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Keep Whangaparāoa's Green Spaces.

Healthy Communities Need Space

Auckland Council's proposed Plan Change 120 is open for submissions until 19th December 2025. KWGS urges you to make a submission supporting our position that there is no case for housing intensification on the Whangaparaoa peninsula.

Here is a link to the Auckland Council website which explains what Plan Change 120 is about and provides information on how to make a submission.

<https://new.aucklandcouncil.govt.nz/en/plans-policies-bylaws-reports-projects/our-plans-strategies/unitary-plan/auckland-unitary-plan-modifications/proposed-plan-changes/pc-120-housing-intensification-resilience.html>

Here is a link to the Plan Change 120 Maps for Hibiscus and Bays.

<https://experience.arcgis.com/experience/a69c494d01e341689b68a89a6eea2b86>

To help you with your submission, the key findings of an infrastructure study carried out by KWGS are summarised below. The study focused on the area 'East of Whangaparaoa Town Centre' (EWTC) and referenced Plan Change 78 (PC78) that set out rules for housing intensification and infill in Auckland. PC78 will be replaced by Plan Change 120 (PC120) following agreement between Auckland Council and Central Government.

Key findings of KWGS Infrastructure Study:

1. East of Whangaparaoa Town Centre (EWTC) has sufficient land zoned for residential use to meet 30 years of housing growth. This capacity is available without the significant intensification opportunity provided by PC120, which conservatively could double housing numbers, and importantly without recourse to the Gulf Harbour Country Club (GHCC) golf course land.
2. EWTC roading infrastructure is currently at capacity for peak times and the bands of peak times will grow. No economic roading solution is available to rectify this.
3. The wastewater treatment plant at Army Bay is close to capacity and while Watercare has signaled an intent to spend \$0.5bn on upgrading the facility at Army Bay over the next 10 years, it has also put a stop to new connections to wastewater in the Hibiscus and Bays area until at least 2031, placing significant limits on housing development in the area.
4. The Penlink arterial road project was justified primarily by alleviating congestion at the Silverdale SH1 interchange to provide for growth in residential and commercial development along the SH1 corridor. While Penlink will reduce travel times for EWTC residents travelling south to Albany and the North Shore, it will not help alleviate capacity constraints on the 10km stretch from Gulf Harbour (GH) to Whangaparaoa town centre.
5. Uptake of public transport to alleviate road congestion EWTC could be lower than Auckland average given the geographical constraints of the peninsula and Census data showing how self-contained the EWTC area is with a very high work-from-home component and fairly high levels of people living and working within the EWTC area.
6. KWGS supports more ferry services between Gulf Harbour and Auckland CBD. While the resumption of former levels of ferry services between the CBD and GH has a small beneficial impact on road congestion EWTC, detailed analysis of journeys suggests ferry services will not solve the roading constraint. The 2018 Census revealed that 13% of all workers living EWTC travel south of the Auckland Harbour Bridge for work and education. The Census showed that overall, ferry accounted for 4% of all travel for work and education.
7. The GHCC golf course land is protected by a 999-year encumbrance that says the land must remain zoned Open Space and be used solely for golf or country club purposes. Auckland Council (AC) has said it will uphold this encumbrance and PC120 maps show the golf course land retaining its Open Space zoning.
8. Development of the GHCC golf course land would not only be disastrous from the perspectives of the Auckland Council Future Development Strategy (FDS) Principles for Growth and Change but would also have catastrophic effects on traffic congestion. A process within Council that ensures any planning or resource consent applications pertaining to the GHCC golf course land, take account of the encumbrance is strongly recommended.
9. KWGS believes a Precinct covering the area EWTC should be established to ensure development has appropriate regard to the principles for growth and change set out in the FDS and ensures densification under PC120 is controlled in line with roading and wastewater infrastructure limitations. A precinct would also make effective use of the opportunities offered by the coastal proximity and landforms of this unique area at the end of the Whangaparaoa peninsula.

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