

Arawa Road Recreation Opportunities Community Engagement Outcomes and Responses

Feedback on the Draft Concept Plan was from 27 September to 21 October 2022. Letters were sent to Arawa Road/Penelope Place residents inviting them to have their say. A Have Your Say event was held on 9 October 2022 at the end of Arawa Road. All information was included on Council’s website and promoted through Council’s communication channels.

38 pieces of feedback were received as follows:

- 15 responses through the online survey
- 4 feedback forms and emails
- 19 comments from the Have Your Say event on 9 October 2022

A summary of responses is provided below. Council recommendations are in red.

Q1. Do you support development of new recreational opportunities for the Arawa Road/Penelope Place community?			
Responses		Themes	Council response and recommendations
Yes	13 + 16 at HYS day	<ul style="list-style-type: none"> • Demand for recreation facilities as nothing provided at present • Great ideas • Safe place for kids to play • Road reserve should be available and designed for public use • Walking and cycling connections through to Pukehina in the future. 	<p>Road reserve already used for recreation purposes.</p> <p>Ability to enhance the reserve to improve this experience and provide wider walking and cycling connections in the future.</p>
No	6 + 3 at HYS day	<ul style="list-style-type: none"> • Rural environment has everything we need, don’t need urban/town amenities • Will bring more people to the area and create security issues, keep this area for locals only • Proposed new subdivision will provide recreational opportunities so don’t need to duplicate this provision. 	<p>There has been identified demand by some people in the community for improved recreation experiences.</p> <p>Any provision is intended to primarily be for use by the local community.</p>

			The outcome of a proposed subdivision on the adjacent land is not currently known and could be some time away.
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Q3. Is there anything else you'd like to add regarding development of recreation and open space opportunities in the Arawa Road community?

Topic	Comments	Council response and recommendations
Playground	<ul style="list-style-type: none"> - Ensure maintenance of play area - Too close to orchard and impact on spray zone - Only need small playground - No pump track, no playground 	<ul style="list-style-type: none"> - Recommend provision of a small amount of 'rural inspired' play features to be maintained as a Council asset. - Council will work with the orchard owner to understand what sprays are used and how to mitigate any residual contaminants from spray on recreational infrastructure.
Community garden	<ul style="list-style-type: none"> - Community garden not needed as properties large enough to provide for this - Community vegetable garden not required as we have our own gardens, who is responsible for upkeep - Community garden and playground set further along road reserve from existing housing area - Drop the community garden and BBQ as most people have enough land for their own gardens. Upkeep issues re BBQ - No community garden or pump track. - Reservations re community garden as all sections are large so people grow their own at home - Lots of people have their own gardens - Not needed, native planting better. 	<ul style="list-style-type: none"> - Remove community garden from concept.

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Pump track	<ul style="list-style-type: none"> - Pump track - enough around already - Pump tracks encourage children and adults using motorbikes – a key issue already, unsupervised use - Pump track best idea and better than playground - Big pump track - Make as big as possible 	<ul style="list-style-type: none"> - No specific level of service for pump tracks however on the eastern side of the district there are plans for provision of a pump track at Spencer Ave, Maketu and the community maintain a pump track in Pukehina. - If a pump track is to be provided, this would need an MOU with the community for maintenance. - Consider as part of the future walking and cycling project.
Licence to Occupy (LTO)	<ul style="list-style-type: none"> - Removing cattle grazing would be a huge benefit to the health and hygiene of the recreational area. - Need an agreement between the council and the local farmer so that this project can get underway. - The new subdivision has been here for over three years now, just would be nice to see some changes. - We understand that the cows are required for grazing grass but could the pumice track be maintained and potentially not grazed so that it is free of cow poo for community use. This ends up not being useable after the cattle have been in there, which is not ideal for our health and wellbeing. - Tunnel for cows under track so they stay away. 	<ul style="list-style-type: none"> - Council will work with the Licensee to terminate the Licence to Occupy so that cow grazing is removed from the road reserve. The cattle crossing point and periodic vehicle access along the road reserve will need to be maintained. - Council will work with the property owner on rectifying property boundary issues where appropriate (ideally in the first section of the road reserve). This will need to consider ongoing drain maintenance requirements. - Most of the work required on tidying up the drain and planting of the road reserve will occur as part of the future walking and cycling project.

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Safety and security	<ul style="list-style-type: none"> - Security camera – discourage theft and vandalism - Gates or something to contain the animals. - Fenced area for safe dog walking. - Increase in traffic and people puts security at risk - Need security e.g. camera - Avoid issues from people outside of area - Fence off drains to protect children 	<ul style="list-style-type: none"> - It is not intended to promote the recreational opportunities provided in Arawa Road to the wider community. This is reflected in the plan not including carparking and no intent to have signage on the State Highway to promote access. - Future walking and cycling connections may mean that some people choose to cycle down the road reserve to Arawa Road but as the only connection through here is to SH2, it is unlikely that there would be many people that would do this as it is essentially a dead end.
Walkway and cycleway	<ul style="list-style-type: none"> - Will bring people into the area and want to keep it for locals only otherwise issues with safety and security. - Include bridges and wider connection to Pukehina - Accessible for all modes - Potential to enhance pumice walkway - Impact of cattle grazing needs to be managed - Drains need to be tidied up and potential safety issues - Restrict motorcycle access - Reinstall access across the waterway (culvert) - Public reserve so everyone should be able to access 	<ul style="list-style-type: none"> - See comments above regarding bringing people into the area. Also recognise that the road reserve is already being used for this purpose. - Council will work with the Licensee to terminate the Licence to Occupy so that cow grazing is removed from the road reserve. The cattle crossing point and periodic vehicle access along the road reserve will need to be maintained. - Council will work with the property owner on rectifying property boundary issues where appropriate (ideally in the first section of the road reserve). This will need to consider ongoing drain

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		<p>maintenance requirements.</p> <ul style="list-style-type: none"> - Most of the work required on tidying up the drain and planting of the road reserve will occur as part of the future walking and cycling project. - Include enhancement and connections in future walking and cycling project and prioritise in the 2024-2034 LTP. - Note Te Puke urban transport choices with external funding from Waka Kotahi is looking at connections from Te Puke to Rangiuuru/Maketu and is in the early stages of design.
Water quality and planting	<ul style="list-style-type: none"> - Water quality improvement would be great as the creeks can get very smelly - mini wetland or plants to create a better ecosystem. - Cleaning the irrigation ditches - water purity will always be questionable with agricultural and orchard runoff. - Native planting and tidy drains - Tidy fence lines. Native planting. Keep simple - Protect memorial tree at the end 	<ul style="list-style-type: none"> - Most of the work required on tidying up the drain and planting of the road reserve will occur as part of the future walking and cycling project. Some minor improvements may occur as part of the LTO removal and boundary adjustments.

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Neighbourhood reserve location	<ul style="list-style-type: none"> - Need to start further down Arawa Rd to not impact on existing properties. - Plenty of room to create an open space and maybe plant some fruit trees for the community by moving the farm fences to their true boundary. - Suggest any seating provided be further past the current gateway so as not to encourage late night gatherings - Great idea but start further down from the gate - Keep it from the gate onwards. Not on housing side - On the western boundary. Move fence to true. Put fruit trees in that open space. Use the full width/re-fence - Use full width of road reserve (4m into paddock) before gate. 	<ul style="list-style-type: none"> - Provide initial play features from the gate onwards (into the road reserve). - Council will work with the property owner on rectifying property boundary issues where appropriate (ideally in the first section of the road reserve). This will need to consider ongoing drain maintenance requirements.
Arawa Road issues	<ul style="list-style-type: none"> - Paths down Arawa Rd. Get the road up to standard. - Properly constructed parking and turning area is needed regardless of whether this development proceeds or not. - Need to be ample parking to cater for the park. - Are these plans separate to the upgrading of the road, culverts (road drainage) and footpath? - Remove and improve the bus shelter - Reduce the highway speed limit through the area - 	<p>Council is undertaking road safety and drainage improvements this summer (2022/2023) which will address some of the issues raised:</p> <ul style="list-style-type: none"> - Pavement smoothing and resurfacing between the highway and Penelope Place. - Limited seal widening, kerb and channel, drainage between highway and Penelope Place - Footpath provided on eastern side of road up to Penelope Place

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	<p>kids cross every morning, cars overtake in the turning lane and make it safer when slowing down to turn onto Arawa Road.</p> <ul style="list-style-type: none"> - Wider roads and footpaths for wider area. - Safety work on Arawa Road – foot path, speed bumps – speed is an issue. Speeding utes pose an issue - Remove and improve the bus shelter - Develop into a cul de sac – better use of the space for trucks to turn plus carpark for people using the facilities. Move facilities along to make room for this - Turning facilities for cars and utes with trailers, truck – council has increased to four refuse trucks each week. Some can turn successfully, but they use peoples’ driveways and berms which homeowners have to be maintain. - Perhaps like to see a place for cars to park so they aren’t using our lawn area 	<ul style="list-style-type: none"> - Road works include repairing/painting bus shelter and installing it on a concrete pad - PW-31 Children Sign to be installed on Arawa Rd - Provision of a turning head and parking is not within the scope of work.
Proposed subdivision	<ul style="list-style-type: none"> - Wait for subdivision plan and provision of recreation opportunities there - Don’t proceed with it. Leave things as they are until it becomes clear what the planned residential development of the local farmland looks like. At which point this community will change and this plan can 	<p>Council received a request for a private plan change on 15 December 2022. The Private Plan Change is to rezone a 12.4ha portion of rural zoned land on Arawa Road to residential including:</p> <ul style="list-style-type: none"> - Approximately 2.8 ha of ‘higher density’ and 4.2 ha of ‘lower density’ residential zoned land for 120-130

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	<p>then be revisited to see if it meets the needs of that community.</p> <ul style="list-style-type: none"> - Impact of further development on increased traffic - Think about supporting reserve proposal for planned subdivision almost ready for application for plan change within Arawa Road 	<p>dwelling</p> <ul style="list-style-type: none"> - 1.37ha of recreation and open space - 1600m² commercial zoning - Internal roading/accessways and related development infrastructure (with access from Arawa Road) <p>The private plan change will progress through a statutory process with timeframes set out under the RMA. It is likely to take at least the year before a decision is made to make the private plan change operative or not. Subdivision and land use development consistent with the plan change generally follows after it has been made operative.</p> <p>The 1.37ha of reserve land proposed will need to be assessed through the plan change process to determine whether it meets Council's Level of Service.</p>
Other	<ul style="list-style-type: none"> - Concept plan includes private land as part of the walkway extension and need to amend - Fire hydrant needed, the nearest is Maniatutu Road. - Need a pool - Height limit to shelter belts in residential / 	<ul style="list-style-type: none"> - Council will work with the property owner on rectifying property boundary issues. - No fire hydrants are provided in the roading improvements as rural supply is not pressurised for this. Can collapse the pipes if a fire hydrant is

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	recreational areas. - No rubbish bins - Keep natural in appearance - Rubbish bins needed	connected. - Provision of rubbish bins – expectation that people take their rubbish with them. This is consistent with elsewhere in the district. - Swimming pool provision in Te Puke.

Summary of Recommendations

	Recommendations	Rationale
1.	<p>Short term (2023)</p> <p>Adopt final concept plan incorporating amendments responding to community feedback.</p>	<p>Reflects the outcomes of this community engagement process.</p>
2.	<p>Short term (2023–2025)</p> <p>Enhance the use of the road reserve for recreation purposes.</p> <p>a) Develop play features within the road reserve.</p> <p>Include budget in 2023/24 for provision of rural inspired play features within the road reserve area (est. \$55k).</p> <p>b) Maintain the existing pumice track as a walking and cycling track. Council will work with the Licensee to terminate the grazing lease, and undertake periodic mowing of the road reserve.</p> <p>Indicatively mowing of approx. 1.2ha would be \$3000–\$5000 pa depending on the frequency.</p> <p>Investigate change of status to Local Purpose Reserve.</p>	<p>Responds to majority of feedback supporting provision of recreational opportunities.</p> <p>Play features not intended to duplicate potential future provision through the Plan Change process.</p> <p>Ensures the existing track can continue to be used by the local community and improves their experience.</p>
3.	<p>Short term (2023–2025)</p> <p>Work with the property owner on rectifying property boundary issues where appropriate.</p> <p>Consider drain maintenance requirements.</p>	<p>Ensures extent of public land available for community use is clearly delineated. Focus on area where play features are to be developed to create sufficient space.</p>

<p>4.</p>	<p>Medium to long term (consider in LTP for 2024 onwards)</p>	<p>Further develop the road reserve as a recreation and ecological corridor with wider linkages and a potential pump track.</p> <p>Include for consideration in the 2024-2034 LTP.</p> <p>Include bridge connections, planting, tidy up of drains, cultural and historical interpretation (as per final concept plan)</p>	<p>Need to consider access across private land to enable this to happen and consider against walking and cycling priorities across the whole network. Information contained within the feasibility study and the community feedback will inform a project to establish wider walking and cycling connections in the future.</p>
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