

Appendix 5 – Summary of ‘Put a Pin on it’ (2016)



Let's plan *together*

Kia kotahi tātou ki te whakatakoto mahere

Place Planning 2016

Post Consultation & Engagement Report



Far North
District Council

July 2016



Let's plan *together*
Kia kotahi tātou ki te whakatakoto mahere

Post Consultation Report

Introduction

This document is the post consultation report following the District Plan team engagement and consultation on the Consolidated Review of the Far North District Plan, occurring from February – June 2016.

This report provides:

- A brief background to the broader consultation and engagement process;
- Specific details on methods of engagement and results;
- A summary of the views and issues expressed; and
- Identification of the relevant internal and external stakeholders who should be aware of the issues and views raised.

Background

As part of the Consolidated Review of the Far North District Plan the District Plan team has engaged with the district's communities through an exercise called 'Place Planning'. This involved members of the District Plan team and other council staff locating in a specific community for a fixed period of time to understand local issues with respect to the District Plan and any other matters that may be of concern.

Twelve place planning events took place over the period. The locations, dates and approximate number of attendees are listed in the table below.

Location	Date(s)	Number of Attendees
Opononi/Omapere	24 th -25 th February 2016	20
Mangonui/Doubtless Bay	9 th -10 th March 2016	20
Whatuwhiwhi	17 th -18 th March 2016	10
Kerikeri/Waipapa	22 nd -31 st March 2016 (Appointments from 4 th -29 th April)	100
Pukenui	14 th April 2016	8
Kaitaia/Ahipara	19 th -21 st April 2016	50
Kaikohe	10 th -12 th May 2016	20
Kaeo	19 th May 2016	15
Paihia/Opua	30 th May 2016	25
Kawakawa/Moerewa	1 st June 2016	15
Russell	9 th -10 th June 2016	40
Rawene	14 th June 2016	24

Methods of Engagement

The primary method of engagement with respect to the Place Planning events is face to face, however where members of the public were not able to make the event the following avenues were available:

- The website 'letsplantogether.org.nz' which describes the review process and provides further opportunity for feedback through its 'put a pin on it' application and email processes;
- Social media particularly through Facebook;
- Traditional media releases; and
- Responding to targeted questions at the venue and through place planning invitations.

Summary of Issues – Opononi/Omapere

The following table summarises the views and issues of the place planning event alongside the relevant department(s) in Council who will find the information relevant and any necessary action points.

<i>Issues and Responses</i>	<i>Relevant Department(s)</i>
<p>a) Urban Growth Management:</p> <ul style="list-style-type: none"> • Various transport related issues including parking and access surrounding the waterfront, particularly the boat ramp. Also various speed and safety issues around this area and its integration with the State Highway. • Guaranteeing levels of service inside current area of benefit with respect to water, wastewater, and stormwater to current and future development before extending outside these areas. • Improve and secure current water supply. Do not rely on streams in other catchments and community utilities, emphasis on water tanks. • Each house should capture their own water with benefits in reduced rates. The costs and process for subdivision should be simpler. Council should actively encourage composting toilets, provide adequate services, promote diverse and cheaper housing choices to retain and attract inhabitants, seal more roads and encourage less absentee landowners. • Good quality housing is important for health and wellbeing, however there needs to be less red tape and costs. Planning rules such as impervious surfaces need to be reviewed. <p>b) Heritage:</p> <ul style="list-style-type: none"> • Funding to fix and maintain sites of cultural significance to Maori i.e monument at Whiria. Also concerns regarding lack of cemetery space due to sea inundation. • Protection of Norfolk Pine at 4 Square, kerb road outside 4 Square to protect tree roots, and consider age of trees when assessing importance for notable trees. • National significance of Opo the Dolphin. Needs further recognition and protection in the Hokianga. • Connections and recognition of Chinese boat sinking in north Hokianga. Story needs to be told. <p>c) Coastal Protection</p> <ul style="list-style-type: none"> • Seawall and armouring around inner harbour is required to prevent erosion. • Impact of boat ramps on receiving environment through erosion of beaches. • Proposed school in Koutu Point creates potential for further increased coastal development. Lot sizes for coastal subdivision are too large. Lot sizes need to be reviewed to cater for appropriate development. • Holiday homes in Koutu Point being advertised for far too many people, sewerage systems not coping and wastewater leaching into ocean. • Appropriateness of development in Koutu Point, particularly with respect to wastewater infrastructure and future development given primary school consent. • Concerns over unlawful use of Council road reserve in Koutu Point. Community playground proposed in Coastal Living Zone – potential for rezoning to recreation. • Foreshore erosion on Maori land. Issues with coastal erosion/subsidence and whether or not Queens Chain moves onto private land in these instances. <p>d) Indigenous Flora and Fauna</p> <ul style="list-style-type: none"> • Greater pest and weed eradication required from Council. • Vegetation on sand dunes reducing natural sand dune movement. Request removal of vegetation on sand dune. 	<ul style="list-style-type: none"> • District Planning • Infrastructure and Asset Management • NZTA • Customer Services

e) Rural Sustainability

- For farming dry stock at least 1,000 acres required to be viable.
- Support community planning, particularly the eco-village concept. Mentioned Rawene Motor Camp as model (late 60's-70's)

f) Partnerships with Tangata Whenua

- Cultural centre in the area and appropriate zoning to facilitate activity.
- Cultural landscape from Whiria (Pakanae) to sand dunes, including various wahi tapu and pre-European context with specific sites that should be protected;
- Various access and speed related issues in close proximity to Marae and wahi tapu sites. Particular problems when funeral/tangi are occurring. Overspill of cars onto State Highway network.

g) Other:

- Feedback required from Council when RFS' are lodged and constant communication regarding the RFS' status.
- Reduce bureaucracy, rates, and Council costs/fees.
- Questions regarding rates being payable on registered wetlands.
- Retaining wall erosion in Rakautapu Road after heavy rainfall. Drain cleaning required.
- Capacity of local dam is limited. Constantly filled by gravel that needs to be excavated regularly/maintained. Potential to use gravel for reclamation on harbour areas which will also reduce gravel intrusion in to water.

Summary of Issues – Mangonui/Doubtless Bay

The following table summarises the views and issues of the place planning event alongside the relevant department(s) in Council who will find the information relevant.

<i>Issues and Responses</i>	<i>Relevant Department(s)</i>
<p>a) Urban Growth Management</p> <ul style="list-style-type: none"> • Potential for land reclamation in the area to provide greater economic development for Mangonui in the form of increased parking, shops and cafes. It will also remove the terrain constraints. • Increased parking for boats and vehicles. • Seek low impact design solutions for urban / coastal stormwater. • Residential houses being used as tourist accommodation providing unfair competition to regulated commercial accommodation providers. This has removed longer term rentals for short term rentals. These properties should be let on an even footing to the main commercial providers (Air BnB). • Consideration of closing local roads along beaches and replacing these with finger point access to the beach at few locations to open up areas to pedestrian traffic and increase utility through greater exposure. • More rubbish bins required at Mangonui freedom camping spot. • Lighting along Waterfront Drive. • Upgrade of Taipa Bridge. • Land use options in Taipa. Bring back camp ground as a potential use. Rates burden too high to run efficiently. • Potential for retirement village in Coopers Beach. Council to enable development through rates relief. • Coopers Beach needs to join the I-Site network to improve tourism enterprise potential. The Doubtless Bay Tourist Information Centre is voluntary and requires funding to ensure viability. • Coastal walkways are desirable in this area and particular emphasis should be on a walkway from Mangonui to Coopers Beach. • Rezoning to match infrastructure and subdivision developed since last Plan process. • Serious drainage and flooding issues. Stormwater system not maintained, full of wild ginger. • No/poor internet and phone reception. • Volunteer information centre should be funded by Council to become a proper I-site. Would enhance tourism potential in the area. • Better connectivity and access around Mangonui and Coopers Beach required. Potential for retirement living in this area but requires associated infrastructure. • Plan provisions should support and encourage eco-tourism opportunities. <p>b) Indigenous Flora and Fauna</p> <ul style="list-style-type: none"> • There are significant mature Pohutukawa Trees throughout the area that need greater protection. There is also a large remnant forest of Taraire and Kahikatea trees that rely on the local water table being maintained. • Taupo Bay harbours endangered native seabirds. The dog prohibition area that exists needs to be extended. <p>c) Coastal Protection</p> <ul style="list-style-type: none"> • Seek an alternative State Highway route to minimise heavy vehicle movements and reduce vulnerability to coastal hazards. Engineering structures must be compatible with coastal and sensitive landscapes. • Rates making traditional farming practices (dairy, beef, sheep) uneconomical. Has led to a range of coastal subdivision and holiday/lifestyle development. High value development has impacts on school decile rating. 	<ul style="list-style-type: none"> • District Planning • Infrastructure and Asset Management

- The marine area around Stephenson Island needs protection from any form of aquaculture development. Reemphasise the Island and Taupo Bay as significant natural landscape areas.
- Greater building height restrictions on residential property in the coastal environments and also restrictions on the use of mirror glass or similar high reflection materials.
- Reserves in Taupo Bay need to be clearly protected as open space passive recreation reserves. Plan needs to be amended so that no buildings for ancillary public use can be established. Replacement of existing ablution blocks only.

d) Rural Sustainability:

- Compliance status of Taipa wastewater system. Needs to be addressed.
- Level of service of Taipa waste transfer station. Service far worse than previous provider.
- Better stormwater management on gravel roads – gravel washed away in storms.
- Aggregate is a significant for the regional economy. A sustainable supply of aggregate is vital for growth and maintenance of community infrastructure. Quarries should remain protected from reverse-sensitivity under planning rules.

e) Heritage:

- Particular heritage buildings need maintenance and upgrading as they are in a poor condition.

Summary of Issues - Whatuwhiwhi

The following table summarises the views and issues of the place planning event alongside the relevant department(s) in Council who will find the information relevant.

<i>Issues and Responses</i>	<i>Relevant Department(s)</i>
<p>a) Coastal Protection</p> <ul style="list-style-type: none"> • Height restrictions on buildings in all zones to protect established views. • Provisions for alternative energy sources (solar) in the General Coastal Zone. • Built development creating greater coastal flooding effects • Coastal Living subdivision standards are too liberal. Need to be tightened up especially for restricted discretionary and discretionary standards. • Puheke Beach and the inland coastal surrounds should be designated as a significant natural landscape and established as an eco-reserve with restrictions on land use and subdivision. • Coastal lot sizes and rating impact in coastal areas make farming uneconomic, leading to a need to subdivide and lifestyle blocks. A lot of General Coastal areas should be rezoned to Coastal Living to enable development and protect native vegetation. • Erosion of sand dunes from vehicular activity. • Wetland development in coastal areas. • Managed retreat and flooding issues. <p>b) Rural Sustainability</p> <ul style="list-style-type: none"> • Rezoning land from Rural Production to Coastal Living in certain areas to enable greater development. • Converting land to farming typically requires substantial vegetation removal. These areas could be protected and enhanced through dual protection and lifestyle measures. • Range of safety issues with particular intersections. • Potential airstrip for Carrington development and associated impacts of such a development to locals in terms of noise and traffic. <p>c) Urban Growth Management</p> <ul style="list-style-type: none"> • General impacts from potential Carrington development in terms of wastewater, stormwater and water provision. • Lawn mowing of Council reserves and community halls. Needs to be done on a more regular basis • More footpaths in the Karikari area. • Drainage issues along Whatuwhiwhi road. These require regular clean outs to stop blockages. Also potential fire hazard when left unattended in summer. • Telecommunication infrastructure should not be a permitted activity. Notification of this infrastructure should be notified to local residents who have local knowledge of areas and can provide more suitable alternative locations. 	<ul style="list-style-type: none"> • Infrastructure and Asset Management • Community Planning • District Planning

Summary of Issues – Kerikeri/Waipapa

The following table summarises the views and issues of the place planning event alongside the relevant department(s) in Council who will find the information relevant and any necessary action points.

<i>Issues and Responses</i>	<i>Relevant Department(s)</i>
<p>a) Rural Sustainability</p> <ul style="list-style-type: none"> • Concerns with mining operation near Matauri Bay and its potential impact on freshwater. • Potential road connection between Waipapa and Kapiro Road. May lead to better connectivity with Te Tii. Also facilitate subdivision. • Need to constrain industrial development to Industrial Zones. • Restricting commercial and industrial development in rural areas. • Alternative sewerage choices and better transportation linkages at time of subdivision are required in rural areas. • Rural Production sites along Waipapa Road should be up-zoned to Rural Living. • Development near orchards has implications in terms of spraying. • Sites along Waipapa Road ideally suited for intensification. They are close to proposed school site and have easy access to Waipapa and Kerikeri. • Protecting versatile soils from encroaching lifestyle living. • Influence of the school zone and irrigation on subdivision, housing and price in and around Kerikeri. • Connections to irrigation provide more choices re subdivision. • Horticulture viability and land size a moving target. For example some years land size can be 1ha and viable. • Newer technology with respect to wastewater treatment means that lot sizes can be smaller than that currently provided for the District Plan...primarily in the rural and coastal living areas. • Water tank requirement to fight fires are unreasonable. • Identify rural fire risk areas or hotspots. • Rural Living subdivision – costs of utilities i.e communications and electricity. • Spread of commercial and industrial activities to the south of Waipapa in Rural Production land. • Kapiro road as urban limit for growth of Kerikeri. • Kiwi zones, mixed review. Some people like the idea, others would like to have cats and dogs in their subdivision. <p>b) Urban Growth Management</p> <ul style="list-style-type: none"> • Too many dead ends in Kerikeri. Need to join up more roads and provide more options for traffic. Limited bypass options. • Various complaints relating to one way system and central roundabout. • Relocating land uses to more appropriate areas in town. • Sports field and other recreational facilities being promoted at various locations. • Council encouraging greater housing choice. • Gateway of Kerikeri becoming unattractive. Must implement landscaping provisions. Need to avoid ribbon development on arterials and highways. • Potential for shared space arrangement for road and pedestrian users along Kerikeri Road. • Multiple potential residential growth locations in and around Kerikeri. • To pedestrianize and make more accessible areas in and around Kerikeri. • Focus on central Kerikeri through urban renewal programme – pedestrian and café focus. More pedestrian crossings required or pedestrian to have right of way over vehicles. • Expansion of town away from irrigation scheme onto poorer soils. Better connect Waipapa and Kerikeri Township. 	<ul style="list-style-type: none"> • Infrastructure and Asset Management • Community Planning • District Planning

- Inclusion of Riverview in reticulation scheme and the area being re-zoned to residential to cater to population growth.
- Expanding the Commercial Zone to match current commercial land uses and extend urban infrastructure. Create a better profile for desired future roading connections.
- Council should investigate taking treated water from on-site systems in urban areas. Promote infill development while also recouping costs of reticulation network.
- Private wastewater systems can reduce pressure on Council reticulated services. They should be encouraged where Council cannot yet reticulate, but may reticulate in the future.
- Greater understanding required between rating and land use development. Rates in commercial areas are disabling development in town centres. Rate increases are passed on and lead to higher leases for businesses.
- Kerikeri needs a uniformed street frontage that represents its heritage and village town theme. This could be represented through uniform verandahs and facades. Incentivise through reduced consenting costs or otherwise.
- Delineation of Industrial Zone into light and heavy industrial. Provide greater specificity of what uses can occur in these areas.
- Despite commercial providing for residential activity, not really recognised and more visibility needs to be given to this opportunity, may be in the form of a mixed use zone in certain locations.
- What are the roles of Kerikeri vs Waipapa...uses should complement each other as oppose to competing.
- Parking is becoming an issue in Kerikeri...how will this be addressed with growth.
- Golf course appropriate location for residential development?
- Rezoning at Waipapa to reflect current uses. What will future Waipapa look like?
- Infrastructure at Waipapa not up to standard.
- Intensive residential development (200m²), apartments, townhouses – are these the future housing options for Kerikeri?
- Sunlight rule – link to north/south orientation. At present not really a sunlight rule – more a height to boundary rule.
- Mill Lane – conversion to residential uses – transfer land near airport.
- Need different standards between Commercial and Industrial zones.
- Roundabout in Waipapa required.
- Connectivity from SH10 to Kerikeri Road, through the back of Blue Gum or Golf Course.

c) Coastal Protection

- Improving the water quality of Kerikeri Inlet, particularly by Waipapa Landing and the Stone Store basin.
- Developing an oriental parade style beach front recreation area in Stone Store area
- Removal of South Kerikeri Inlet Zone and replace area with Coastal Living Zone.
- Permitted activity height levels to high. They can easily block established views.
- Access to coastal areas in an around Kerikeri.
- Walkway developments around Kerikeri – linking up to established tracks.
- Visual amenity rule – does rule apply when the building in question cannot be seen from public location? Why?

d) Partnerships with Tangata Whenua

- Lack of proper consultation with local hapu.

e) Indigenous Flora and Fauna

- Prevention of cats, dogs, and mustelids needs to continue to prevent killing of kiwi.
- Potential notable tree inclusions into the District Plan
- Greater use of Bylaws to protect biodiversity.

f) Other:

- Improved access between Kerikeri and Paihia.

- Improved access to all beaches in the area.
- Main entrance amenity – roundabout full of weeds and overgrowth.
- Roading congestion and health and safety implications in town centre.
- Requests for road sealing.
- Amenity issues with water tanks on top of summits/hills.
- Potential illegal buildings.
- Water and wastewater improvements to enable growth.
- Doves Bay Marina crowded and congested. Need new boat ramps and marinas.
- Requests for up-zoning to allow increased density development.
- Improved cycling connections and access throughout area but in particular Waitangi and Puketi Forest.
- Increased footpaths along Kerikeri Road.
- Improving access to waterbodies.
- Potential link between Rainbow Falls to Kerikeri centre through golf course/Puketotara stream. Provides greater circular access.
- Stormwater grates parallel to road causing potential hazard for cyclists.
- Need to investigate alternate route into Kerikeri, possibly through Cottle Hill Rd.

Summary of Issues - Pukenui

The following table summarises the views and issues of the place planning event alongside the relevant department(s) in Council who will find the information relevant.

<i>Issues and Responses</i>	<i>Relevant Department(s)</i>
<p>a) Coastal Protection</p> <ul style="list-style-type: none"> • Recognising the distinct qualities of Henderson Bay – local ecology, historic sites, and amenity. Favour conservation over development. • Current lot size thresholds for General Coastal Zone are appropriate. • Council protecting houses from coastal inundation. Council should enable coastal protection structures. • Siltation of the harbour and mangroves. • Commercial fishing and the impacts/pressure on fish stocks, recreational fishing and tourism. • Erosion along waterfront, Armouring and walkway required which may necessitate reclamation along Waterfront Road. • Climate change risks have to be considered before rezoning/subdividing low lying land. • Ribbon development along the coast is not ideal. Costs of expanding services are expensive to small communities. <p>b) Rural Sustainability</p> <ul style="list-style-type: none"> • Water security – an aquifer services market gardening, horticulture and agriculture. Its use is threatened by over use, salination, contamination from wastewater soakage, and extraction for other catchments. • Suspected that aquifer is recharged by seawater. • Due to local geomorphology and free draining silica sand top soils encountering a sandstone pan, wastewater does not receive adequate treatment during onsite soakage and could be leaching into the aquifer or draining laterally into surface water. Potential solution in a combined on-site and reticulated wastewater system where solids are retained in septic tanks and regularly pumped out and liquid effluent is reticulated to municipal treatment. • Council has a role to play in assisting residents of Te Kao to obtain potable water. • Plantation forestry creates a microclimate and also draws on, and cause changes to the water table. For example, juvenile trees use 10L/day and adult trees use 150L/day. • Council to take over Hukatere Road. Community want this for legal emergency access to 90 Mile Beach. Whalers and Hukatere Road to be assessed by an engineer as there is a sinkhole, underground river and eroding slip toe, causing subsidence and slips on Whalers Road. • In terms of lot sizes, be careful not to make lifestyle blocks too big and waste productive land. • Limited Access Roads and speeds along State Highway 1 are inhibiting infill development. Slower speeds i.e 60km-70km/h would be ideal – similar to Coopers Beach. • Lot sizes need to be large enough to adequately treat wastewater to local conditions. <p>c) Other</p> <ul style="list-style-type: none"> • Poor infrastructure. Rubbish collecting not adequate. • Increases in tourist numbers. • Specific drainage issues on Waterfront Road. • Henderson Bay freedom camping – landowners provide service – happy for it to remain as they can control it/manage it. Use of paddocks on a per night basis. They prefer activity located on private land as there is poor rubbish collection on public land. 	<ul style="list-style-type: none"> • District Planning; • Infrastructure and Asset Management – Roading

Summary of Issues – Kaitaia/Ahipara

The following table summarises the views and issues of the place planning event alongside the relevant department(s) in Council who will find the information relevant.

<i>Issues and Responses</i>	<i>Relevant Department(s)</i>
<p>a) Urban Growth Management</p> <ul style="list-style-type: none"> • Various lighting issues at pedestrian crossings. • Having more user friendly parks. Created for all ages. • Plan provisions for safe pedestrian access need to be included. Poor connectivity and walkability around North Park. Urban design considerations required for large retail developments. • Open drains in Kaitaia residential area need to be closed up. • More residentially zoned areas for future growth. • Potential for foot mall/plaza to enhance the town centre. • PaknSave site needs to be focussed on. Provides public car parking but is private land. If this was to be removed there would be a strain on main street parking. The space has the potential for various uses including night markets. • Need for more housing and job opportunities in central Kaitaia. Reduce travel from remote areas and enhance inner town centre. • Telecommunications rules as part of subdivisions proposals. Needs to reflect changing telecommunications technology. Plan requires infrastructure to boundaries, although wireless technology can make copper connections redundant. • More financial incentives for recycling. • Commercial drift to north Kaitaia Industrial areas. Walkability decreased as a result. <p>b) Rural Sustainability:</p> <ul style="list-style-type: none"> • Protecting aggregate quarries from reverse sensitivity effects. • Potential rezoning areas in Kaitaia area from Rural Production to Rural Living to promote growth in the area. Need for smaller lifestyle blocks that are attractive to the market. • Impermeable surface rule issues with gravel driveways. Often driveways take up most allowance and increase costs of development. An alternative solution is required. • 2ha lot size for Rural Production zone not productive and too small. Only real option is further subdivision which is non-complying. • Regulation for honey industry. There are tensions in honey industry; various sabotage attempts both successful and unsuccessful. Need to manage effects, setbacks from boundaries as a potential Council tool in terms of location/placement of hives Bylaw. Health and safety imperatives under the RMA. <p>c) Coastal Protection:</p> <ul style="list-style-type: none"> • Flood hazard rules should relate to different types of development that can occur. For example is it hazardous to life, buildings, waste disposal. • Easy process for land owners to get approval under the Visual Amenity rule. Use of a LRV control as opposed to a specific paint palette. <p>d) Other:</p> <ul style="list-style-type: none"> • Cleaning Awanui River of litter. • District Plan firefighting provisions. Typically require 45,000L for firefighting supply which cannot be touched for other uses. May be better for burden to be shared by multiple properties. • Various zoning requests based on character and access to services. 	<ul style="list-style-type: none"> • District Planning • Infrastructure and Asset Management • District Facilities

Summary of Issues - Kaikohe

The following table summarises the views and issues of the place planning event alongside the relevant department(s) in Council who will find the information relevant.

<i>Issues and Responses</i>	<i>Relevant Department(s)</i>
<p>a) Indigenous Flora & Fauna</p> <ul style="list-style-type: none"> • Pest plants being both a fire hazard and ecological risk to native species. Mothplant for example is a huge risk. • Not enough monitoring and enforcement of sites which contain noxious weeds. • Roading contractors have a role to play in spraying roadside berms. So too do reserve and park contractors. More needs to be done. • Use of a bylaw to reduce fire hazard risk. • Greater awareness and education of noxious weeds needs to be undertaken. Brochures and posters should be sent out with rates notices. <p>b) Heritage</p> <ul style="list-style-type: none"> • Implementation of rules relating to Notable Trees in terms of needing an arborist who is a member of the New Zealand Arboricultural Association. Cost increases and delays because of lack of specialist in Far North. • Various requests for removal of certain notable trees. <p>c) Rural Sustainability</p> <ul style="list-style-type: none"> • Vision required for small communities which differ across the district. Generic Rural Production zone does not help in recognising these differences. This zone needs to be looked at in more detail to enable cottage industries, but also minimise compliance costs in areas of great deprivation. These compliance costs can represent a make or break situation for many fledging businesses but are also significant for community social and health providers. • Need to look at alternative zoning arrangements for rural communities. • Various pros and cons associated with package treatment plants that enable residential intensity. Maintenance costs can be extremely costly. • Water storage extremely important for drought resilience, firefighting, and intensive productive uses. Water storage tanks should be compulsory as a bare minimum. With respect to Kaikohe and surrounds, there is a vast amount of quality land but limited water availability. • Dam in Mangamuka's could gravity feed many residences with water. Lake Omapere could also be raised for irrigation purposes and potentially feed into any proposed development activities associated with Ngawha. • Council needs to work better with community service providers, particularly in poor rural communities. Reduce risk of Council and enhance resilience. For example the provision of water is a key area where Council can work with health providers to increase outcomes and reduce impacts of poor water quality. <p>d) Urban Growth Management</p> <ul style="list-style-type: none"> • Water storage extremely important for drought resilience and firefighting. • Northland College and potential Ngawha geothermal developments can be a game-changer for Kaikohe. • Continue to enable diversity in businesses as opposed to relying on one large industry or business. • Footpaths in Ohaeawai. Better contact needs to be made with the Ohaeawai-Taiamai Residents Association. They would prefer that these are extended as opposed to simply replaced. A key example is extended the footpath to the local pre-school on the State Highway. 	<ul style="list-style-type: none"> • District Planning • Infrastructure and Asset Management

- Speed limit of State Highway not appropriate. Council needs to advocate and voice concerns of residents more.
- Traffic noise is a concern – ‘no engine braking’ signs required.
- No water supply for fire trucks. Ohaeawai Residents Association considering installing water tanks at rugby club. Community grant scheme very important for projects such as this.
- Support for trial bus service in mid north.
- Water availability under old rubbish dump and various other areas in Kaikohe.

e) Partnerships with Tangata Whenua

- There is an increasing trend of Maori leaving Auckland and wanting to settle on ancestral Maori land. Papakainga provisions and development needs to be enabled for these people.
- Like community service providers, hapu and marae may also have the expertise and structures to promote community based infrastructure such as solar power, water and wastewater.
- Maori tourism ventures – Pa site on old dump site and alternative sites. Hone Heke reserve as alternative – tourist potential hooking up with cycle way and good views.

f) Renewable Energy and Energy Efficiency

- Bio fuel opportunities on old dump site in Kaikohe. Use methane and provide power to local residents or businesses.

g) Other

- Improving Old Bay Road or create a new and improve connection between Kerikeri and Kaikohe.

Summary of Issues – Kaeo

The following table summarises the views and issues of the place planning event alongside the relevant department(s) in Council who will find the information relevant.

<i>Issues and Responses</i>	<i>Relevant Department(s)</i>
<p>a) Hazards</p> <ul style="list-style-type: none"> • Unstable land in Totara North - land slip as evidence. A number of small holiday homes in area subject to drainage problems. Risk to these properties may be increased from previous slip. • More thought needs to be put into the type of development allowed in flood areas. • NRC flood work being undertaken to reduce risks beneficial to community. <p>b) Heritage</p> <ul style="list-style-type: none"> • Removal and/or destruction of heritage building 222, known as the Totara North sawmill. <p>c) Partnerships with Tangata Whenua</p> <ul style="list-style-type: none"> • Interest in sites of cultural significance and process used in previous district plan creation. Also potential for the creation of a hapu management plan in the Kaeo/Whangaroa area. • Water concerns are unilateral and there should be no special consideration of its use for any particular sector. • Concerns over size of lots for papakainga housing. Previous allowance of 1,000m² per shareholder. Larger requirements of 3,000m² by Council limit shareholders. • Relationships with Te Rarawa. A number of specific projects in the area i.e Kohanga reo, however no appropriate sites. <p>d) Urban Growth Management</p> <ul style="list-style-type: none"> • Interface between Residential and Rural Production Zone. Potential for reverse sensitivity effects particularly with respect to noise and the lack of notional boundary consideration. Large scale facilities have the greatest potential to affect established activities. • Range of tourism opportunities in Totara North • Urban redevelopment of old hotels and other potential uses that can occur. • Various requests to stay updated with respect to rezoning matters in Whangaroa. • Various locations considered appropriate for restaurants and tourism facilities • Interest in tourism based land uses that take into consideration context of Whangaroa/Kaeo area, particularly aesthetic qualities and views of harbour. Land uses include B&B's and restaurants. • Cycleways and ability to cycle in and around area positive, particularly for tourists. • View that local communities need to create their own opportunities in terms of economic growth and employment. • Accessibility and usability of local footpaths. Footpath opposite 4 Square, near bridge, a prime example. Not fit for purpose. • Audit of conservation and recreation land required. <p>e) Coastal Protection</p> <ul style="list-style-type: none"> • Issues with the coastal environment zoning produced from the Regional Council. Issues with its extent and its potential impact on rates into the future. • Impacts of sea level rise and associated flooding and inundation issues. • Improving access for all to beaches. • Large scale subdivision on clay based soil. Impact of wastewater systems on local waterways. 	<ul style="list-style-type: none"> • District Planning • Infrastructure and Asset Management

- Dune restoration and controlled access to beaches.
- Flooding of Tauranga Bay Road between intersection and one-lane bridge.
- Managing coastal subdivision in and around east coast hotspot beaches i.e Matauri Bay, Taupo Bay.

f) Rural Sustainability

- Concerns over China Clay mining operation in Matauri Bay. Impact on waterways and questions regarding monitoring and enforcement.
- Various roading issues.

g) Other

- Various roading, pedestrian and cycling issues,
- Requests for barbeque facilities near picnic tables at Tauranga Bay Reserve.
- Access to high speed broadband network.
- Better enforcement of dog control and no camping policies/bylaw at Tauranga Bay Reserve.

Summary of Issues – Paihia/Opua

The following table summarises the views and issues of the place planning event alongside the relevant department(s) in Council who will find the information relevant.

<i>Issues and Responses</i>	<i>Relevant Department(s)</i>
<p>a) Urban Growth Management</p> <ul style="list-style-type: none"> • Traffic hazards during summer periods. • Parking issues. Potential area for carpark building and bus areas. • Rezoning requests. • Earthworks needed to cut back bluff and allow safe cycle and pedestrian access. • Signage at gateway locations identifying a cycle friendly town. • Parking requirements exempt for those over 65. Works in Whangarei, must still abide by time limits but not required to pay. Also request for Council to develop systems so that local ratepayers can park in area for free. • Relocation of school to make room for intensive tourist development and parking. Plenty of space for school in Haruru. • Opportunities for dog walking. • Establish bus route between Haruru falls and Paihia. • Housing is better provided for in Haruru. Less coastal hazards and more flat land. • Removal of height limits in Paihia. It is a commercial tourism hub. • Commercial height limits should stay the same. Loophole in rolling height method that can lead to perverse outcomes. Definition needs to be looked at. Natural amphitheatre may be able to accommodate height with little visual effect. • Greater walking and cycling connections and improvements between Waitangi and Paihia. • Wider footpaths at Tii Beach. Allows for safer walking and cycling and allow for angle parking if required. Major safety risk for tourists who walk the road and are used to European road rules. • Recycling system is deficient. Need to upgrade facilities at the depot outside Paihia to promote recycling opportunities. • Safety concerns with the helipad. A tall glass barrier should be installed to prevent any potential health and safety disasters. • Speeds on the State Highway entering Haruru. Should be located to provide safe access to Haruru and Watea. • Carparking should be free and not be paying Far North Holdings to lease carparks and toilets. • Public space on wharf being restricted by commercial use. Focus Paihia getting their way at the cost of ratepayers. • Noise issues related to street market. Shouldn't be allowed every Friday night. • Traffic calming measures are needed at certain locations. • Paihia bypass required. Traffic issues for heavy vehicles that need to come through Paihia, particularly in Summer. Road can open up development opportunities and also make water provision easier. • Requests for pedestrian crossings and removal of passing lanes. • Odour from wastewater plant. • Potential for angled parking at Bayview road. • Enable a mix of uses in the commercial areas. More thought needed with respect to how those activities can work together with respect to noise and parking. • Playground area required in Opua, nearest playground is in Kawakawa/Paihia which is too far away. • Break water required to reduce effects of waves and promote marina development. • Opua – high risk area for fire – dwellings built in to natural landscape. • Colenzo triangle development and further development to complement expanding Opua facilities. • Wharf and breakwater development at Paihia. Good potential to change outlook of town. 	<ul style="list-style-type: none"> • District Planning • Infrastructure and Asset Management

- Potential for special zone or masterplan approach for Opuā. Manage all effects of intermingling uses – residential, marine, and industrial.

b) Coastal Protection

- Coastal erosion an issue on part of beach. Stormwater drains have exacerbated the problem.
- Inadequate parking at boat ramps.
- Retention of view shafts by limiting building heights.

c) Indigenous Flora and Fauna

- Issues with domestic cats and their impact on native fauna.
- Pests and weeds are present around bluff area and also on Council parks and reserves. Better weed control required to reduce their impacts.
- Community groups keen to participate in pest control on private and public land.

d) Other

- Identification of potential illegal buildings.
- Location of bus depot.
- Freedom campers using particular areas where there.
- Concerns regarding the quality of streetscape furniture.
- Liquor licensing and alfresco dining should be promoted in the park area.
- Requests to remove graffiti.
- Interest in cycleway and safety of cyclists.
- Interest in one way system for Paihia.
- More bus stops needed for tourists in Paihia.
- Dogs allowed on beach and safety for children.
- Causeway road link could have been investigated instead of walkway/cycle link.
- Antisocial behaviour on beaches that disturb local residents.
- Further links for walking and cycling.

Summary of Issues – Kawakawa/Moerewa

The following table summarises the views and issues of the place planning event alongside the relevant department(s) in Council who will find the information relevant.

<i>Issues and Responses</i>	<i>Relevant Department(s)</i>
<p>a) Hazards</p> <ul style="list-style-type: none"> Forestry uses have changed catchment water flows and patterns. Flooding in Kawakawa and Moerewa risk areas for civil defence. There are also associated sewerage issues when flooding occurs. <p>b) Urban Growth Management</p> <ul style="list-style-type: none"> Street lighting issues on various streets that adds to crime and lack of safety. Needs to be staggered across road not down one side. Motorbikes used along the cycleway. Breaking wooden barriers and bolt cutting chains. Metal barriers need to be installed to stop this. Limited flood protection works. Regular flooding every winter that isolates community. Bridge in Moerewa a particular pinch point that needs to be addressed. Sagging power lines that create safety issues for large trucks. Flooding as a result poorly maintained drains. Poor visibility of pedestrian crossing. Makes crossing dangerous for residents, especially for children. Excessive speeding by vehicles on numerous streets. Physical speed deterrents needed to solve problem. Providing parking on small and awkward sites. Council needs to look at alternatives for parking that make development unfeasible. Financial contributions in lieu of parking still exist in District Plan this should be initiated instead of resource consent. Potential location for bus companies to park and drop off/pick up people (near Kawakawa Bowls Club). Toilet facilities and adequate turning bay available and better pedestrian access over the bridge into town. Various requests for road repairs. Paper roads often used to evade police. Community wish to use these roads for bike tracks. Gateway signage required in Moerewa. Further pedestrian crossing on SH1. Lack of town parking impacting on economic growth and sustainability of businesses. Poor drainage and stormwater system in Moerewa adds to flooding issues. Parking area at rear of buildings needs to be highlighted to buses and cars. Access lane is not sufficient for large vehicles and access is very difficult. Limited use with current access arrangement. Footpaths required in various locations. Safety issues with pedestrian crossings reduce walking and cycling. Parents dropping kids off at school when they could walk/cycle because of safety concerns. Turntable Hill roading issues and timeframes for completion. Speed limit requests along State Highway. Require lower limits. 	<ul style="list-style-type: none"> District Planning Infrastructure and Asset Management

- Better connectivity between cycle trail locations in Kawakawa.
- Potential bylaw to require shading in development applications – particularly those relating to car parks, public areas and schools.
- Lack of berm maintenance in particular streets.
- Bypass option to get rid of heavy vehicles through the main street of Kawakawa.
- Antiquated sewage systems in Moerewa that suffer systemic failure in large rain events.

c) Rural Sustainability

- Private erosion control needed. Council should provide grants for this purpose.
- Rural dust issues.

d) Indigenous Flora and Fauna

- Issues with domestic cats and their impact on native fauna.
- Pests and weeds are present around bluff area and also on Council parks and reserves. Better weed control required to reduce their impacts.
- Community groups keen to participate in pest control on private and public land.

e) Other

- Identification of illegal dumping area.
- Reinstating development contributions so that developers pay their fair share.
- Better control of dogs. They typically roam streets and create health and safety issues.
- With respect to roading, more vegetation clearance provided.
- Broadband and telephone limitations in terms of availability.
- Mining activities listed on titles and how these impact the land in question.
- Further development of playground for community and tourists.
- Changes in address for residential of Matawaia Road.

Summary of Issues - Russell

The following table summarises the views and issues of the place planning event alongside the relevant department(s) in Council who will find the information relevant.

<i>Issues and Responses</i>	<i>Relevant Department(s)</i>
<p>a) Partnerships with Tangata Whenua</p> <ul style="list-style-type: none"> • Various archaeological sites of significance to Maori in area, including sacred whanau & hapu burial ground. These need recognition and protection through mapping and associated provisions. • Lack of proper consultation with local hapu. • Issues with scale of development near Oke Bay Lodge. In close proximity to a wahi tapu accessway which is culturally significant. <p>b) Urban Growth Management</p> <ul style="list-style-type: none"> • Street lighting needs to be of a low reflectivity level. Potential to promote Russell as a 'Dark Sky' destination. • Retain special character provisions for Russell and enhance where possible. Size and shape of buildings not just style is important in gateway zone • Better delineation and signage of Council reserves and esplanade strips. Instance where public is unsure if land is public or private. • Need to bring back development contributions to enable, develop and maintain public access. • Council needs to assist with roadside rubbish collection. • Use of public space for commercial purposes. Prevents public access and enjoyment of foreshore. • Regular maintenance and clearing of open drains that run through properties. • No footpath up to flagstaff hill. Well used, but can be dangerous. General comments about more footpaths around Russell. • Foreshore road, Cass Street and The Strand all have shared space potential – similar to that seen in Elliot Street, Auckland. • Concerns regarding reticulated water in Russell. Rely on water tanks as sole source. • Issues with the wastewater scheme and its future potential to provide for development. • Areas of coastal living zones near Tapeka point where the size of the lots requires land use consent for any buildings. <p>c) Heritage</p> <ul style="list-style-type: none"> • Council needs to start heritage landscape mapping. • Consideration of guidelines or images of good development of size and shape of additions in heritage area. Booklet designed by North Shore District Council with regard to Devonport is a good example. <p>d) Indigenous Flora and Fauna</p> <ul style="list-style-type: none"> • Walkway maintenance needs improving, • Flora and fauna affected by subdivision standards. Do not reduce the minimum lot size standards. • Greater protection of flora and fauna at time of subdivision. 	<ul style="list-style-type: none"> • District Planning • Infrastructure and Asset Management

e) Coastal Protection

- Esplanade reserves and connectivity very important for Russell area and surrounds. There should be no dispensations for subdivision and land use consents adjacent to esplanade area or coast. Further provisions in the District Plan required to deal with private encroachment onto public land.
- Flooding issues and these becoming more apparent through built development.
- Sediment run-off from building sites not being managed adequately. Needs more enforcement or better conditions of consent.
- Setbacks from coastal marine area and waterways rule should be non -negotiable. No buildings should be allowed to encroach this setback.
- Riparian strips and esplanade reserves and priority areas need to be considered, acquired and maintained.
- Access related issues in terms of public/private delineation. Locals and tourists not aware of options to access coastline and beaches of area.
- Coastal Living Zone not fit for purpose for the needs of holiday park business. Main issue being the impermeable surface rule and limitation on building coverage.
- 8m height limit in Coastal Residential zone is not appropriate. Existing views need to be protected.
- Long Beach road is being undercut by sea erosion and is in danger of falling away.
- Bush covenants as part of subdivision approvals process not being carried out.
- Protection of particular beaches in terms of access but also from effects of local marine farming activities.
- Gateway area to Russell needs further protective measures.
- Amenity controls in the coastal environment need to be enforced.
- Need to protect sight lines to Mt Tikitiki at the top end of Orongo Bay. Limit residential development.
- Speed limit reductions required on entry/exit to Okiato. Safety issues for locals and children. Area has coastal residential density and requires lower speeds. Similar issues for Deeming Road which, because of its size, is really a one way lane once cars have been parked.
- District Plan minimum residential density and minimum site size rules need to be accompanied by further rules relating to sewerage standard. For example, a 600m² should be required to provide a secondary system or UV system.
- Orongo Bay gas station not in line with development in the coastal environment and consent conditions has not been monitored.
- Some mismatch in the size of lots and the underlying zone. Requires resource consent for development as a result.

f) Other

- Health and safety issues with certain roads. Requires signage as visibility is poor.
- Issues with specific consent notices on the title of property.
- Need for a 'winged wall' at 11 The Strand and at Brodie Passage.
- Questions regarding conditions of consent and whether they are being met, enforced and monitored.
- Access issues to Council reserves. Formalisation with other parties.
- Gorse spraying as potential fire risk and reduces views to water.

Summary of Issues - Rawene

The following table summarises the views and issues of the place planning event alongside the relevant department(s) in Council who will find the information relevant.

<i>Issues and Responses</i>	<i>Relevant Department(s)</i>
<p>a) Partnerships with Tangata Whenua</p> <ul style="list-style-type: none"> • Renew Te Roopu Piritahi to discuss and resolve matters of concern to tangata whenua. • Water is the most important resource. Council must play a role in the provision of water and how it is managed through the National Policy Statement. <p>b) Rural Sustainability</p> <ul style="list-style-type: none"> • Potential use of bio-waste from forestry related activities to produce energy at a small scale. Not keen on reliance on big companies for electricity, small scale-community based projects are sufficient. stop thinking about million dollar projects and focus on smaller communities. • Cycle way route is unsafe between Rawene and SH intersection. Insufficient width, poor alignment and visibility. • Foreshore and coastal roads are being destroyed by forestry related logging activity. No monitoring of damage or advocating for different solutions. • More subdivision and lifestyle options required for those with smaller land holdings and those who wish to live more communally. Current standards do not promote or enable this type of lifestyle. <p>c) Urban Growth Management</p> <ul style="list-style-type: none"> • Investigate commercial zoning in the township, standard of footpaths, stormwater, and the road slipping behind the pub. • There is no footpath from Kohukohu to the ferry, dangerous for pedestrians and cyclists • The loading zone in downtown Rawene was moved some years ago from the north side of the Four Square building to the front of 6 Clendon Esplanade. This happened without consultation. This causes the entrance to Clendon Esplanade to be blocked to traffic and pedestrians. • The smooth seal needs to be extended along Clendon Esplanade past Boatshed Cafe as the tar & chip seal melts in summer spreading tar into cars & shops in high visitor area. • Plan required to achieve annual increments of kerbing/channeling & footpaths in Manning Street and replacing open drains. Current situation is dangerous to increasing number of cars & pedestrians. Many of them children. • Built development needs to be at a human scale. Look at height limits and other design related elements to keep at a human scale. • Need a greater understanding of the traffic implications in Rawene due to the connection with Kohukohu and the ferry. Increasing numbers of visitors contributes to this. Investigate a one way system and rationalisation of parking. Possibility of increasing water traffic. 	<ul style="list-style-type: none"> • District Planning • Infrastructure and Asset Management

- Sewage: Te Mauri o te Wai is a hapu based community organisation that is working alongside FNDC to create a better alternative to the water based sewerage scheme at Rawene. Mutually respectful relationship - follow approach in other areas to upgrade to IPT2 culturally acceptable land based solutions. Environmentally sustainable that return nutrients to the soil and keep nitrates, phosphates and pathogens from polluting the water.
- Water: given the annual summer water shortage, please give consideration to promoting the installation of water tanks even in urban areas.
- Cycling and Walking: Could we please have some signage to improve safety for cyclists, both on the feeder road into Rawene and in the village. Similarly, signage and more footpaths for safety for walkers. It is very dangerous.
- Consider one way traffic system for Rawene
- Asphalt the CBD.
- Improve footpath continuity between town and hospital. Consider heritage finishes to buildings.
- Street lighting. We have a magnificent night sky. It is being spoilt by current street lighting. Request that street lighting is concentrated downward so that it does not impact on the sky.
- Info stand and free WIFI at no.1 Parnell to catch tourists off the ferry.
- Extra parking using reclaimed land behind public toilets.
- Legibility of Clendon Esplanade - is it one way, two way or both? Also has both pedestrian and car traffic. Can be very dangerous at times. Need to slow down traffic in some form. Boardwalk along Clendon Esplanade a good idea up to the boatshed.
- Parking an issue - ferry lanes often used for parking by locals. More businesses have arrived in the town equating to a greater need.
- Land is an issue in this area and going higher will not conform with the character of the town. Need to think about reclaiming areas to provide parking and land for development.
- Parking a perceived issue. Business owners need to park away from their businesses so that others can park in front of the buildings.
- Support for PC20. There seems to be an issue with loading bays, access and parking provision in Heritage Precincts. Owners should not be penalised for this and the removal of parking requirements are a good step.

d) Renewable Energy and Energy Efficiency

- In house advice relating to energy developments. Focus on providing advice and service as opposed to spending money on massive projects.

e) Heritage

- District Plan should contain restrictions in terms of removing houses (non-HPT) in precinct areas. Has potential to ruin heritage values of that area.
- Consider expansion of the heritage precinct to include the Brideker Property.
- Street lighting should be sympathetic to the heritage precinct character and should be designed to avoid light pollution.
- Council does not give enough consideration to heritage precincts. There should be signs as people enter these towns saying that they have entered a heritage precinct.
- Street lighting in heritage precincts need to fit local character, standard fit for purpose street lighting often doesn't suit Kohukohu or Rawene. All work in heritage precincts even on Council land should take heed of requirements and associated guidelines and be more sympathetic.
- Policy needs to be created where scheduled Council building should set an example regarding a colour scheme. Allto have a range of colours for almost every time period and use. Resene also has a good colour range. Point is that Council actions in this area will promote and encourage others to follow suit. This should be for all Council buildings, not just those listed in the schedule.
- Historic trees are not given enough attention by Council. Behind Rawene pub for example big Morton Bay Figs and Oak Trees at Clendon House. Old rare Australian species at the Yarbarra Homestead in Kohukohu of national significance. The review of heritage precincts should be used to also prioritise further inclusions to the notable tree schedule. They add to the character of the heritage precincts and deserve this priority.

- Investigate a height limit restriction in heritage precinct areas to two storeys or two floors and potential for pitched roof if it is linked with the character of the area. Also impose active street frontage of business at bottom of building with potential for residential at the top.
- In terms of heritage controls there should be more discretionary activity provisions for scheduled buildings. Many of them are restricted discretionary in nature. By way of full discretion there is the potential for compromise in terms of particular development controls.
- Other methods have not been enduring - they need to be a bit more realistic. For example, no resource consent fees for heritage related components for scheduled buildings, discount for those heritage related matters in heritage precincts. Unlikely to be a substantial sum of money. Incentives could prove catalyst for further development and highlight to owners that Council has an interest in heritage in the district
- All council planners need appropriate training and guidelines with respect to heritage to provide for better outcomes.
- Heritage fund should be set back up. The fund was put back into general community board funding which is not specifically focussed to heritage matters. Certain amount of money allocated to projects - set up as a trust with associated experts that advise on heritage matters.
- Council to lead by example on the properties they own with respect to heritage redevelopment. Policies apply to all landowners including council. Internal processes need to be set up for property managers so they aware of requirements.
- Concerns with heritage buildings that are located in the jurisdiction of the Northland Regional Council. No protection mechanisms. Need process where they can be protected and managed in a holistic manner. Could include delegated authority to manage those items.
- Role of climate change and coastal flooding on heritage items. What takes precedence heritage or hazard? There are likely to be conflicts with required floor board levels and height restrictions - again what takes precedence?
- Masonic Hotel heritage symbol is located on the car park and not the motel itself - slight error that requires clarification/amendment to the Zone maps for Rawene.

f) Indigenous Flora and Fauna

- Elephant grass present in this area and along hillsides. Becoming a fire hazard - needs to be removed as soon as possible. 15 McDonnel road. Fire hazard

g) Coastal Protection

- Coastal access and connectivity should be a significant resource management issue.
- Foreshore development and the effects of climate change. More bunds required around conservation, recreation and commercial areas. Will provide safety to the buildings and residents of Rawene.
- Inspection and maintenance of Council wastewater ponds, particularly the drain and stopbank. Stopbank should be raised a metre to prevent raw sewage going into the harbour.
- Council needs to consider visual amenity rule when the building of concern cannot be seen by a person - only avenue to see building will be by air. Why is there a restriction in these circumstances?
- Walkway/cycleway from the Kohukohu village to the Narrows. Would be well used by both locals and visitors. Logging trucks currently make the road scary to walk on.

h) Other

- Various zoning issues around Rawene and requests for changes.
- Small communities/areas need their own specific provisions as opposed to generic measures. i.e zoning 'villages' for example.
- Integrate visioning process and particular objectives and policies of Kohukohu community plan into District Plan Review.
- Number of matters in Community Plan not being delivered. For example, works relating to footpaths, streetlights and use of chemicals (glyphosate) not being done. Use of chemicals particularly bad and should stop.
- Vision – 'happy and healthy communities'. Cannot occur when noxious chemicals are used by Council contractors. Bad for environment and for health and safety of residents.
- In small settlements such as Kohukohu local contractors should be used. They know the area the best and do a good job.

- Issues with Kohukohu sewerage scheme in terms of contractors and specialists used. Outsourcing needs to stop and specialist advice needs to be undertaken by locals who live in the communities affected.
- Council objectives regarding vision and values are sensible but they are far removed from the people who are affected by Council policy and procedures.
- Local firms need to be given a greater weighting in contract procurement processes.
- Waste management should be a priority of district plan. Council should advocate for small scale swap days and encourage more education components in waste management contracts. Potential for upcycling in Rawene/Kohukohu.
- Council needs to undertake audit of skills and resources available to it in their communities. Who are the people in these communities and what do they know and what skills they have?
- Customer service - need a pamphlet regarding how people can interact with council i.e through request for service system, through community board members or councillors. How to relay questions, complaints and how the process works would be useful
- The road along the cycle way needs to be sealed. If not reputation about the cycle trail will be so bad that it will not be used.
- Spraying - no Roundup on road verges, pars or public places
- Waste Management: more education on recycling, composting, waste management and reduction of waste and plastic bags.
- Mining and Oil Drilling: I'm aware that Council has little control over the consents for off-shore oil drilling or mining, but please be proactive in registering the community's opposition to these when you have the opportunity
- Planting: Support for community planting in public areas - please continue this with volunteers from the area.
- Art collectives in Rawene selling the Hokianga as the 'Art Capital of the World'.
- Wording in District Plan is difficult for the lay person to understand and even difficult for practitioners. Provide more graphics and figures and representative of the rules are required.
- Particular roading and safety issues on route into Rawene. Local firemen have been called to many accidents. Road is sinking in from water. Has been like this for years
- Road sealing required for connections to the north and south in the event that Ferry fails. Work promised in 2009 has never been done. The cycle way will bring additional traffic through connecting roads.
- The narrow gorge needs to be widened. Logging trucks and tourism traffic are sharing this awfully dangerous stretch of road. Drop offs need to be fixed.
- Who is responsible for maintaining this portion of the road? Maintenance appears to stop at the dairy farm located at approximately 2.5kms from SH1.
- Commercial rates should include a component relating to plastics. Council to say that they will not accept plastic bags at their waste management centres. result in paying for plastic bags
- Libraries in the Far North are fabulous. Very awesome infrastructure and people who go the extra mile to serve the public. Design of libraries is also good. However, there should be more provisions for customer based feedback and collaboration in design
- Sewerage system in Kohukohu. Sewerage charges need to reflect the cost of running the scheme not just some made up figure.

Conclusion

Due to the nature of the event, being mostly face to face, it is acknowledged that not all responses and conversations said on the days of the event will be captured above. However, we have tried to encapsulate as much as possible and look forward to any further refinement from those members who participated.

These responses and views will help in determining specific resource management issues for the area and potential responses to resolve them. These will be collated with responses from other place planning events throughout the district and inform the overall review of the District Plan.