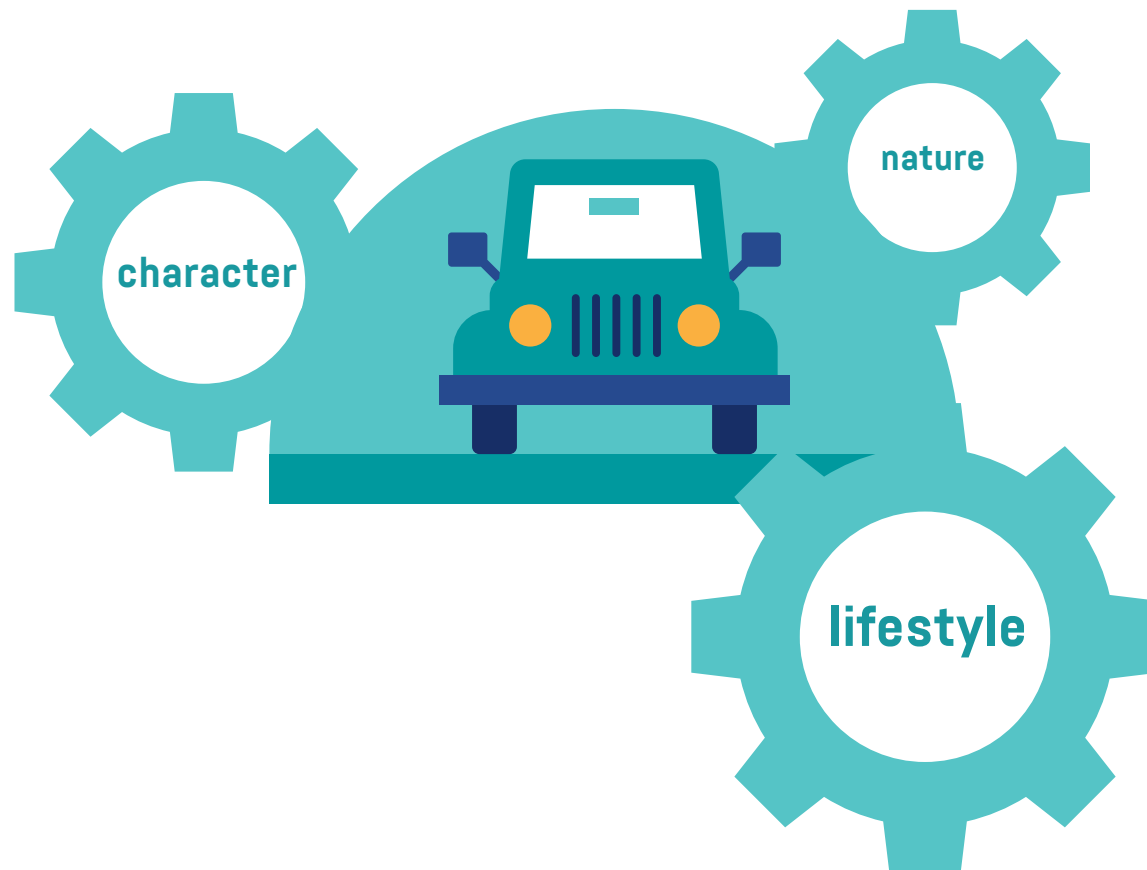




KEY MOVE ONE

Slow street from school to beach

Vision – Maintaining and improving infrastructure

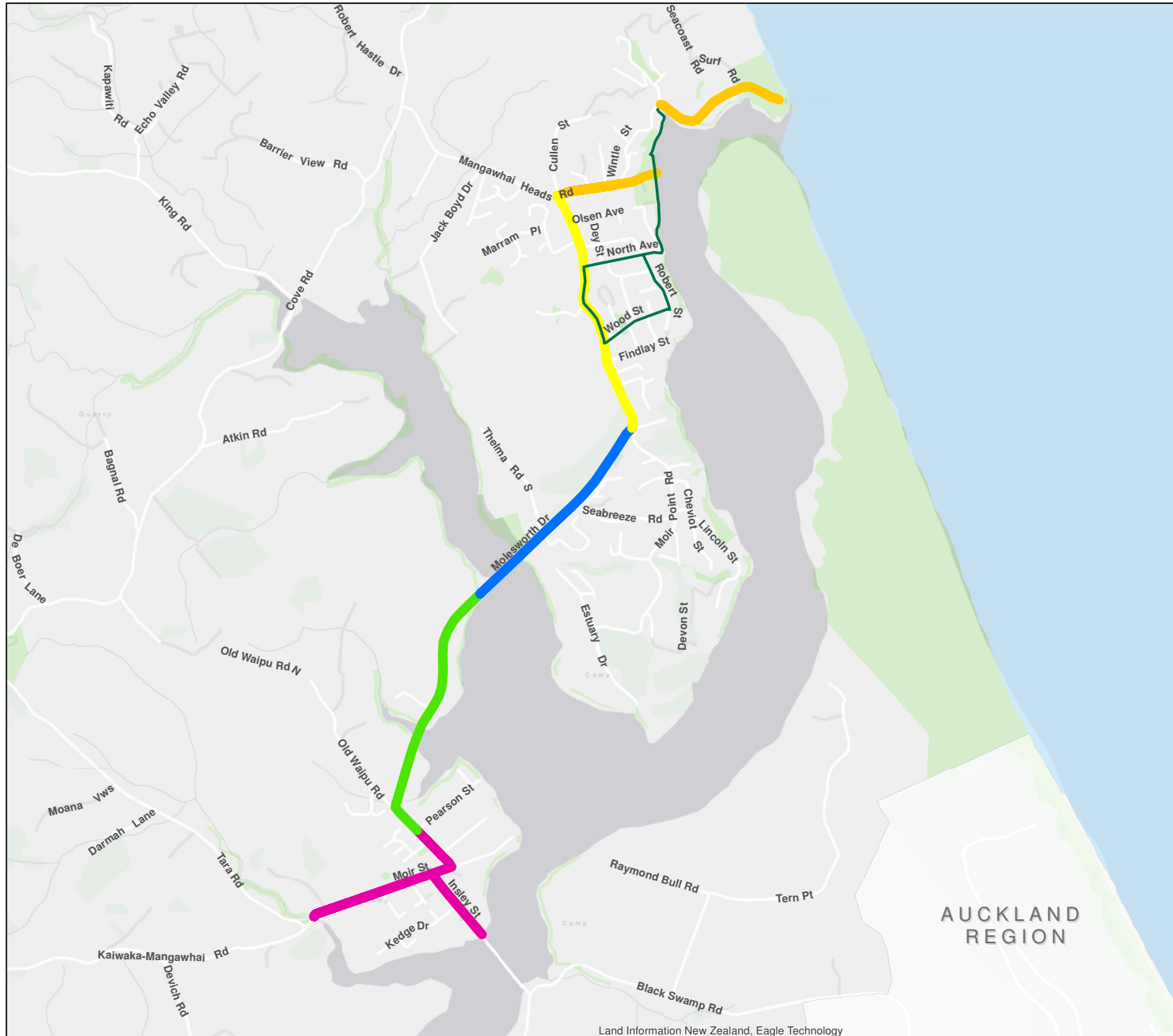


Explanation:

Once in Mangawhai, it is an active place, with a safe and slow pace. A slow street will connect the different areas of Mangawhai, from the school to the beach over time, invigorating town centres along the way.



Mangawhai Community Plan - Slow Street Map



Legend

- Stage 1
- Stage 2
- Stage 3
- Stage 4
- Stage 5
- Mangawhai Heads Loop

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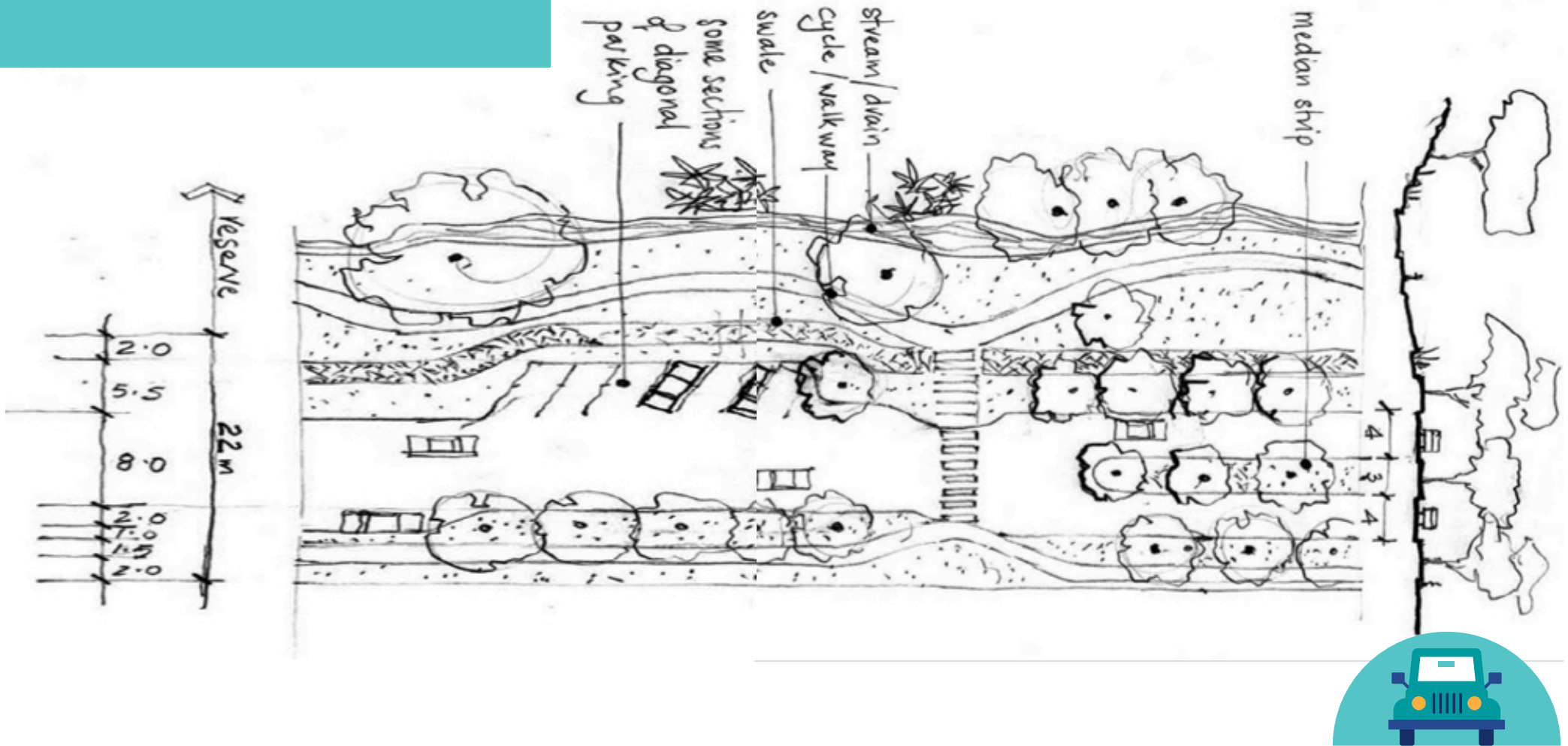
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A **shared use path** for cycling and walking would follow the road carriageway for its full length.

Intersections would be managed using **roundabouts**.

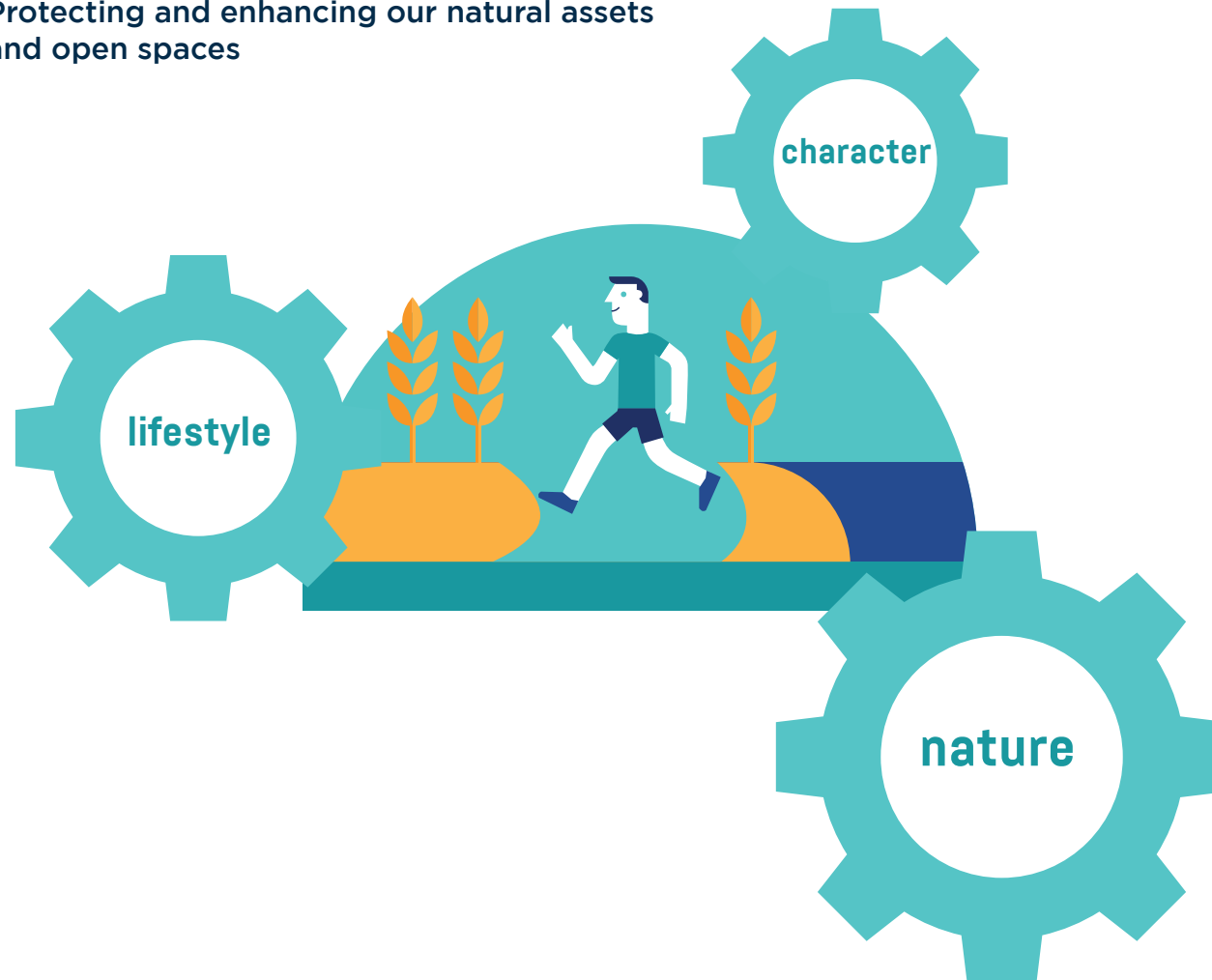
Below is a concept drawing of what a slow street might look like.



KEY MOVE TWO

Blue-green Infrastructure

Vision – Protecting and enhancing our natural assets and open spaces



Explanation:

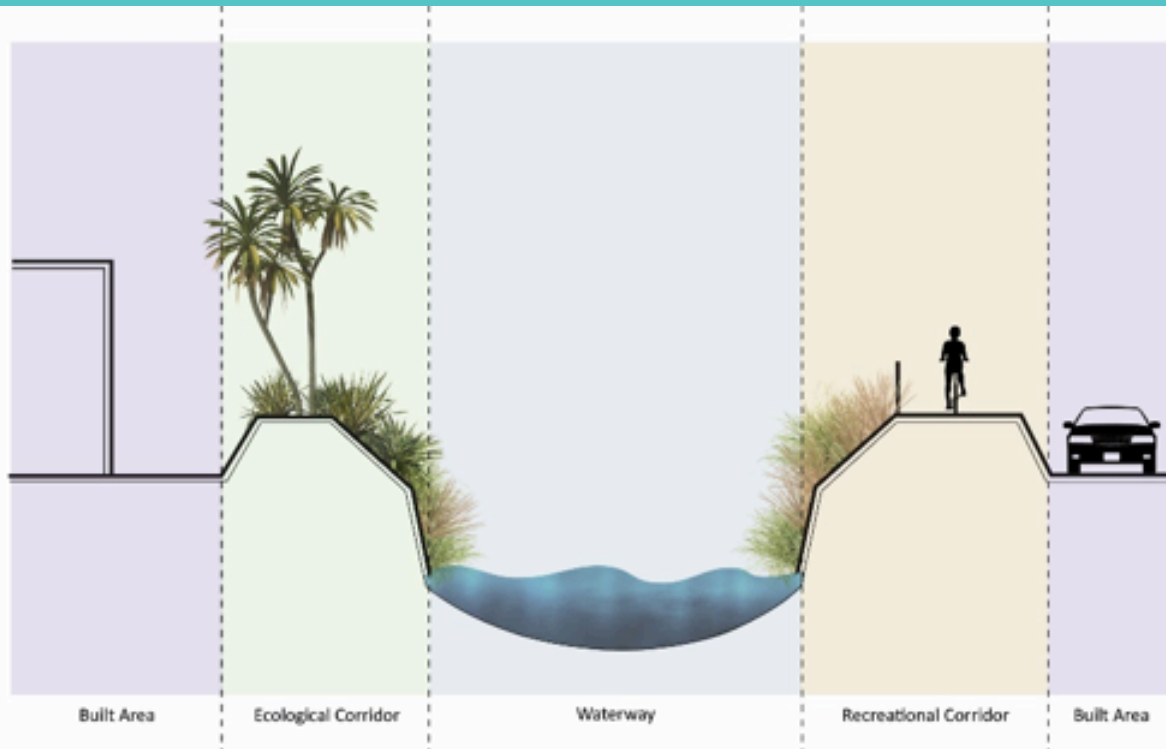
Connecting people with nature by using the coast, streams and creeks as routes for tracks, integrated with protecting bush, coastal and riparian landscaping and revegetation to sustain high water quality, eco-corridors and biodiversity.



Blue-green infrastructure using “**biofiltration**” is increasingly used to design stormwater management and manage natural waterways to lessen flood risk, and improve water quality, in the form of swales, overland flow and retention ponds/rain gardens.

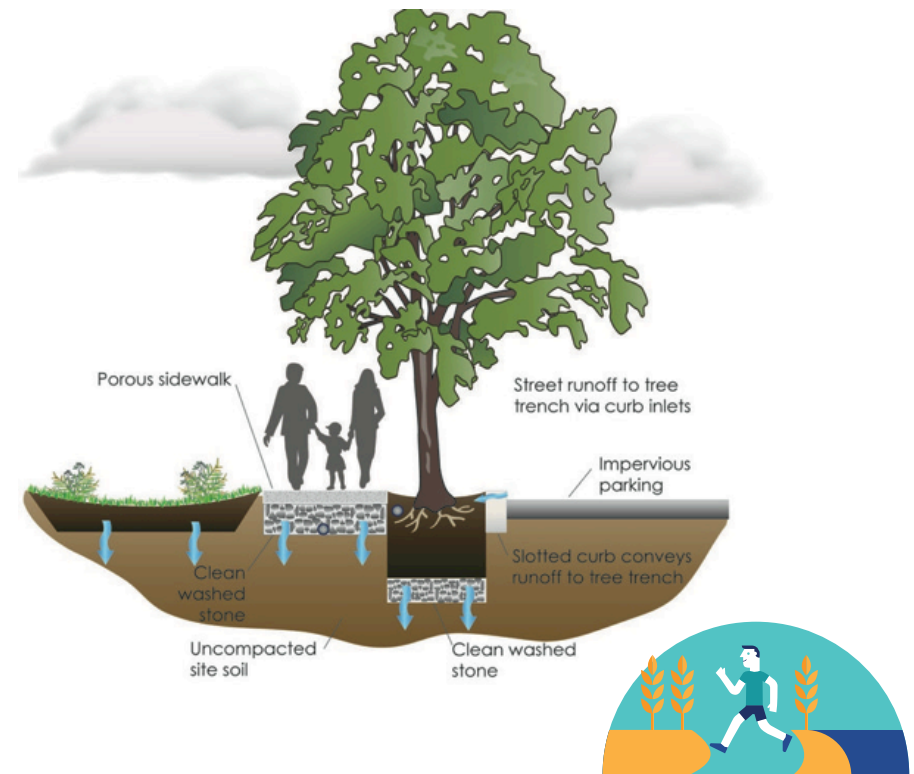
There is an associated use of landscaping to enhance **biodiversity**, create **eco-corridors** and improve **amenity**.

Wetlands could include the old wetlands in Mangawhai Community Park and the Mangawhai Golf Course.



Blue-Green Infrastructure

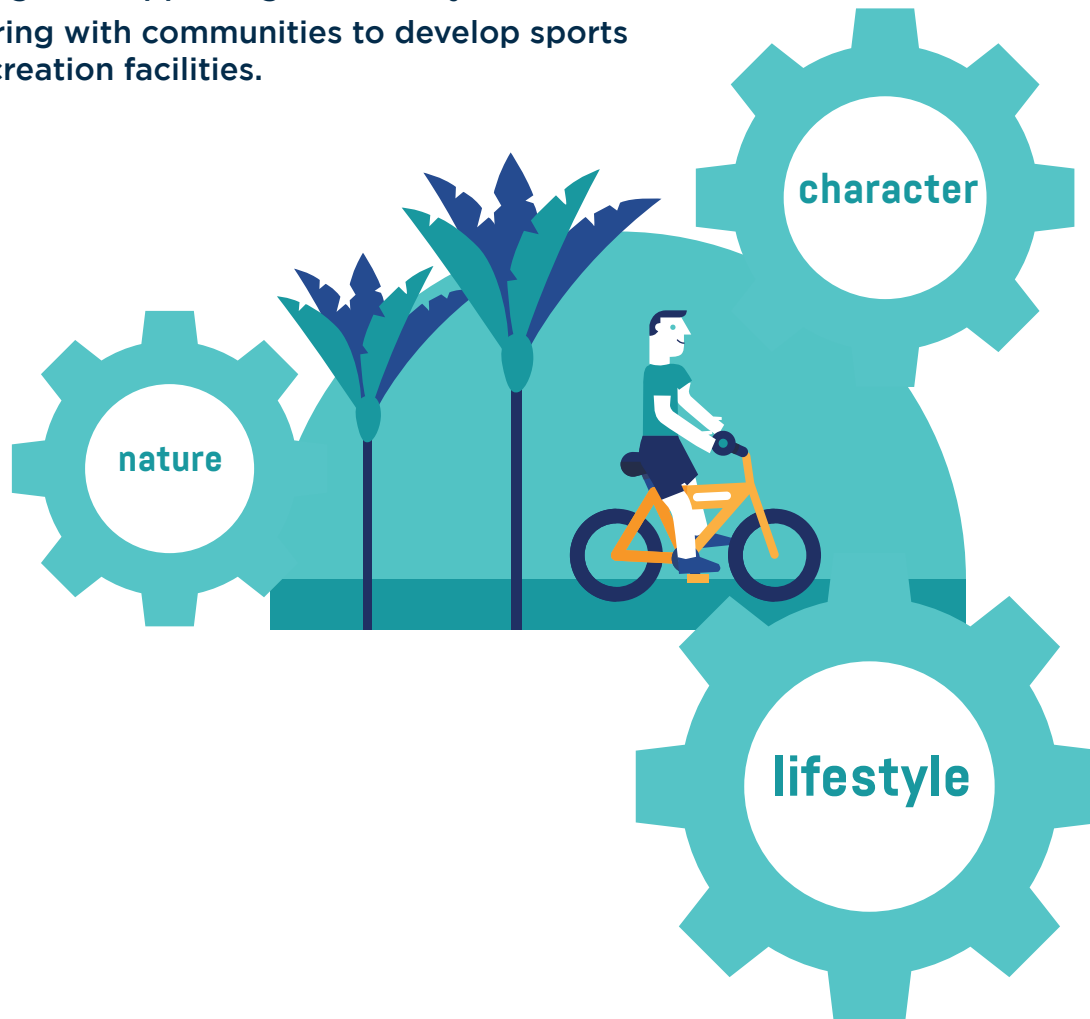
- Blue refers to rivers and water bodies, whereas green refers to greening landscapes.
- Build a drainage layout in urban areas that interweaves the natural environment with community characteristics and contemporary functions.



KEY MOVE THREE

Improve connectivity

- Vision - Assisting and supporting community involvement
- Partnering with communities to develop sports and recreation facilities.



Explanation:

Making it attractive, safer and quicker to walk, cycle or scoot to where you want to go on shared paths along main routes, and connecting no exit streets. For vehicles, connecting of alternative routes into and around Mangawhai. Council will work with all developers to maximize community benefits and to ensure walking, cycling and roading connections.



Mangawhai Community Plan - Connections Map



Legend

- Slow Street - Proposed shared path - walking and cycling
- Walking and/or cycling connections - proposed
- All tide coastal access - proposed
- All tide coastal access
- Possible Through Routes
- Community walkway - planned
- Community walkway - existing
- Kaipara District Council walkway - existing
- Department of Conservation Cliff Top Walk
- Te Araroa Trail

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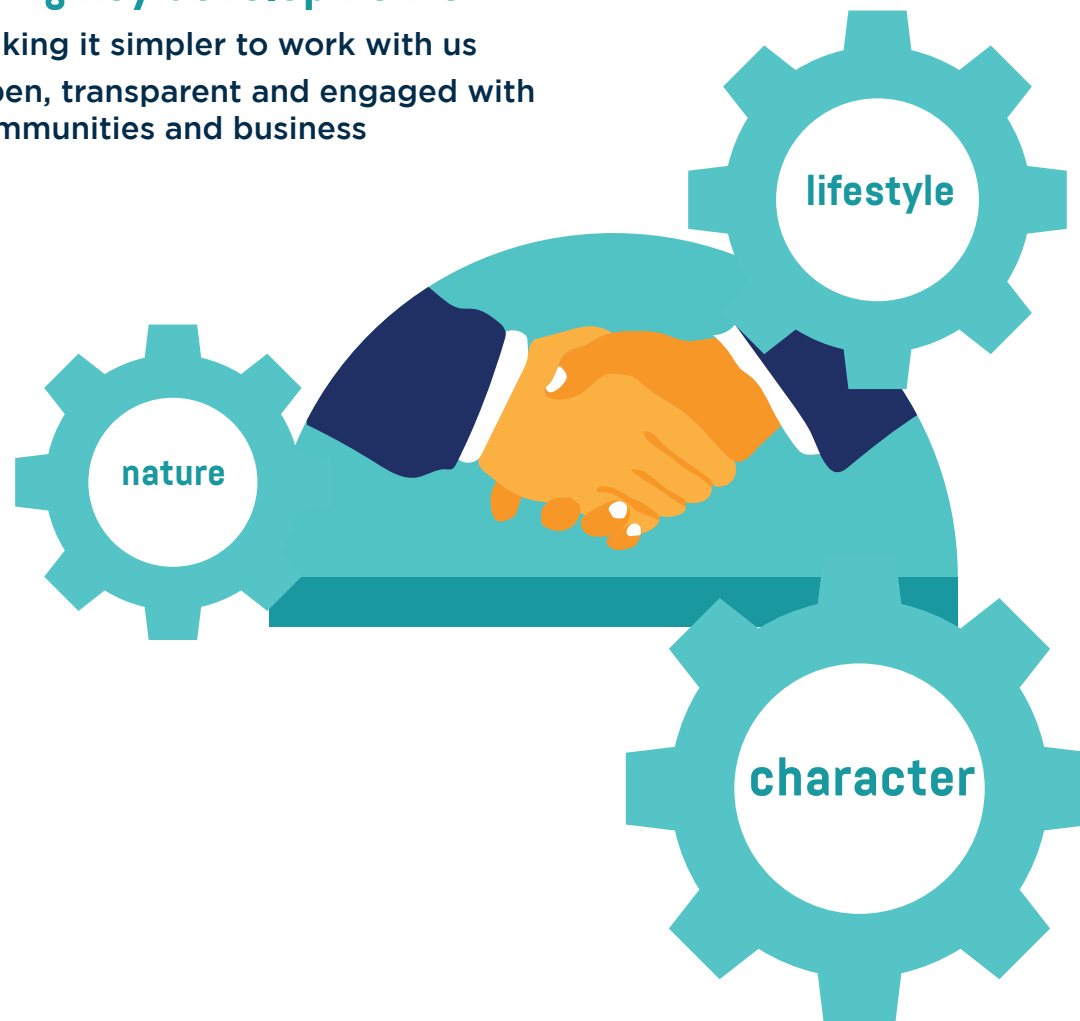
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KEY MOVE FOUR

Facilitating key developments

Vision - Making it simpler to work with us

- Open, transparent and engaged with communities and business



Explanation:

Council will work with all developers to maximise community benefits and ensure walking and cycling connections including ensuring recreational areas are planned within new developments. For example: Estuary Estates has potential for 500 residential lots providing capacity needed to meet projected residential growth over the next five years.



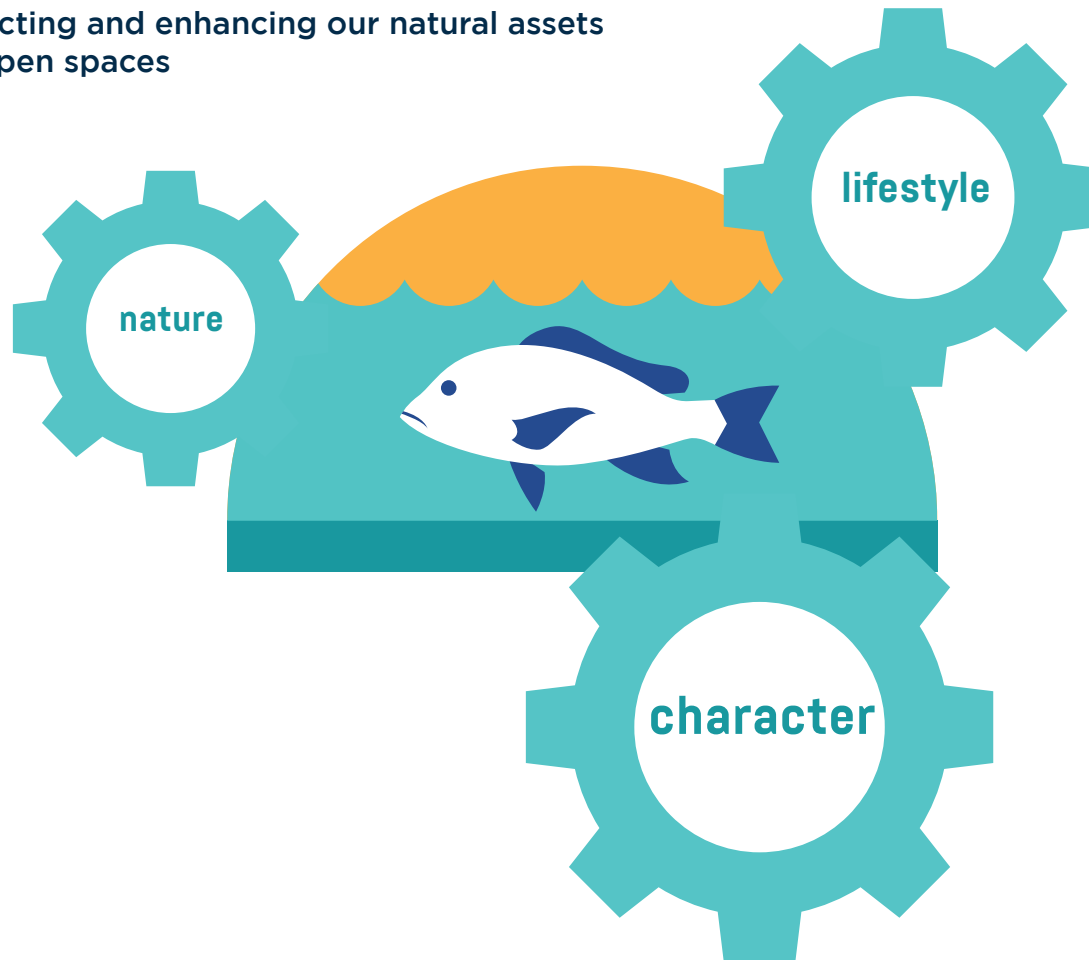
Green Network Plan Map



KEY MOVE FIVE

Protecting coastal character and history

Vision - Protecting and enhancing our natural assets and open spaces



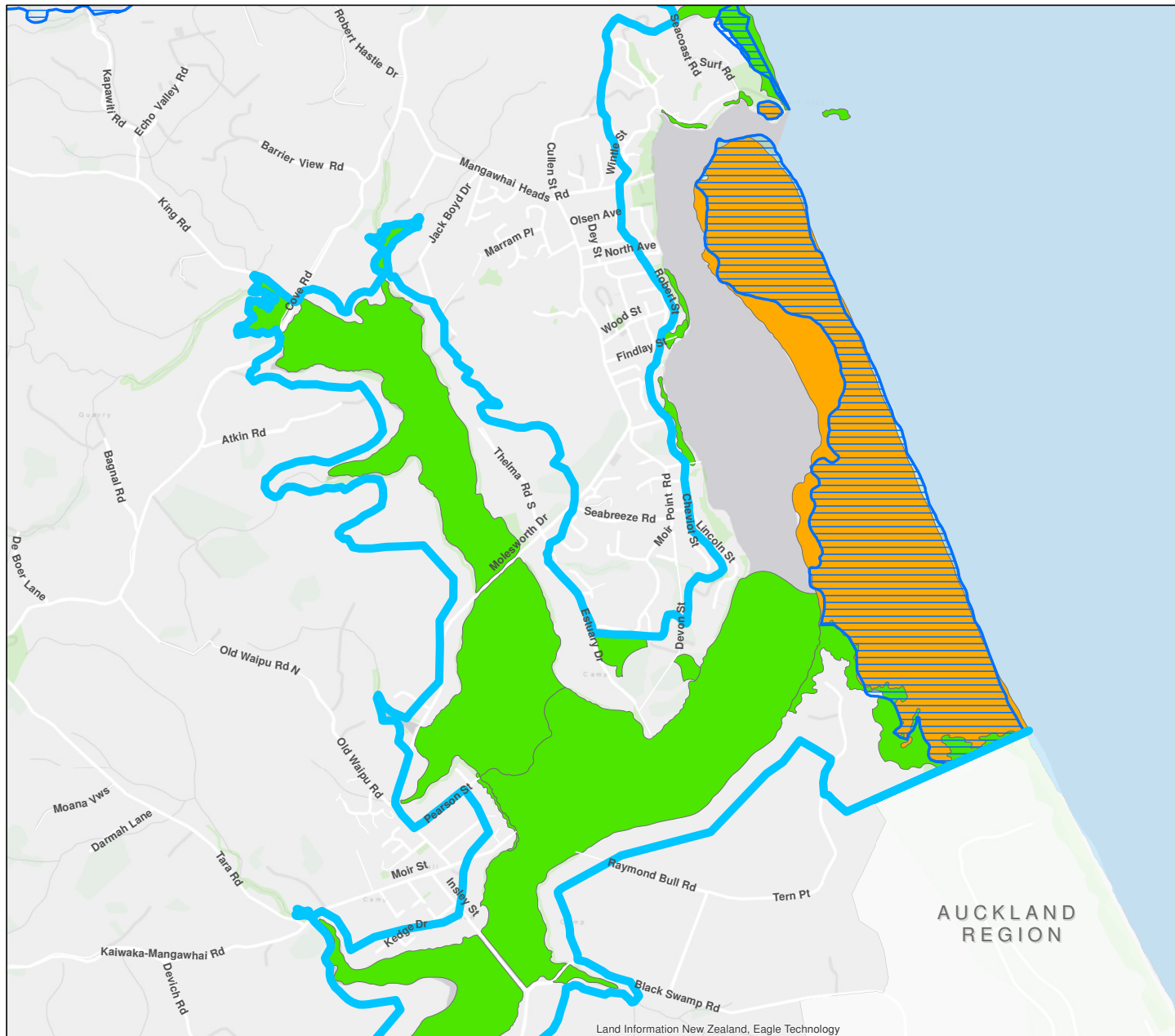
Explanation:

Looking back to the coast from the harbour, you see low rise houses on larger lots with extensive bush. In the Mangawhai coastal strip, retain coastal character with large lots, height limits and spacious setback from the road and any esplanade reserve.

Complete the network of esplanade reserves, protect archaeological sites of significance to Maori (mainly within the coastal area) and remove private uses of public reserves, together with providing more facilities on the coast.



Regional Policy Statement Map



Legend

- Coastal Environment Boundary
- ▨ Outstanding Natural Landscape
- High Natural Character
- ▨ Outstanding Natural Character

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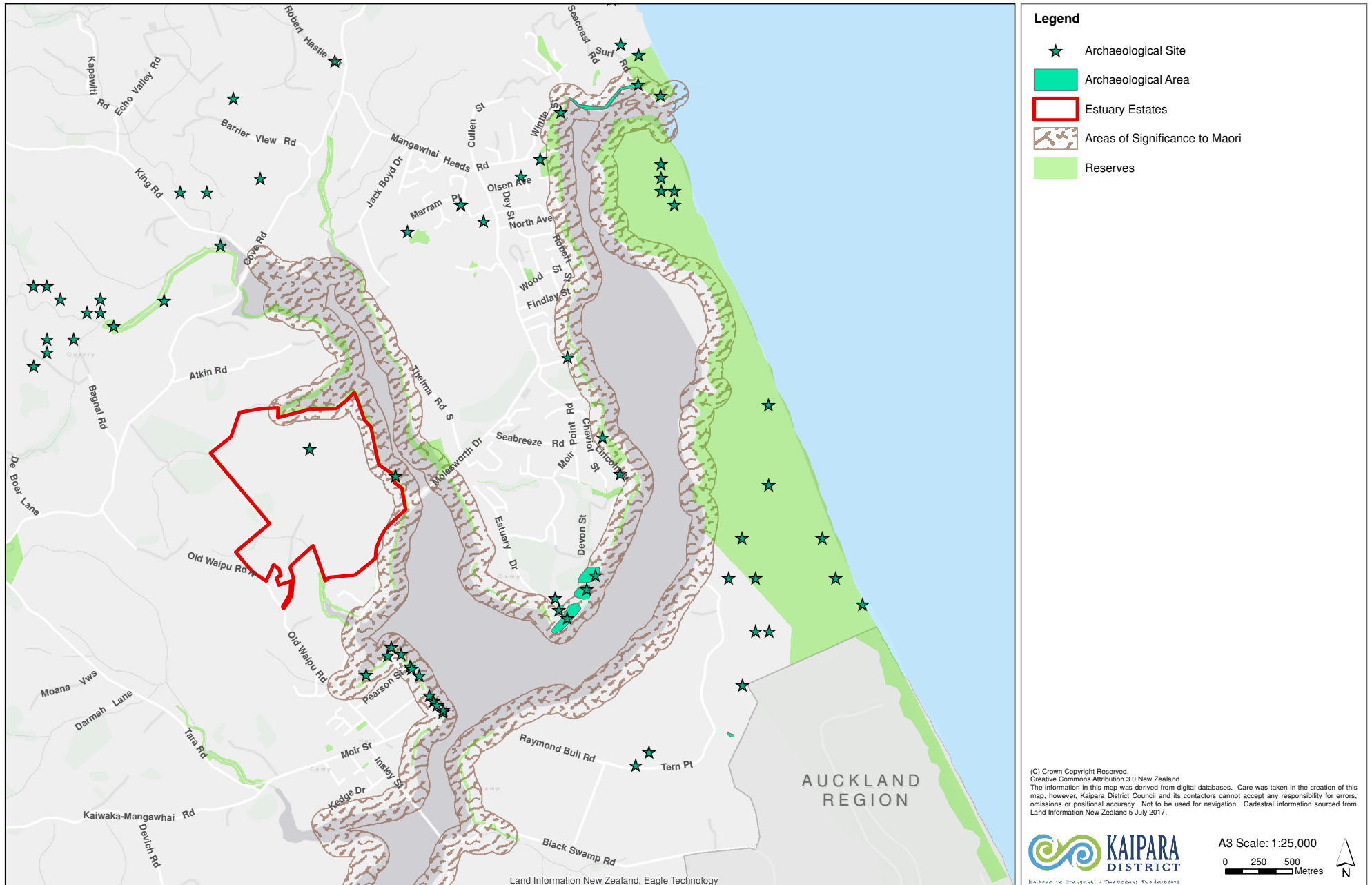
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Mangawhai Community Plan - Archaeological Sites Map

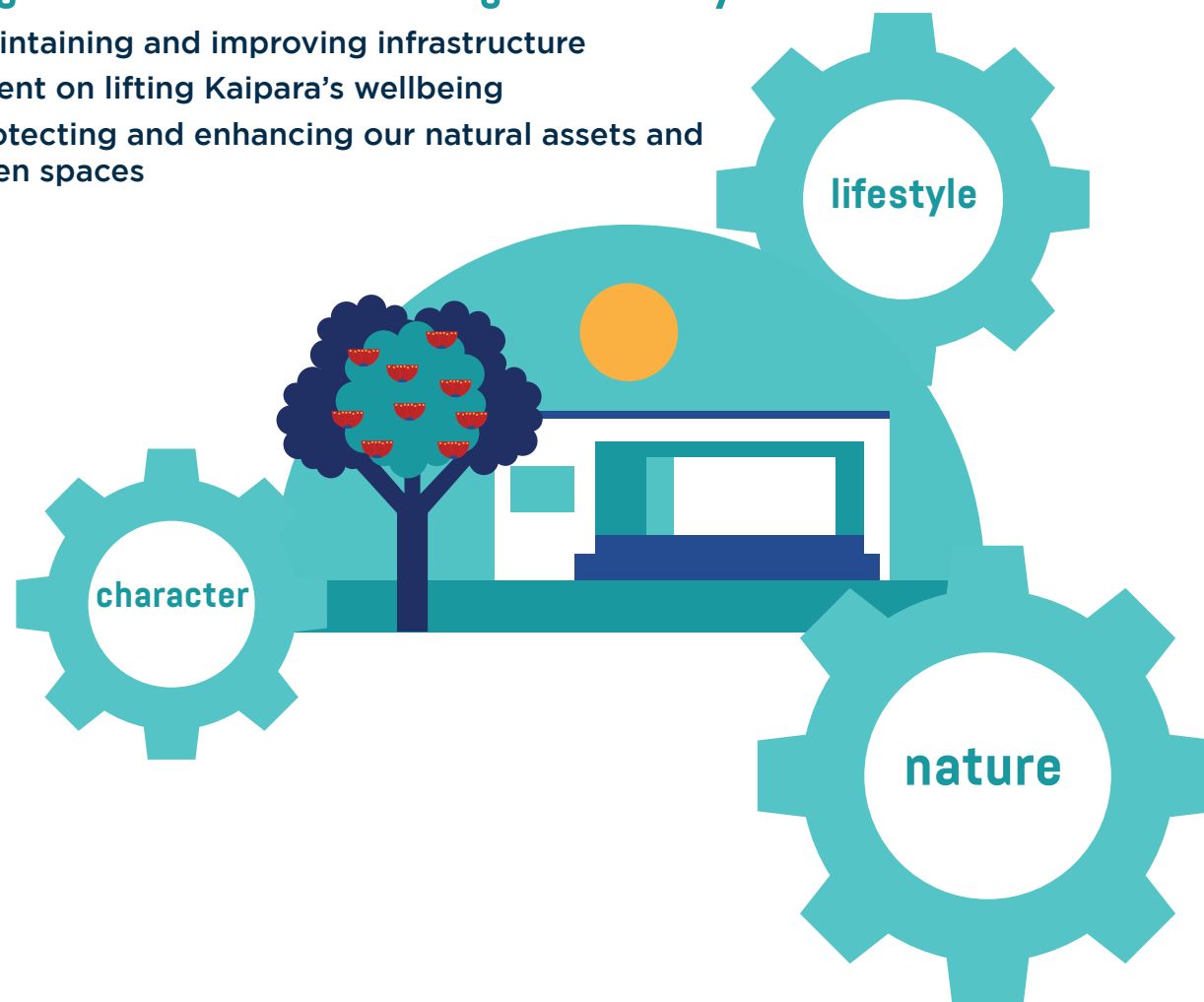


KEY MOVE SIX

Providing for a choice of housing and lifestyles

Vision - Maintaining and improving infrastructure

- Intent on lifting Kaipara's wellbeing
- Protecting and enhancing our natural assets and open spaces



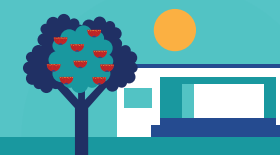
Explanation:

Providing for projected growth with **housing choice**, while retaining our valued **lifestyle** and **coastal character**.

Ideas for how to **cater for lifestyle** and housing choices other than in Mangawhai Central have produced the following suggestions to date:

- A rural-residential zone
- Larger town centres with mixed residential/business use
- New smaller lot multi lot subdivisions outside the coastal area
- Minor secondary dwelling on current lots in a way that the property is unable to be subdivided

These options will be examined through a Resource Management Act Section 32 analysis and possible plan change beginning 2018.



In Summary:



Mangawhai will **grow well**. While we grow, we shall care for **nature**, encourage a **slow pace** and **active lifestyle**, and retain the **coastal character** and **history**.



What does this mean for Transport initiatives?



The suggested approach to transport development is to fix “pain points” in the network (notably the two intersections at the Village shops) but otherwise use cycling and walking to improve connectivity.

The intent is to slow traffic and life down generally when people are in Mangawhai. Roundabouts are the preferred mechanism for improving vehicle flow at intersections, while keeping movement at a reasonable speed that promotes the slow pace and safety for pedestrians and cyclists.



Transport

Project	Description	Priority (beginning 1 July 2018)	Cost estimate	Key	Priority	Intended Start
Stage one – slow street Mangawhai Village	Shared path and landscaping from: - Mangawhai School to Insley/Moir Streets intersection - Tara Bridge to Pearson Street (including Mangawhai Domain)	P1	\$300,000	P1	one	2018-2020
	Roundabout at Insley/Moir Streets intersection	P1	\$1,000,000	P2	two	2021-2024
	Roundabout at Moir Street/Molesworth Drive intersection.	P1	\$882,900	P3	three	2025 -2028
	Review parking provisions	P1	TBC	P4	four	2028 onwards
	Improved arrival experience from the south.	P1	Included above	Please note: NZTA funding is required and not approved for some projects.		
Stage two – slow street Mangawhai Community Park	Shared path and landscaping along Molesworth Drive from Moir Point Road to the southern end of the Causeway Bridge	P1	\$207,100			
Stage three – slow street Estuary Estate	Shared path and landscaping along Molesworth Drive from Pearson Street to the Causeway Bridge	P1	\$195,000			
	Two roundabouts at entrances to Estuary Estates off Molesworth Drive.	TBC	TBC			
Stage four – slow street Molesworth Drive Roundabout to Surf Club	Shared path and landscaping along Mangawhai Heads Road and Wintle Street from the Pearl Street Corner to Surf Club	P3	\$180,000			
Stage five – slow street Mangawhai Heads	Shared path and landscaping along Molesworth Drive from Moir Point Road to the Mangawhai Heads roundabout	P3	\$137,000			
	Wood Street/Molesworth Drive roundabout		\$800,000			
Cycling/walking on road shared paths (other than on “slow street”)	Mangawhai Heads loop shared path (Wood Street / Robert Street / North Avenue / Alamar Crescent / camping grounds / Mangawhai Heads Road including Wood Street upgrade	P2	\$775,000			
	Mangawhai Village loop path (signage on existing esplanade) (Kainui Street / Pearson Street / coastal reserve / Moir Street)	P1	\$10,000			
Footpaths	Footpath along Alamar Crescent	P1	\$47,000			
	Pedestrian connection on Insley Street causeway and bridge	P4	\$573,750			
Future stage – cycling/ walking	Shared path to Mangawhai Central via Old Waipu Road.	P4	\$250,000			
Investigate connecting ends of Old Waipu Road as subdivision occurs	Provide an alternate route into Mangawhai and Estuary Estates from an upgraded and joined up Old Waipu Road as subdivision occurs.	P4	\$2,000,000			
Through route for through traffic	Develop an alternate route for travellers to Langs Beach and Waipu Cove to time with Warkworth to Te Hana State Highway 1 upgrade (Cove Corridor).	P4	TBC			
	Include 2m verge for cyclists refuge along Cove Rd.					
Plan for other intersection improvements as Mangawhai grows	These may include Molesworth Drive /Sail Rock Drive, Molesworth Drive /Estuary Drive / Thelma Road, Tara Road / Mangawhai-Kaiwaka Road.	P4	TBC			



What does this mean for Water Supply?



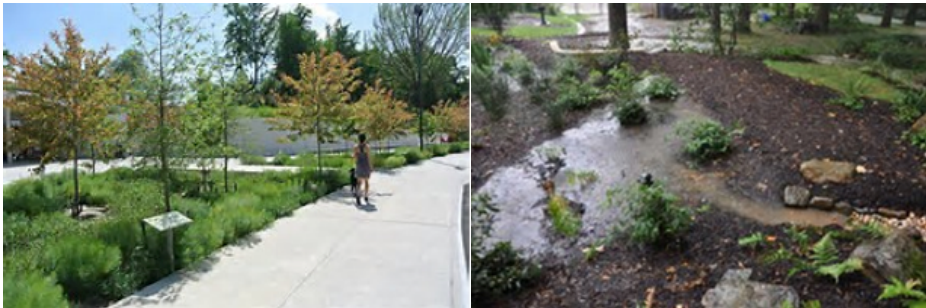
The preferred option for water supply is to continue to rely on water harvesting for household use with no extension of the public supply.

This will require new houses to be capable of collecting rainwater in sufficient quantities. Communal water storage for firefighting is supported. This water could also be sourced from MCWWS for emergencies, via connection to the Fire Station to be sited on Mangawhai Community Park.



Stormwater Management

What does this mean for Stormwater Management initiatives?



The intent is that no untreated stormwater flows directly into the harbour or sea. This is a Council activity that has seen the least investment in Mangawhai over time, with plentiful remedial work required.

While more knowledge is needed to determine the best response, the preferred approach is, where practical, low impact bio-mechanisms (biofiltration) to manage stormwater.

This is not always possible because of differing ground conditions. Where there is insufficient soakage, or workable overland flow, piped network may be necessary. Where possible, drains/overland flow paths will be naturalised into streams with biodiverse riparian planting. Roads will be the first choice for overland flow in storm events. Retention ponding/swales will be used to treat stormwater before it soaks into groundwater or flows into the harbour where this will work. Otherwise a mechanical treatment device may be necessary.



Stormwater Management

Project	Description	Priority (beginning 1 July 2018)	Cost estimate
Overland flow path/ ponding location and protection	Development a Stormwater bylaw that allows intervention in areas where legacy issues require resolution.	P1	\$15,000
	Use easements to protect existing overland flow not effected by development (or re-direct to the road corridor if possible).		\$200,000
	Formalise and protect overland flow paths within roads and incorporate overland flow function into the road corridor as part of future road upgrading works.		\$40,000
Install new systems at current pain points	Pain points exist in sections of: - Eveline Street - Quail Way	P1 P1	\$130,000 \$500,000
	Reduction of outflow pipes into the estuary from North Avenue to Mangawhai Heads Road.		
Improve knowledge and remodel performance (Catchment management plan)	Identify more clearly existing overland flow paths.	P2	\$100,000
	Gather accurate information of current infrastructure and systems.		
	Understand soakage capacity including effects of groundwater levels and soil types.		
	Complete downstream assessments.		
	Gather and log as-built information in GIS.		
Investigate and develop where appropriate wetlands/ponding to collect stormwater in the Mangawhai Heads area that would otherwise go directly into the harbour	Identify new or improvements to Stormwater system and implement them		
	Re-water the original wetlands within Mangawhai Community Park from overland flow paths.	P1	\$500,000 pa
	Look to create wetlands as public parklands on land around the Mangawhai Golf Course and Mangawhai Community Park		
Engineering standards revision	Improve outlets and operation of stormwater to Golf Course wetlands.		
	Revise engineering standards to include: - Testing, design, construction, monitoring and maintenance of soakage systems (biofiltration) - Protection of overland flows from development - Protection of amenity and character.	P1	\$25,000
Harbour Outlets	Reduce the number of outlets into harbour from Wood Street – Picnic Bay		Included in other projects

Key	Priority	Intended Start
P1	one	2018-2020
P2	two	2021-2024
P3	three	2025 -2028
P4	four	2028 onwards

Please note: NZTA funding is required and not approved for some projects.



Wastewater Management

What does this mean for Wastewater Management?



The intent of the Mangawhai Community Wastewater Scheme (MCWWS) was to improve the quality of the water in the Mangawhai Harbour. This intent is still current. The future approach to connecting new properties and areas within the drainage district was agreed after recommendations from a Community Advisory Panel in 2016. Council is currently considering options. The decision on the preferred option will be made in 2018 as part of the Long Term Plan considerations. It is considered development contributions will be the main funding stream.

Project	Description	Priority (beginning 1 July 2018)	Cost estimate
Extending the wastewater scheme including the number of connections	Extend irrigation system, upgrade existing reticulation and extend reticulation, augment WWTP.	P1	\$5,72 million
	Extend reticulation.	P2	\$6,17 million
	Extend reticulation and augment WWTP.	P3	\$5,87 million
	New disposal system, extend reticulation and augment WWTP.	P4	\$17,0 million

Key	Priority	Intended Start
P1	one	2018-2020
P2	two	2021-2024
P3	three	2025 -2028
P4	four	2028 onwards

Please note: NZTA funding is required and not approved for some projects.



Open Spaces

What does this mean for Open Space and Recreation initiatives?



The intent is to complete a continuous esplanade reserve around the harbour over time. Esplanade reserves will be developed for coastal recreation including boat/kayak launching, walking and cycling where accessible. Recreational walking and cycling tracks will continue to be developed with the help of the Tracks Trust, where possible along streams and coast to connect people with nature. A model “bio filtration” system is intended for Lincoln Reserve. A multi-use park including active recreation is intended for Mangawhai Domain, where Council can assist the Domain Committee in fulfilling this purpose.



Project	Description	Priority (beginning 1 July 2018)	Cost estimate
Lincoln Road biofiltration demonstration on stormwater management.	Create a demonstration area on Lincoln Reserve as a model for using biofiltration (rain gardens, wetlands, retention ponds and biodiverse plantings) to clean stormwater.	P1	\$90,000
Non-motorised sea craft storage and launching on coast	Provide spaces for craft storage by launching places, to reduce need to drive craft to beach, at Alamar Reserve and Eveline Street	P1	\$30,000
Picnic and barbecue spots along the coast	Establish barbecues at Alamar and Lincoln Reserves Provide more seats at Lincoln, Pearson, Moir, Jordan and Robert reserves.	P1	\$30,000
Improved access to and use of beaches	Review increased parking availability at Heads.	P2	\$70,000
	Increase public use of Pacific Beach through improved signage.	P1	\$5,000
	Enhance overflow parking by the Police units at Alamar Crescent. This may require reconfiguration of the camp ground boundary.	P2	\$50,000
	Improve car parking at Pearson Reserve.	P2	TBC
	Bike stands at key locations	P1	\$6,000
	Public toilets at Lincoln Reserve and Mangawhai Heads Road by beach.	P1	\$300,000

Key	Priority	Intended Start
P1	one	2018-2020
P2	two	2021-2024
P3	three	2025 -2028
P4	four	2028 onwards

Please note: NZTA funding is required and not approved for some projects.

Open Spaces

Project	Description	Priority (beginning 1 July 2018)	Cost estimate
Off-road walking and cycling recreation tracks	Work with the Tracks Trust or developers to extend and improve tracks, using unformed (paper) roads if possible and connecting new subdivisions. See below.	Ongoing	TBC
Connecting no exit streets with walking and cycling tracks.	Thelma Road to Thelma Road link	P3	\$95,500
	Esplanade to Jack Boyd Drive link	P1	\$36,000
	Jack Boyd Drive to Thelma Road link	P1	\$26,000
	Across estuary (Tara Creek)	P4	\$100,000
	Tracks through Estuary Estate	P4	\$64,000
Continuous Coastal walkway	Initial stage - Head Beach to Pearl Street	P1	\$300,000
	Future Stages to Mangawhai Village	P2-P4	\$1,442,366
Kaipara walking and cycling strategy	Prepare and develop a strategy to determine future walking and cycling connections, formalising the routes in this plan	P1	N/A
Wood Street	Work with business and property owners to redevelop the parking provision, and pedestrian access within the business centre	P2	\$800,000
	Provide public toilets	P3	\$200,000
Urban Forest	Develop a landscape/ planting plan and programme for public streets and parks to enhance amenity and biodiversity that also provides guidance for people wishing to plant appropriate trees on their own properties and street berms	P1	\$80,000
Complete the network of esplanade reserves along the residential coast	Create, as they become available through subdivisions, the missing links to the network.	As subdivision occurs	
	Remove private encroachment onto public esplanade reserves		
Another all tide boat ramp	Investigate a second all tide boat ramp	P3	TBC
Historic place making	Protection and celebration of sites of significance to Maori e.g. Te Whai Pa, Two Whai Pa and middens on Mangawhai Heads Reserve, Small coastal Pa and middens on Pearson Reserve, Telling the story of the history through interpretation signage on walking tracks	Ongoing	TBC

Key	Priority	Intended Start
P1	one	2018-2020
P2	two	2021-2024
P3	three	2025 -2028
P4	four	2028 onwards

Please note: NZTA funding is required and not approved for some projects.



What does this mean for developing Mangawhai Community Park?



The Master Plan for Mangawhai Community Park was completed in 2013. A Friends of the Park and a Council Committee work together to maintain and develop the Park. There is an approved programme of work listed below.

Project	Description	Priority (beginning 1 July 2018)	Cost estimate
Historic Village/Museum Hub	Complete landscaping and car parking at this hub	P1	\$70,000
MAZ/St Johns Hub	Complete landscaping and car parking at this hub	P1	\$100,000
Walkways/service lanes	Establish through routes to MAZ and the Museum from the Club, with improved planting and signage	P1	\$100,000
Cultural place-making	Include stories of Iwi history through the pioneer village and Park signage in association with the Museum.	Included in other Park projects	
Community Development	Facilitate more collaboration between community groups with similar aspirations.	P1	

Key	Priority	Intended Start
P1	one	2018-2020
P2	two	2021-2024
P3	three	2025 -2028
P4	four	2028 onwards

Please note: NZTA funding is required and not approved for some projects.



What does this mean for possible new provisions in the District Plan?



There is sufficient capacity for new housing for some years in line with growth projections, within the current residential zone, especially if Estuary Estates is included in the calculation. However, this is not a good match with demand. Greater housing choice is needed if the demand is to be met in a managed rather than ad hoc way. This ranges from rural-residential sites, to town houses on smaller lots.

To address the community concern about loss of character design guides or rules may be added to the District Plan, and a new “coastal” residential zone that limits development within a defined area along the coast from the Heads beach to the Insley causeway. It is also proposed to create a new zone on the periphery of the residential area for smaller lot lifestyle blocks, with associated environmental benefit rules. The commercial zones within the town centres are also proposed to be enlarged and allow for mixed use developments of a more intense nature.



District Plan



The intention is Council will undertake a District Plan Effectiveness and Efficiency Review in 2018 as a statutory requirement under the RMA. This is a check on whether or not the outcomes in the District Plan are being met.

This may include:

- Plan changes to address issues;
- Extending town centre commercial zones including allowing for mixed use
- Including urban design rules
- Introducing a new Rural Residential zone with requirements to provide environmental benefit
- Allow smaller lot size in some areas away from the coast

Project	Description	Priority (beginning 1 July 2018)	Cost estimate
Robust administration of current District Plan provisions	The Kaipara District Plan can be more robustly administered in the short term while any plan changes are considered over the next year or two. Guidelines/practice notes will be developed to show how the Plan will be administered.	P1	\$0 Within current budgets and fees/charges
Develop Urban Design Strategy	Develop a framework for the inclusion of urban design rules in the District Plan – it should be noted that Estuary Estates has urban design guidelines that may serve this purpose.	P1	\$25,000
District plan change	<p>Proposed plan change 1 - That protects the character of the coastal area and harbour fringe streetscape urban design controls, also implementing the Northland Regional Council Regional Policy Statement for coastal areas.</p> <p>Proposed plan change 2 - Housing choice – Complete a section 32 evaluation considering options for extending housing choice. Propose a Plan change that implements the preferred option as identified in the Mangawhai Community Plan for the Jack Boyd Drive to Thelma Road link.</p> <p>Estuary Estates – Work with owners to provide more connectivity and faster development without changing land use.</p> <p>Review of District Plan for Mangawhai area - Efficiency and effectiveness review of the District Plan, analysis of options for future growth.</p>	P1	\$200,000 annually

Key	Priority	Intended Start
P1	one	2018-2020
P2	two	2021-2024
P3	three	2025 -2028
P4	four	2028 onwards

Please note: NZTA funding is required and not approved for some projects.



Funding options for the first three years

As part of the Long Term Plan consultation process, Council would like to know how you see this draft Mangawhai Community Plan funded. Below are the options proposed which we would like your feedback on:

Option 1	Option 2	Option 3	Option 4
<p>The funding requirement for implementing the plan (over the 10 years of this LTP) is met by raising debt.</p> <p>The cost of the debt, interest and principal, paid by district-wide general rates. By year three this is an additional cost of \$112,000 per annum. Under this option general rates increase by 0.1% in the first year moving to 0.4% in year three.</p>	<p>The funding requirement for implementing the plan (over the 10 years of this LTP) is met by raising debt.</p> <p>The cost of the debt, interest and principal, is shared: 20% district-wide general rate and 80% by Mangawhai ratepayers. The general rate increase is less than 0.1% in all years. The outlay to Mangawhai ratepayers commences at 0.1% and increases to 0.7% in year three</p>	<p>Funding requirements (\$2.453 million) met from the Mangawhai Endowment Lands Account fund.</p> <p>Meaning there is a decrease in MELA fund capital of approximately 50%.</p>	<p>Under option 4, Council would delay the implementation of projects, from its current three year plan, to beyond 2021.</p> <p>This would spread the rates increases of Option 1 or 2 from 2021 to 2024.</p>



Funding

Funding options (Years 1-3)	Option 1 (beginning 1 July 2018)	Option 2 Funding split between Mangawhai and the rest of the district		Option 3 Funded by the Mangawhai Endowment Land Account (MELA)	Option 4 Delayed implementation
General Rate increase					
	District 100%	District 20%	Mangawhai 80%		Rate increase under Options 1 and 2 spread beyond 2020/2021
2018/2019	0.10%	0.02%	0.10%	Nil	
2019/2020	0.29%	0.06%	0.40%	Nil	
2020/2021	0.44%	0.09%	0.70%	Nil	
Targeted Rate increase					
	Mangawhai stormwater network		Mangawhai stormwater network		Rate increase under Options 1 and 2 spread beyond 2020/2021
2018/2019	0.00%		0.00%		
2019/2020	1.10%		1.10%		
2020/2021	8.40%		8.40%		
Development Contributions per unit of demand (excluding GST)					
Roading East					
Pre MCP	\$570	\$570	\$570	\$570	\$570
MCP	\$308	\$308	\$308	\$308	\$308
With MCP	\$878	\$878	\$878	\$878	\$878
Mangawhai stormwater					
Pre MCP	\$359	\$359	\$359	\$359	\$359
MCP	\$79	\$79	\$79	\$79	\$79
With MCP	\$438	\$438	\$438	\$438	\$438

Sources of Information:

The following technical working papers have been produced to support the development of the Mangawhai Community Plan:

*Mangawhai Programme
– Input to development of the
Mangawhai Community Plan*

July 2017

*Kaipara District Plan Review
– Mangawhai Town Plan*

February 2016

*Mangawhai Town Plan Stormwater
Infrastructure Report*

May 2016

*Land Development and Density
– Mangawhai Town Plan*

May 2016

*Mangawhai Town Plan – Growth and
Development Outlook*

May 2016

*Mangawhai Water and Fire Supply
Options Feasibility and Cost Analysis*

April 2016

*Mangawhai Town Plan
– Urban Design Study Phase 1*

June 2016

Mangawhai Open Space Review

October 2016

*Mangawhai/Mangawhai Heads Review of
Speed Limit Provisions*

March 2017

*Mangawhai Town Plan
– Transportation*

March 2017

*Planning Technical Report,
Mangawhai Town Plan Project*

April 2017

*Mangawhai Town Plan Stormwater
Infrastructure Strategy*

May 2017

*Cultural Impact Assessment Mangawhai
Town Plan Development*

May 2017

Mangawhai Cycleway connections

May 2017

*Images:
www.dsd.gov.hk, [pinterest.com](https://www.pinterest.com),
thescoopradioshow.com, [google images](https://www.google.com)*



