



Horowhenua Growth Strategy 2040

2023 Update



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Executive Summary

The Horowhenua District Council (the Council) adopted the Horowhenua Growth Strategy 2040 (the Growth Strategy) in 2018. The purpose of the Growth Strategy is to help guide decisions about where, when and how to accommodate the projected increase of population, households and jobs to the year 2040. The Growth Strategy was updated in 2021/22 in response to increasing population and housing projections.

This Growth Strategy reflects the Council's desire to provide an integrated and proactive framework for managing current and future growth to ensure it is enabled as well as appropriately planned to manage adverse effects.

The foundation of this Growth Strategy is the Horowhenua Development Plan 2008 (the Development Plan) which set out how development will be managed in the District over the 20 year (plus) period between 2008 and 2028.

Preparation of the Growth Strategy has reflected on, and readopted as appropriate, the spatial strategies within the Development Plan.

The Growth Strategy was originally adopted in November 2018. Council revised parts of the Growth Strategy in 2021/2022 to reflect more recent population projections which predicted an even greater increase in population for the District than projected in 2018.

A significant part of that updating has been using updated projections for the District's population, households and jobs. These projections took into account the effect on growth resulting from the Wellington Northern Corridor (expressway from Wellington to north of Levin) that will, by 2030 reduce travel times by road to Wellington to an hour or less.

In preparing the Development Plan (2006-2008), Council undertook a significant level of consultation to determine the community's aspirations for managing growth. This update of the Growth Strategy has retained the growth planning strategies and the related planning principles, as well as carrying over the areas previously identified to accommodate growth. With the projected increase in population and households, new areas for residential development have also been identified in this update to the Growth Strategy.

Projected Growth

The basis for the growth projected in this Growth Strategy are the projections from the reports prepared by Sense Partners, which were adopted by Council for the Long Term Plan 2021-2041.

Council adopted a 95th percentile growth scenario which equates to an additional 11,209 households and 26,008 additional people by 2040 – a projected 71% increase in population over 20 years. This is a significant increase for the District over this period.

It is significant in terms of the potential benefits for employment and business development. It is also significant in terms of the need to manage the location and form of that growth to ensure the staging and investment in infrastructure servicing is efficient and affordable for the District.

In addition, the impact on existing neighbourhoods needs to be managed, while also providing good transport connectivity to services and amenities from the new growth areas. Furthermore, growth options need to provide a range of choices that reflect both the market demands and the demographic future of the District.



Current Capacity to Accommodate Growth

The settlements of the District have have different capacities to accommodate growth.

Levin, as the main centre of the District, has existing zoned land capacity to accommodate some of the projected growth. Some key issues affecting growth within this settlement will be the provision of service infrastructure and the potential influence of changes to State Highway 1 (SH1).

The other settlements in the southern part of the District, including Manakau and Ōhau, will need to be considered as these areas will likely be a favoured location for growth due to greater accessibility and proximity to Wellington and other major urban centres to the south. Actions to investigate the potential for growth in the southernmost areas, including infrastructure provision, are proposed.

These areas will, however, need to be considered relative to Waka Kotahi New Zealand Transport Agency's (WKNZTA) planning for future improvements to the state highway network.

Council anticipates that the coastal communities will continue to attract growth, but are more challenged to provide for urban scale and density of development. These challenges relate to the increased risks of natural hazards, the implications of growth for natural values of the coastal environment, the services constraints, and the disconnection from urban infrastructure and facilities including schools and employment.

At this stage of the growth planning process there are some significant potential influences from the proposed WKNZTA Ōtaki to North of Levin project (Ō2NL). The Growth Strategy identifies some actions relating to investigations which Council can proceed with prior to the detailed design of the new highway being confirmed.



Introduction

Outcomes Sought

The Horowhenua District has an outstanding natural environment featuring coastline, plains, ranges, rivers and lakes. It is valued for its relaxed living, sunny climate, rich soils and recreational opportunities.

The Community Outcomes sought by the Horowhenua District Council are:



These outcomes have been recognised in the Growth Management Principles (section 6) that will guide growth planning.

Purpose

The purpose of the Growth Strategy is to provide an informed basis by which to direct projected future growth in the Horowhenua District.

The process of preparing this Growth Strategy has involved a review of the Development Plan (adopted in 2008) and the current zoning for residential, commercial, and industrial land uses under the Horowhenua District Plan 2015 (the District Plan).

The review took place in 2017-2018 and included a 'stock take' of the current availability of vacant residentially (Residential and Greenbelt Residential) zoned land and compared this with the projected growth for the District.

This has enabled any shortfall (or oversupply) of residentially zoned land to be identified and growth areas identified to address this.



The Growth Strategy takes a proactive planning approach recognising Council's role in managing development growth in the District based on the three assumptions:

1. That there will continue to be development in the District and the amount and rate of that growth is projected to be significant in scale and effect;
2. That Council has responsibilities to take action in respect of managing development; and
3. That there is a community expectation that Council will take an integrated and proactive approach to managing development.

The purpose of the Growth Strategy is to establish clear and effective direction for the integrated management of the District's growth over time, so that:

- Council demonstrates leadership on growth management on behalf of the community;
- There is a strategy for the development of existing settlements, new subdivisions and the rural environment;
- Infrastructure is provided in an efficient, affordable, and timely manner;
- The social cohesion and cultural diversity of communities are strengthened;
- The quality of the natural and built environments is maintained and/or improved; and
- The economy is sustained and encouraged to thrive by the proactive enablement of growth.



In addition to identifying growth areas to accommodate projected growth out to year 2040, this updated Growth Strategy differentiates between short-medium term (within the next 10 years) areas and long term (over 10 years) areas.

An oversupply of residential land (in terms of the forecasted growth set out in Table 11 of this Strategy) has been provided in order to promote competition in the land development market, provide choice and variety, account for any unknown land constraints, and to maximise the development potential of areas where Council has planned infrastructure investment.

This approach is consistent with the National Policy Statement on Urban Development and will help Council to align its infrastructure planning with projected growth and to allow strategic decisions to be made regarding the timing, funding, and provision of infrastructure. This also provides developers with a better understanding of Council's plans, which will help them to make decisions about where to invest (i.e. should I start a business in Horowhenua or some other place?) and/or future living environment choice (i.e. should I move to Horowhenua or some other place?).

The Growth Strategy also includes "Potential Long Term Future Growth Areas", which are areas that may be suitable for growth over a longer period (e.g. 20+ year timeframe), once the identified growth areas have been exhausted.

The Growth Strategy will be used by Council to guide further planning to manage growth. This will involve a range of strategies, policies, and plans developed under various statutes and in accordance with Council's responsibilities under these provisions. The Growth Strategy may also inform Council's partnerships with other key agencies, organisations, and central government.

Relationship to Other Strategies and Plans

The Growth Strategy will be given effect to a number of Council managed processes, plans and strategies. These are shown in Figure 1.

The Growth Strategy also responds to the the National Policy Statement on Urban Development (2020), and other higher order planning documents, including the New Zealand Coastal Policy Statement and the Horizons One Plan (Regional Policy Statement section). These documents contain direction on urban growth planning.

There are many partners and stakeholders in the District, including, but not limited to: Iwi, the Manawatū-Wanganui Regional Council (Horizons), landowners, developers, government agencies (WKNZTA and the Ministry of Education), and network utility providers (such as Electra, Powerco and Chorus), who will be influential in how growth is planned for, spatially distributed and ultimately delivered.

Ensuring that growth is both accommodated and delivered in a way that satisfies the Community Outcomes and that stakeholders are recognised and collaborated with in the delivery of this Growth Strategy will be a key factor in the success of this strategy.

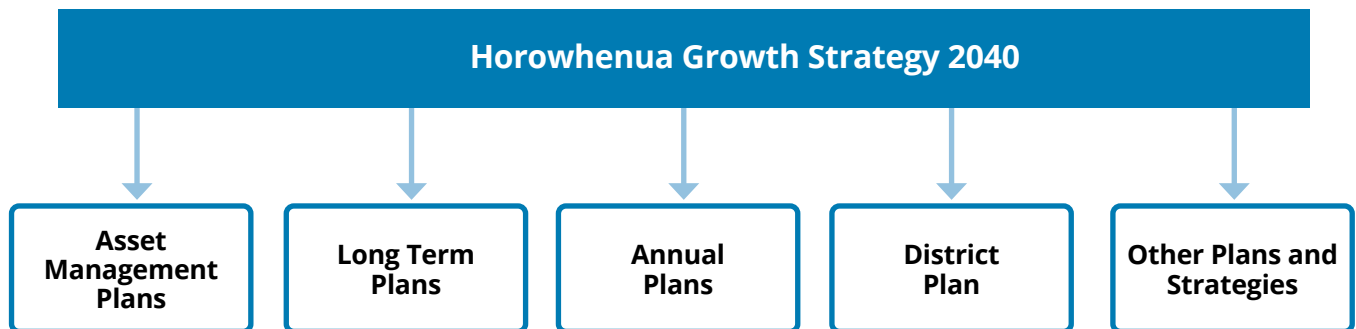


Figure 1: Growth Strategy Implementation



SECTION 2

Broader Policy Context

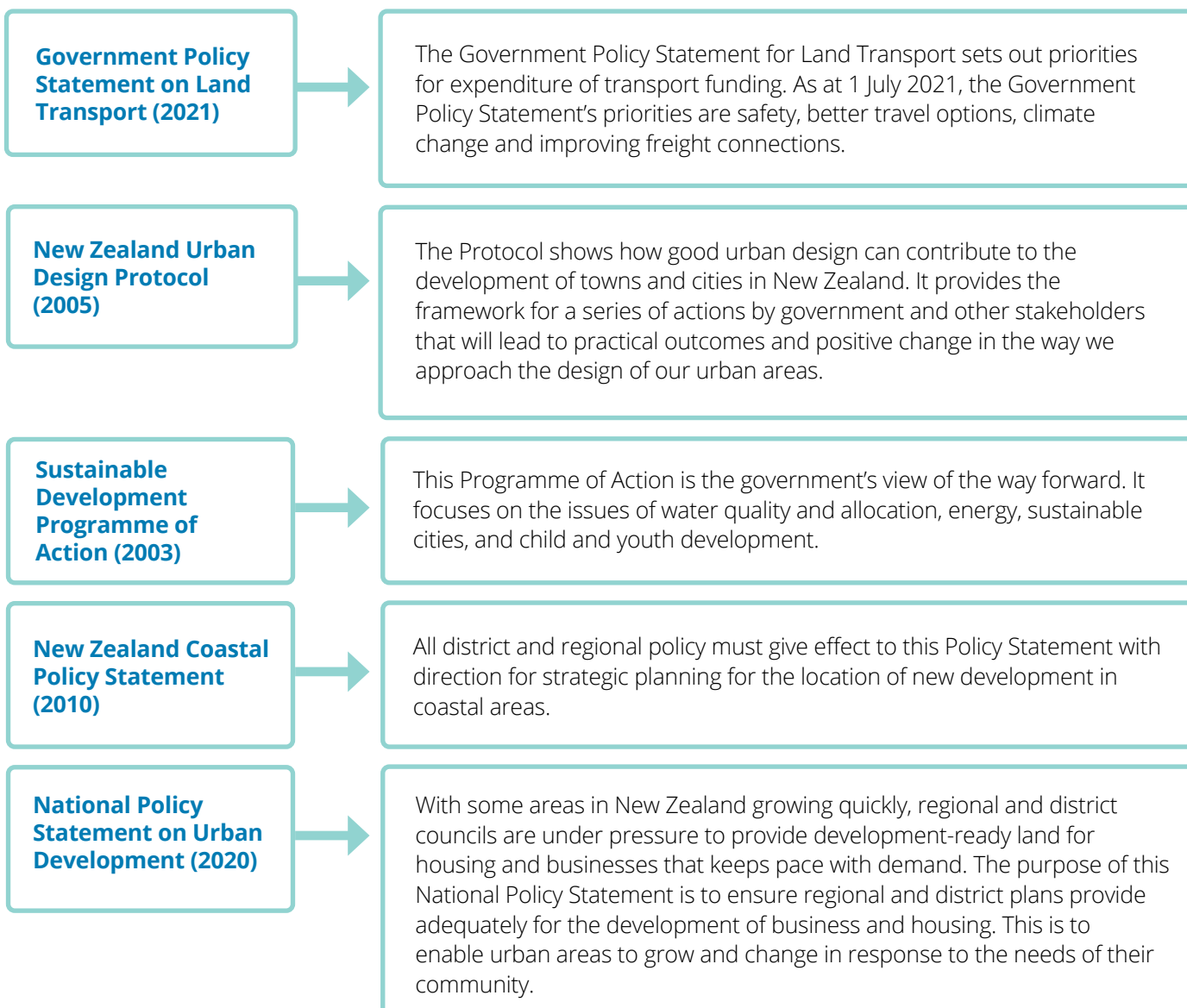
The District's long term planning must have regard to influences from the wider national and regional environment.

National Policy

National-level or Central Government policies need to be taken account of as they guide decision-making and influence funding sources and regulation.

They provide a point of reference for local government, businesses and communities. Some of the relevant legislation and national level policy is set out below:

Key National Policies and Strategies



Regional and Local Influences

The Sense Partners and NZIER reports referred to in Section 3 above describe economic conditions in the District.

Key regional policies and strategies related to growth in the District are:

Regional Land Transport Plan 2021-2031

Horizons Regional Council's Regional Land Transport Plan identifies the existing transport networks and their performance in terms of their safety and capacity, the need for improved connectivity of strategic routes, more focus on pedestrians and cycling, while responding to recent trends, demographic changes and the impacts of land use change. A series of strategic transport investment priorities are identified in the Plan. The following are specifically relevant to growth in the Horowhenua District (note: this list is not exhaustive):

- Ō2NL.
- Local road upgrades and enabling work for Ō2NL and upgrades at the SH 1 and 57 intersection.
- Joint project between Horizons and Greater Wellington Regional Councils to procure new rolling stock for the Capital Connection Passenger Rail Service in order to support increased use of the commuter train service between Palmerston North and Wellington and provide more transport options and choices.

Horizons One Plan 2014

In 2014, Horizons Regional Council approved the 'One Plan' – a consolidated Regional Policy Statement and Regional Plan. It sets policy for the natural resources of the Region including land, water, air, coast, natural hazards and living heritage. The One Plan will be influential in the way growth is accommodated in the District. This includes infrastructure provision and upgrades as well as natural hazard management.

Manawatū-Whanganui Growth Study 2015 and Accelerate 25 Programme

The Manawatū-Whanganui Growth Study 2015 identified tourism as one of the key opportunities for the Region. The natural assets of the Horowhenua District are a key focus of the tourism sector.

Improving access to the Tararua Ranges, Manawatū Estuary and other Department of Conservation managed areas were important initiatives. Horticulture-based tourism enterprises, such as farm and orchard stays, were also seen as potential growth businesses. The heritage/village character of small settlements such as Foxton, Shannon and Manakau were recognised as having a valued character that needed to be protected and enhanced.

The Accelerate25 - Refresh calls for continued progress in innovation, greater use of technology, further enhanced workforce skills, better transport infrastructure and internet connection to transform the region to a more contemporary modern economy. It identifies the Regions' greatest potential is to blend its food capability with increasing technological prowess, leading to enhanced Food-Tech and Agri-Tech capacity. Food is a strength of Horowhenua District, so there is significant potential for businesses to grow in value - with enhanced technological investment – positively impacting the economy and achieving transformation.

Wellington Regional Growth Framework

The Wellington Regional Growth Framework is a spatial plan that describes a long term (30+ year) vision for how the region will grow, change and respond to key urban development challenges and opportunities. Horowhenua District (and Levin specifically) has been included in this growth framework, due to the level of growth coming from the South and the need to plan for this in an integrated manner.

Local Strategies and Plans

The Growth Strategy informs and guides the development or amendment of many of Council's plans and strategies. Many of them have also influenced the development of the Growth Strategy.

Some of Council's key plans and strategies that have informed the development of the Growth Strategy include its Asset Management Plans, LTP, and the District Plan.





Demographics and Projections

Current Population

The 2018 New Zealand Census identified the population of the Horowhenua District as 33,261 people (2018 Census usual resident population).

This is set in the context of the Census population figures in Table 1, relative to population in 2001, 2006 and 2013. From 2001-2013 the population has been relatively static with an addition of 273 people; an average of 22 additional people per year. Since 2013 the population has steadily increased by an average of 633 per annum, resulting in an additional 3,165 people.

The subnational population estimates identify the Horowhenua population as 36,100 at 30 June 2020¹. This is an estimated population increase of 2,839 since the 2018 Census which is an average population increase of approximately 1,419 people per year. The recent growth in population in the Horowhenua has been substantial in comparison to the relatively low growth that occurred between 2001 and 2013.

Table 1: Population

Sex	2001	2006	2013	2018
Male	14,457	14,301	14,307	16,143
Female	15,363	15,564	15,789	17,118
Total people	29,823	29,868	30,096	33,261

Note: All figures are from the Census 'usual resident population' count. Source: Statistics New Zealand

Age Distribution

In respect of the age distribution in the population, Table 2 shows a proportionally older (65 and over) population in the Horowhenua of 24.6% compared to the New Zealand average of 15.2%.

The median age in Horowhenua is 47 compared to New Zealand as a whole which is 37 years of age.

Table 2: Age Distribution 2018 Census

Age group (years)	Total
Under 15	6,084
15-64	18,954
65 and over	8,223
Total people	33,261

Note: All figures are from the Census 'usually resident population' count. Source: Statistics New Zealand.

¹Source: <https://www.stats.govt.nz/information-releases/subnational-population-estimates-at-30-june-2020>

Household Composition

Table 3 describes the number of people per household in the Horowhenua.

This shows an increase in one person households as a percentage of the total households in the District to 30% in 2018 compared to 27% in 2006. During the same period, the proportion for all of New Zealand stayed relatively static at 23%.

Note: All figures for households in occupied private dwellings. Source: Census 2006-2018 Statistics New Zealand.

Table 3: Household composition 2006-2018 Censuses

Household composition	2006	2013	2018
One-family	7,791	7,758	8,106
Two-family	195	207	267
Three or more family	6	12	6
Other multi-person	327	345	477
One-person	3,441	3,852	3,966
Total households stated	11,757	12,171	12,819
Household composition unidentifiable	135	321	411
Total households	11,895	12,492	13,230

Dwellings

Table 4 describes the change in total number of dwellings in the District from 2006 to 2018.

The total number of occupied dwellings can be used as a proxy for the number of households in an area. The number of occupied dwellings, or households, increased by 1,353 between 2006 and 2018.

There was a 10% increase in the number of unoccupied dwellings between 2006 and 2013, largely attributed to demand for holiday homes or second homes in beach settlements where people reside primarily during weekends and the summer months. This seasonal fluctuation of people living in the beach communities is not necessarily reflected in the available population statistics.

The number of dwellings constructed in, or relocated to, the Horowhenua increased by 85 between the 2014/15 and 2015/16 financial years. Between 2015/16 and 2017/18 there continued to be a steady increase in the number of dwellings constructed in or relocated to this District. From 2017/18 onwards new dwellings have increased relatively steadily.

Based on the Sense Partners Projections, it is assumed that the Dwelling Occupancy Rate for the District will be 90%. A 10% allowance has been added to provide for the unoccupied dwellings.

An average of 434 additional dwellings per year between 2021-2031 and 686 dwellings per year from 2031 will be required to reach the 27,815 dwellings expected to be required for the projected population growth by 2040.

Table 4: Households

Occupancy Status	2006	2013	2018
Occupied			
Private dwelling	11,988	12,561	13,302
Non-private dwelling	39	72	78
Total occupied dwellings	12,027	12,633	13,380
Unoccupied	2,181	2,415	2,391
Under Construction	108	51	84
Total Dwellings	14,319	15,099	15,780

Table 5: New Dwellings and relocated dwellings

Year	Number
2013/14	108
2014/15	108
2015/16	193
2016/17	236
2017/18	271
2018/19	325
2019/20	266
2020/21	325

In 2018, Council changed how it reported on 'new dwelling numbers' transitioning from the number of consents to the number of units, to account for instances where multiple dwelling units were included on a single building consent application.

Table 6: Dwellings – Occupied and Unoccupied

Year	2018	2020	2039	2040
Total dwellings	15,984	16,606	20,951	27,815

Growth Projections

Statistics combined with information from other sources can be used to understand changes and trends in growth pressures.

These sources can include indicators such as house prices, and subdivision and residential building permit records. Anecdotal information and comment about the changes have also been considered.

There are challenges in predicting migration, due to the complex factors that make people decide to come and go from a place. However, as the Sense Partners projections describe, the District can anticipate a significant inward migration as a result of border closures and increased accessibility

south to Wellington brought about by roading improvements, increases in house prices in other parts of our nation with housing becoming more unaffordable in major cities such as Auckland and Wellington.

Residential Growth

With our population estimated to almost double by June 2041, we are in a period of unprecedented growth.

Council adopted the 95th percentile growth projections from Sense Partners which is described in Table 7.

The population projections in Table 7 take into account the Wellington Northern Corridor (WNC) transport project currently under construction (i.e. Transmission Gully and the Kāpiti Expressway, including Peka Peka to Ōtaki due to be operational in 2022).

In summary, the projections to 2040 adopted by Council in the Long Term Plan 2021-2041 equate to an additional 26,008 people with an additional 11,209 dwellings².

Table 7: Sense Partners Population Projections

Year	Population	Population (annual average growth rate)
2018	33,261	
2020	36,708	5.2%
2030	47,355	2.6%
2040	62,716	2.9%

²Sense Partners - Horowhenua Socio-economic Projections May 2020



District Economy

Council has adopted the New Zealand Institute of Economic Research (NZIER) report³ to understand the effects of the Wellington Northern Corridor (WNC) on the District's economy.

Table 8 shows that sector-wise, the biggest increases in growth from the WNC investment are expected from the manufacturing sector. However, the biggest

change in activity (GDP) is from the services industry – servicing both tourism and other industries. The fastest growth rate overall is in the primary sector, albeit off a comparatively low base.

Table 8: GDP Estimates for Horowhenua Economy: Levels (estimates are dollar millions)

	Primary	Manufacturing	Services	Primary	Manufacturing	Services
2005	\$82m	\$138m	\$233m	18.1%	30.4%	51%
2015	\$102m	\$148m	\$238m	20.9%	30.3%	49%
2030	\$155m	\$174m	\$348m	22.9%	25.7%	51%
2050	\$245m	\$200m	\$529m	25.2%	20.5%	54%

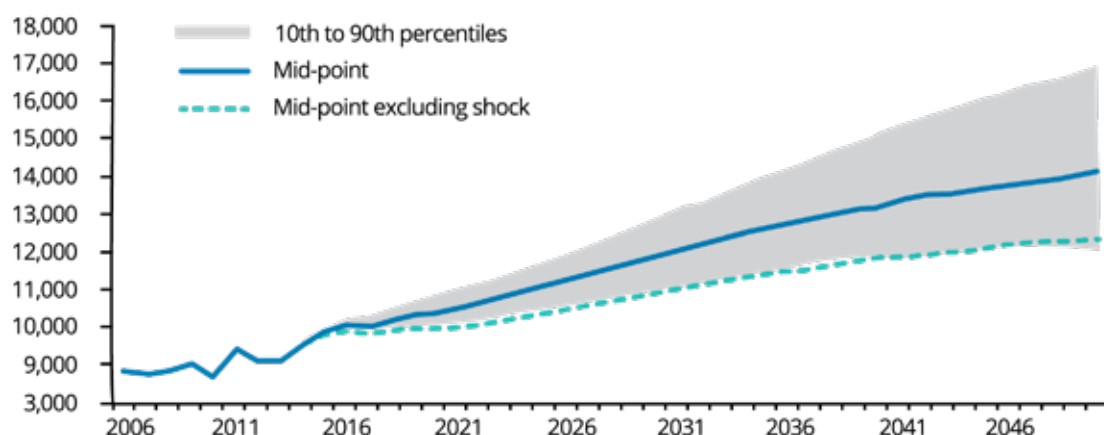
Source: NZIER

Table 9 describes the percentage of change in the GDP for the District.

Table 9: GDP Estimates for Horowhenua Economy: Change (estimates are dollar millions)

	Primary	Manufacturing	Services	Primary	Manufacturing	Services
2005-2015	\$20m	\$10m	\$4m	2.2%	0.75%	0.2%
2015-2030	\$52m	\$26m	\$110m	2.8%	1.1%	2.6%
2030-2050	\$91m	\$26m	\$182m	2.3%	0.7%	2.1%
2015-2050	\$143m	\$52m	\$291m	2.5%	0.9%	2.3%

In employment terms, Graph 1 describes the projected job count (the 'shock' referred to in Graph 1 means the WNC). Council adopted a mid-range expectation of an additional 3,000 jobs by 2036.



Graph 1: Projected Job Count

³ NZEIR - Investment in transport infrastructure - Effects on economic and demographic outlook - report to Horowhenua District Council November 2015

SECTION 4

Testing Capacity Growth Demand

Residential Land Capacity

The current zoned and available residential land capacity is outlined in Appendix 2.

Once the available residential land was identified, the total area of available land was separated into either Residential Zone or Greenbelt Residential Zone categories for each settlement. Due to the nature of the available land being 'greenfield' in character, the total area of available land for each category was reduced by 30 percent to account for land typically taken up by roads and reserves during development.

The available land calculation focuses on land capable of greenfield type development. This stems from national and regional government direction. The development sector has also signalled that there is a preference, and need, for greenfield development opportunities as they generally provide greater flexibility in terms of how a site can be developed, enabling more attractive developments with a greater range of house and section sizes. It is anticipated that greenfield development will continue to be complemented by infill/intensification, in line with sections 6 and 7 of this Growth Strategy.

While infill development has occurred in the main settlements of Levin, Foxton and Foxton Beach, the demand has primarily been for greenfield subdivision sites and the larger scale development opportunities these sites provide. Plan Change 2 was adopted by Council in October 2018. This plan change provided greater opportunity for infill and intensification including substantially increasing the area identified in Levin for Medium Density Development. It enabled the construction of a second dwelling on appropriately sized properties as a Permitted activity, allows some properties to be subdivided to a minimum of 250m² and provides for integrated residential developments as a Restricted Discretionary activity.

Two District Plan changes to rezone land to residential are currently in progress – being Plan Change 4: Tara-Ika Growth Area (LS6 growth area to the east of Levin) and Plan Change 5: Waitārere Beach Growth Area. These two plan changes will add to the supply of residentially zoned land once they are complete.



Commercial and Industrial Land Capacity

The current commercial areas are largely allocated for some form of commercial use.

A Property Economics Ltd⁴ report was produced, based on the NZIER projections. The report determined that there would be a potential shortfall of 1.6ha of retail land areas and 3.2 ha of commercial office and commercial services land in Levin, as the major centre for commercial activity, by 2033. However, the report considered that “much of this notional additional requirement could be satisfied by more efficient use of the available zoned land capacity”.

With regard to industrial land there is some vacant land in Levin as noted in Appendix 2. Additional land appropriate for industrial development has been identified in section 10 of this Growth Strategy. With better connectivity and improved travel times between Levin and Wellington it is considered prudent to provide an ‘oversupply’ of industrial land. This would provide a greater variety of land available for industrial development.

Distribution of Housing to Settlements

Given that the expectation that growth is, in part, a result of improved travel time south to Wellington, it has been assumed⁵ that a larger portion of the projected residential growth for the District will be accommodated in and around Levin, and other established settlements.

The assumption has been made that it is more likely that growth will be attracted to Levin (where there is also an employment base, facilities such as schools, and a wider offering of retail and commercial activities than other settlements), coastal settlements to the west of Levin (e.g. Waitārere Beach and Foxton Beach), and the settlements to the south of Levin (e.g. Ōhau and Manakau). This assumption is consistent with building consent data for the District over the last decade.

Anecdotal evidence suggests that there is rising demand for residential land in Tokomaru and Shannon, and possibly Foxton, from people living in Palmerston North moving to more ‘rural’ locations. Growth may well occur in Mangaore, but any such growth is not likely to be at the levels seen in the settlements noted above and there is sufficient capacity within this settlement to accommodate a rise in demand for residential land. For this reason, Mangaore is excluded from the capacity scenarios.

⁴ Property Economics (2016) Levin Retail Economic Assessment

⁵ Note that this interest in the more southern parts of the District has been supported by feedback from the engagement with QV, developers, real estate agents and surveyors.



Scenarios for Growth Demand

It is likely that a portion of the anticipated household growth will be taken-up within the Rural Zone. Accordingly, the projected 11,209 new houses required to accommodate population growth has been split between the residential zones (Residential and Greenbelt) and the Rural Zone.

To determine the share between these zones, historical building consent data was analysed to gain an understanding of market demand for new housing over time and provide a basis for apportioning the total houses required. As a result, 85% was apportioned to residential zones and 15% to the Rural Zone, equating to 9,528 and 1,681 households, respectively.

It is noted that this breakdown could well change over time and that development density is likely to increase. This could alter the demand for land.

Table 11 shows each settlement's share of projected housing required to accommodate growth.

Scenarios for the Rural Zone

An additional 1,681 dwellings in the Rural Zone would be substantial: an average of 76 dwellings per year between 2018 and 2040.

In reviewing the Growth Strategy, only a very high level analysis has been undertaken to assess residential growth in the Rural Zone. An average of 76 dwellings per year to be constructed in the Rural Zone may be difficult to achieve long term.

Therefore, Council will need to assess whether an additional 1,681 dwellings within the Rural Zone is sustainable and/or desirable. This assessment would need to consider the large amount of highly productive land (versatile soils) in the district and national and regional direction about subdividing or developing this land for housing. Depending on the outcome of this assessment, the assumptions of this Growth Strategy may need to be updated, as well as the rural subdivision and development standards of the District Plan.

Scenario for the Residential and Greenbelt Residential Zones

An additional 9,528 dwellings were apportioned to the Residential and Greenbelt Residential Zones.

To test the current available land capacity within the residential zones (i.e. Residential Zone and Greenbelt Residential Zone) relative to the growth projections, several demand scenarios were tested.

The various scenarios assumed different proportions of housing distributed between settlements in the District, as well as different proportions of housing take-up within the Residential Zone and Greenbelt Residential Zone, to understand the various potential spatial distribution patterns and the different mixes of housing density that might occur over time if provision was made for it.

In the end, a growth demand scenario method was adopted that apportioned the anticipated demand to favour the southern settlements of Horowhenua (Levin, Ōhau, and Manakau), growing coastal settlements (Waitārere and Foxton Beach) and Tokomaru, with small proportions attributed to Foxton, Shannon, Hōkio Beach and Waikawa Beach.

The distributions are based on the relative size of each of these settlements. Additionally, it was also assumed that in each scenario 75% of growth in residential type zones will be taken-up by the Residential Zones and 25% would be taken-up by the Greenbelt Residential Zones, equating to 7,146 dwellings (Residential) and 2,382 dwellings (Greenbelt Residential) respectively.

Given the amount of space Greenbelt Residential development requires and a wider push at a national level to utilise land more efficiently Council will need to assess whether this is sustainable. This should be considered in subsequent updates to this Strategy.

Table 11 shows each settlement's share of projected housing required to accommodate growth (in terms of both number of dwellings and percentage in comparison to other settlements). However, it is recognised this projected housing needs to consider constraints in developing in and around each of these settlements including serviceability and accessibility.

Further testing will be required to determine whether the numbers of additional households projected for each settlement are desirable and/or sustainable before moving to rezone land.

Table 11: Settlement Share of Projected Households

Settlement	Share of Households (%)		Number of Houses Required	
	Residential	Greenbelt	Residential	Greenbelt
Levin/Taitoko	64.5%	37.5%	4,610	892
Foxton Beach	10%	15%	715	357
Foxton/Te Awahou	5.5%	6.5%	393	155
Waitārere Beach	7%	8%	500	191
Ōhau	2%	25%	143	596
Waikawa Beach	1%	2%	71	48
Manakau	5%	5%	357	119
Shannon/Te Maire	3.5%	0%	250	0
Tokomaru	1%	1%	71	24
Hōkio Beach	0.5%	0%	36	0
Total			7,146	2,382
Total number of dwellings required				11, 209

The capacity of each settlement to accommodate the projected number of houses in Table 11 is considered in section 10 of this Growth Strategy. The tables for each settlement in section 10 show the area of land required to accommodate this projected number of dwellings for each settlement, and record whether there is a 'shortfall' or existing oversupply in relation to the 'available land' already zoned Residential or Greenbelt Residential.

The growth demand scenario also assumes minimum lot sizes for development. The minimum lot sizes applied to each settlement are detailed in Table 12. These may change over time as a result of changing development trends (e.g. smaller sites).

Note: A 450m² lot size was assumed for the Residential Zone. While the District Plan specifies an average lot size of 600m² for greenfield type developments in Levin, in recent history there has been a trend of developers applying for a smaller average lot size. Therefore a 450m² lot size was assumed based on an analysis of recent subdivision consent history.

The consequences of using the assumed lot sizes in Table 12 is that where larger lots than the minimum are created then the supply of land for that type of land use will be less. The converse also applies. No account has been made for this variability as it will occur at the time of subdivision. In addition, it is recognised national policy direction such as the National Policy Statement for Urban Development seeks efficient use of land for housing, which may result in an increase in yield above these assumed minimum lot sizes.

Table 12: Assumed Minimum Lot Size for Each Settlement

Settlement	Minimum Lot Size (m ²)		
	Residential	Greenbelt Residential	Low Density Area
Levin/Taitoko	450	5000	2000 (average lot size)
Foxton Beach	450	5000	2000 (average lot size)
Foxton/Te Awahou	450	5000	
Waitārere Beach	800	5000	
Ōhau	2000	5000	
Waikawa Beach	800	5000	
Manakau	2000	5000	
Shannon/Te Maire	450	5000	
Tokomaru	800	5000	
Hōkio Beach	800	5000	2000 (average lot size)

SECTION 5

Urban Form and the Future

Urban form is derived from the combination of a town or settlement's 'footprint' (the area it covers), density, street pattern, distribution of open space, building heights, and land uses.

The distribution of towns or settlements relative to each other and the transport infrastructure that connects them is an important consideration. It is important for the Growth Strategy to consider urban form, not only because it directly influences the capacity for a place to physically accommodate urban growth, but also because urban growth can modify the established character of settlements that are cherished by the community. In addition to this, locating growth in a place that is close to existing infrastructure can enable urban growth which is more cost effective and supports lower emissions with reduced private motor vehicle use.

Most of the core of the District's settlements are relatively well established having been surveyed and developed in the late 1800's and then in waves, such as post World War II in places like Levin, where housing was developed in large numbers for a time. The grid street pattern that was used provided usually regular shaped and sized street blocks and sections, with many of the lots originally surveyed at a larger size. This makes places such as Levin relatively flexible for accommodating growth within the existing developed areas. Later stages of subdivision from the 1970s onwards have favoured less flexible forms e.g. cul-de-sac and less connected street networks, reducing the capacity for infill or redevelopment.

Footprint and Density

Table 13 describes the relative size of the main settlements in the Horowhenua District.

The table shows that relative to the other 'main' settlements of Foxton, Foxton Beach and Shannon, Levin is significantly larger in its 'footprint' and has slightly higher density than the others.

The density of Levin and all other settlements is still relatively low and typical of New Zealand settlements that rely on private vehicles as the main transport mode, resulting in dispersed urban form.

Table 13: Population and density

Urban Settlement	Population (2018 Usually Resident)	Urban Land Area* (approx ha)	Settlement Density (People per ha)
Levin	19,969	1,266.5	15.8
Foxton	2,958	233.6	12.7
Foxton Beach	1,701	323.6	5.3
Shannon	1,362	114.0	11.9
Waitārere Beach	591	360.2	1.6
Tokomaru	459	49.8	9.2

Note: this does not include land zoned residential, commercial or industrial not yet developed.

Source: HDC GIS Data

Infrastructure

Transport

The Regional Land Transport Plan⁶ for the Manawatū-Whanganui Region identifies a series of strategic actions which include construction of Ō2NL. It also has an action to improve inter-regional passenger rail between Palmerston North and Wellington.

This transport infrastructure will be significant for the District's growth. That significance is continued improvements to the travel time between major centres (Wellington and Palmerston North) and the Horowhenua which the Sense Partners projections for growth are informed by.

It is also significant in terms of where any new highway alignments or upgrades are located. This will influence the form and function of the Levin Town Centre⁷ and how/where land uses established around Levin, Ōhau and Manakau.

Any provision of land for industry needs to recognise both the potential benefits of improved connectivity and accessibility the highway location can provide. This relates both to SH1 and the relationship to SH57.

Growth planning to provide for residential activities needs to be cognisant of the position relative to SH1 and potential for the highway network to create a barrier to movements between residential areas, schools, town centres or areas of employment.

Some projected growth in the beach communities in the southern part of the District can also be anticipated as the highway improvements generate increased accessibility.

Consideration will need to be given to ensuring that the need for travel on strategic roads is reduced. This could be through the provision of community facilities, public spaces and shops in development areas, off the main highway, or construction of link roads that enable local traffic to move without using the State Highway network.

The North Island Main Trunk railway line is a strategic infrastructure asset for the District. There is the potential for freight and passenger services to increase in the future as alternative modes of transportation to those currently predominate, become more attractive. It is recognised in the Regional Land Transport Plan that Levin Station and its facilities could be improved to facilitate increased use of this mode of transport. With double tracking and electrification of the railway line to improve commuter facilities to Waikanae, consideration of its extension to Levin should also be investigated.

Cycling as a mode of transport (as opposed to a form of recreation) is also an opportunity for the District. Council has a Shared Pathway Strategy⁸ which has more of a focus on the development of trails that will generate improved economic and recreational opportunities. There are opportunities for improved facilities for cycling within existing settlements through reallocation of existing road reserve space from road/berms. Central Government policy to support cycling as a local area movement choice through the Urban Cycleways Fund recognises the benefits for communities from this form of transport.



⁶ Horizons (2021) Manawatū-Whanganui Regional Land Transport Plan

⁷ Levin/Taitoko Town Centre Strategy (2018)

⁸ Horowhenua Shared Pathway Strategy (2016)

Water Supply

Council supplies potable water to Levin, Foxton, Shannon, Foxton Beach, and Tokomaru via individual town water treatment and reticulation systems. The systems in each of these places have been upgraded recently. In other settlements, each property is required to provide its own water supply typically via on-site rain water collection tanks or individual bores.

Greater demand for water supply is expected in Levin, Foxton, Foxton Beach, Waitārere Beach, Ōhau and Manakau to service the increase in population. There is the potential to service expanded settlements with additional bores and extended reticulated systems. However, with increasing demand for groundwater from a range of users, water conservation initiatives also need to be considered. The costs of providing increased reticulation is an issue for the District. Responses to this increased demand are set out in Council's Long Term Plan 2021-2041 in the Infrastructure Strategy (2021–2051).

Wastewater

Sewer mains take sewage to Council's wastewater treatment plants in Tokomaru, Shannon, Foxton, Foxton Beach, Waitārere Beach, and Levin. Each treatment plant is appropriate for the community it serves. However, issues such as high groundwater and stormwater infiltration have contributed to the incidence of inflow into the sewer mains and reduced the capacity of each plant.

Upgrading of the systems is being undertaken progressively. The plants in Shannon and Foxton have recently been upgraded. Future upgrades and improvements to wastewater systems are set out in Council's Infrastructure Strategy (2021–2051). A key issue for consideration for those settlements with this infrastructure will be the location of additional households and/or industrial business relative to the wastewater treatment plants to make the costs of reticulation sustainable.

An issue for settlements without wastewater infrastructure will be their capacity to accommodate any additional growth without sufficient lot sizes to enable onsite treatments (e.g. tanks and soakage).

In addition, the cumulative impact of a number of onsite treatment and disposal systems on the quality of groundwater and surface water will need to be considered.

Stormwater

The reticulated stormwater networks in the urban settlements manage surface water runoff from roads and discharge to local surface water bodies. All properties generally manage surface water runoff on-site, with excess runoff directed towards the reticulated networks and overland flow paths.

There are areas of the District within or adjacent to urban settlements which experience localised ponding and flooding during heavy rainfall events. Council is investing in infrastructure to address these issues in areas such as north-east Levin.

Council recognise that urban stormwater and its discharges to waterways and waterbodies, including Lake Horowhenua, is not a long term sustainable practice in terms of the environmental outcomes sought by the community and the National Policy Statement for Freshwater Management.

Accordingly Council is considering opportunities to reduce the extent of runoff from hard surfaces and to improve water quality through low-impact stormwater design systems with improvements to stormwater systems in Levin and Foxton Beach, plan changes (new provisions and rules), and projects such as the Levin/ Taitoko Town Centre Strategy.



Hazards

There are flood risk issues identified by the Horizons 200 year Return Period Flood Hazard Maps of the District that will affect the urbanised parts of Foxton, Foxton Beach and to a lesser extent, Shannon, Levin, Hōkio Beach and areas outside of the townships that are currently undeveloped. This update to this Growth Strategy also considered recently available information, such as the location of active fault lines.

Greater consideration of the effects of climate change on sea levels and the effects on coastal areas (including estuaries and river mouths) and on roading and other infrastructure, will be required when considering further development within coastal settlements. Similarly more intense rainfall events can be expected, which requires consideration for managing stormwater and river flood hazards. With recent significant earthquake events in New Zealand it is also increasingly important to consider natural hazards, such as earthquakes, liquefaction and tsunami risks.

In developing the Growth Strategy, Council has tried to avoid identifying areas for potential future residential growth that are known to have significant natural hazard risks. However, only a high level evaluation of the growth areas identified in section 10 has been undertaken to date, and further investigation will be required for some of these areas to better understand whether they are at risk of natural hazards. In some instances special provisions may be required as part of a plan change or development process to ensure that any potential effects associated with natural hazards are appropriately avoided or mitigated.

Cultural, Environmental and Heritage Values

There are layers of cultural heritage in the Horowhenua derived from human presence, use and development over many centuries. These layers can be seen in the landscape by landforms, trees, buildings, distribution of settlement, and archaeology.

There are four Iwi with rohe in the Horowhenua: Muaūpoko, Rangitāne, Ngāti Raukawa and Ngāti Apa. The relationship with the natural environment is paramount for local iwi, in terms of the use and development of the natural resources. There are values inherent in these natural resources – streams, lakes, estuaries, air, and soil and their life supporting characteristics that will need to be recognised and provided for in growth options as they are considered.

The cultural heritage of the Horowhenua is varied, based on the diversity of historical occupation.

There are a range of sites relating to social, historical, technological, spiritual and use values. The District Plan identifies some of these places for a level of protection or management. However, there are heritage places or cultural areas that are not yet recognised by the District Plan but which could be recognised for their values in the Growth Strategy.

In particular, there is currently no coverage of archaeological sites (Māori and European) identified by the District Plan. As a starting point, data from the New Zealand Archaeological Association will be used as a guide to the likely presence of archaeological sites. However, a cautionary approach to new development areas needs to be taken to recognise potential for the presence of significant sites, and their cultural and heritage values which have not yet been formally identified.



District Growth Objectives

Growth Management Principles

The District's five Community Outcomes are given effect to by the following growth management principles.



Settlement Principles

- Plan for settlement growth at key nodes (such as existing settlements) on transport routes including public transport networks.
- Provide housing choice - range of lot sizes/densities. Higher densities around centres (e.g. 25-50dw/ha) and larger lots at edges.
- Recognise and provide affordable housing choices for people with a low income.
- Ensure neighbourhoods have a focal point or 'heart' which is a people-friendly place.
- Avoid areas of development where there are high risks from hazards and recognise the effects of sea level rise.
- Maintain the 'village' character of smaller settlements (e.g. Tokomaru, Ōhau, and Manakau).
- Maintain the 'beach' character of coastal settlements (e.g. Waitārere, Hōkio and Waikawa Beaches).
- Recognise and provide for retention and reuse of heritage buildings.
- Address in any new growth areas the potentially disconnecting influence of main roads/highways either current or future-planned.
- Discourage growth onto the Potential Long Term Future Growth Areas, or other areas not identified in the Growth Strategy, unless all identified Growth Areas have been developed or removed from the Growth Strategy.



Street and Movement Principles

- Provide safe and comfortable streets for walkers, cyclists, cars and other transport.
- Provide for 'walkability' and cycling as healthy, sustainable and affordable ways
- Ensure streets are interconnected to assist with efficient movements, walkability and way finding.
- Improve the use of street trees to provide scale, shade, visual amenity and definition of street hierarchy.
- Establish clear hierarchies in street design of arterial roads to collector roads and residential traffic to neighbourhood streets.
- Encourage the transport system to provide adequately for the community's long term transport needs.
- Recognise the influence of State Highways economically to the settlements and of the railway for movement of people and goods for the future.
- Encourage through urban development areas increased viability for public transport.





Rural Principles

- Recognise the different environments that exist within the landscape framework from the hills to the plains to the coast, and the natural and physical opportunities and constraints that apply to defined areas.
- Retain the open rural landscape and protect the versatility of productive rural land, and maintain the “right to farm”.
- Provide for a range of productive uses that utilise the natural assets of the locality.
- Protect outstanding landscapes, natural habitats and areas with significant heritage and cultural values.
- Identify locations for rural living opportunities around settlements - contribute to community life, maintain open/productive land, servicing opportunities.
- Accommodate rural living in the rural environment only where it is compatible with the character and function of the locality, and recognises the natural and physical constraints of the area.



Open Space Principles

- Provide for the formal and informal recreational needs of people in towns – sports and casual use.
- Provide definition to the neighbourhoods by local parks and linkages, such as along waterways.
- Maintain a low density of development and more open landscape around towns where more intensive urban development is not proposed to define the urban/rural boundary and to protect the versatility of productive rural land.
- Provide a linked network of open space for alternative movement network for walkers, recreational use, and ecological corridors.
- Recognise the natural values in the hills, plains and coastal environments and the recreational opportunities in these.
- Ensure that public open space is safe and comfortable for public use.



Infrastructure Principles

- Provide water, sewer, stormwater to an adequate standard to reflect Council strategies.
- Plan and develop infrastructure which minimises energy use, discourages emissions, and reduces waste.
- Minimise stormwater and over flow management by environmental design, especially in sensitive catchments (Lake Horowhenua, Lake Papaitonga and Manawatū River Estuary).
- In non-reticulated areas, adopt best practice solutions for on-site disposal of wastewater and the supply of portable water.



Spatial Strategy for Growth

Drawing on the demographic and economic profile, planning principles, regional influences and the landscape character, a spatial strategy for growth was developed in the Horowhenua Development Plan 2008.

This Growth Strategy has considered the Development Plan spatial strategy and retained it as a basis for strategically planning for future growth in the District. The planning principles that underpinned the Development Plan remain current today and represent an accepted basis for guiding urban development in New Zealand.

These principles were consulted on with the community and accepted by Council when it adopted the Development Plan. What has changed since 2008 is the increased amount of projected growth. However, the spatial strategy based on the principles provides sufficient flexibility as to the extent of land that needs to be enabled for development.

Spatial Strategy

Accordingly, the Strategy remains to consolidate within and around existing urban areas, with urban growth in defined locations and with a lower density development 'greenbelt' edge.

For the rural areas, the strategy is to retain these as largely open and productive land to enable the economic and tourism benefits these areas present.

The existing urban areas of the District are of varying sizes. They also have different characteristics, influenced by historical development patterns, their location, topography, climate and the range of activities they accommodate.

However, despite these variations in character, they are all places where, with the application of growth management principles, some improvements can be made.

These improvements will enhance their provision for current residents and future generations. The following spatial strategy (Figure 2: Spatial Strategy) applies:

- Increase density within settlements in defined locations to utilise existing urbanised land and minimise future infrastructure costs.
- Support the commercial and social service facilities in the existing settlements through carefully managed increases in density and so provide some economic and social benefits to the local community.
- Encourage the diversification of the range of housing types and living environments available in the District.
- Provide a 'Greenbelt Residential' or 'Rural Residential' peri-urban zone of connected clusters of housing to meet the demand for fringe larger lot living closely connected to settlement centres and facilities.
- Contain in-land settlements within limits set by greenbelts to maintain the scale and 'village' character of each settlement.
- Limit overall size of urban areas and avoid ad-hoc rural development to protect the land and soil resource.
- Utilise natural landscape features to guide the pattern of development and retain features that contribute to 'sense of place'.
- Protect the natural character of the coastal environment by limiting the expansion of settlements. Most of the coastal environment is to be retained in its natural state and/or primary production focus.

Density

Towns traditionally have a cross-section that shows a transition of residential densities from highest in the town centre through to lowest at the rural edge.

This can be described graphically in the 'transect diagram' (Figure 3).

The transect describes that at the town centre there is a mixed-use approach which enables residential and commercial development at the greatest intensity which could be described as high density, through to medium density, through to a standard suburban density with the lower densities at the edge of town. This range is shown as gross dwellings per hectare which includes roads and open space in the calculation.

The approach to managing density to provide the choice in housing types provided in the District is largely determined by the Horowhenua District Plan. Minimum lot sizes have been used to manage the density in urban (which range from 225m² for medium density) and peripheral urban areas which have a minimum lot size of 250m² or 330m² for standard residential areas and 2000m² for the serviced areas known as greenbelt residential areas at the urban edge. Council has seen a trend towards the creation of smaller lot sizes in recent years and current plan changes being developed are looking at ways to facilitate increased density in our largely urban areas.

Figure 2: Spatial Strategy

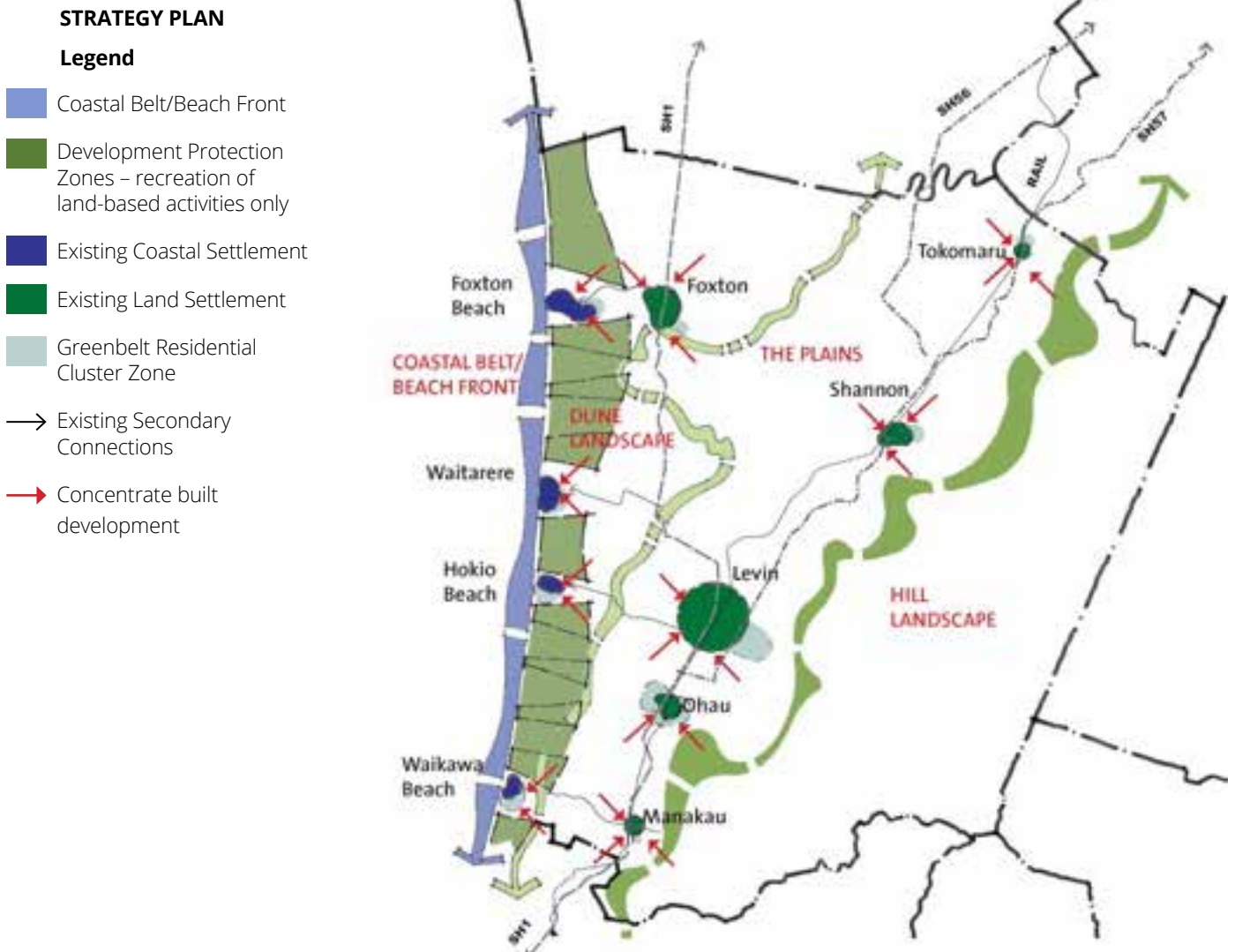


Figure 3: Transect Diagram



Town Centre

*High Density
Mixed use*

Mixed use development combines commercial and residential functions in the one building. Located in the town centre, the mix of uses brings more vitality to the central streets both during and outside commercial hours. Residents in these areas have the convenience of good access to retail and community facilities and local businesses have increased patronage. Different housing types allow for a greater diversity of household structures and incomes.



Medium Density Residential

*Town Houses or terraced
typically 150-350m²*

Dwellings are joined together by a shared party wall in a terrace or semi-detached form. A garage for one car may be part of the structure. Open space on site is limited to a small private courtyard or balcony or a communal garden. Located close to the town centre, these dwellings are within community facilities. House types have benefits of low maintenance and cheaper heating/service bills. Diversity of housing types and sizes allows for different household structures and incomes.



Standard Residential

*Suburban House
typically 500-1000m² lots*

Single detached dwellings in a garden setting. Houses suited to a traditional family structure. Open space large enough to accommodate family leisure activities and a garden. Garages for one or two cars can be accommodated on site. Car is main form of transport to retail and community amenities.



Low Density Residential

*Large suburban house
typically 1000-2000m² lots*

Single detached dwellings in a garden setting. Houses suited to traditional family structure. Open space large enough to accommodate family leisure activities and a large garden. Garden may have some productive value such as fruit trees or vegetable patch. Large garages can be accommodated on site.

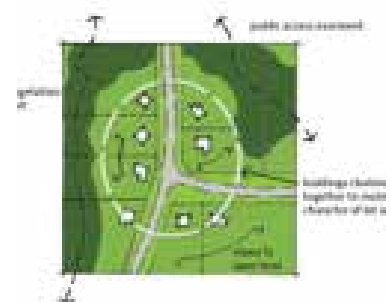


Greenbelt Residential

2000-5000m² lots

Greenbelt residential can meet the demand for rural lifestyle blocks while maintaining the open rural production land that is a valued quality of the District. Single detached houses can be clustered together with a common vegetation belt (preferably native planting) that also functions as a public access easement. This vegetation belt will be defined by an easement

coordinated by a structure plan. The lots have a semi-rural character with dense planting and views to the larger rural character, while utilizing the benefits of proximity to the town.



SECTION 8

Future Development

Process for identification and assessment of growth areas

The chart below provides an overview of the process followed to identify and assess the growth areas described in section 10 and ultimately produce this Growth Strategy in 2018.

As noted above, Council is planning for an 'oversupply' of growth areas for most settlements to provide a level of flexibility as to where development occurs and to be able to respond to market opportunities.

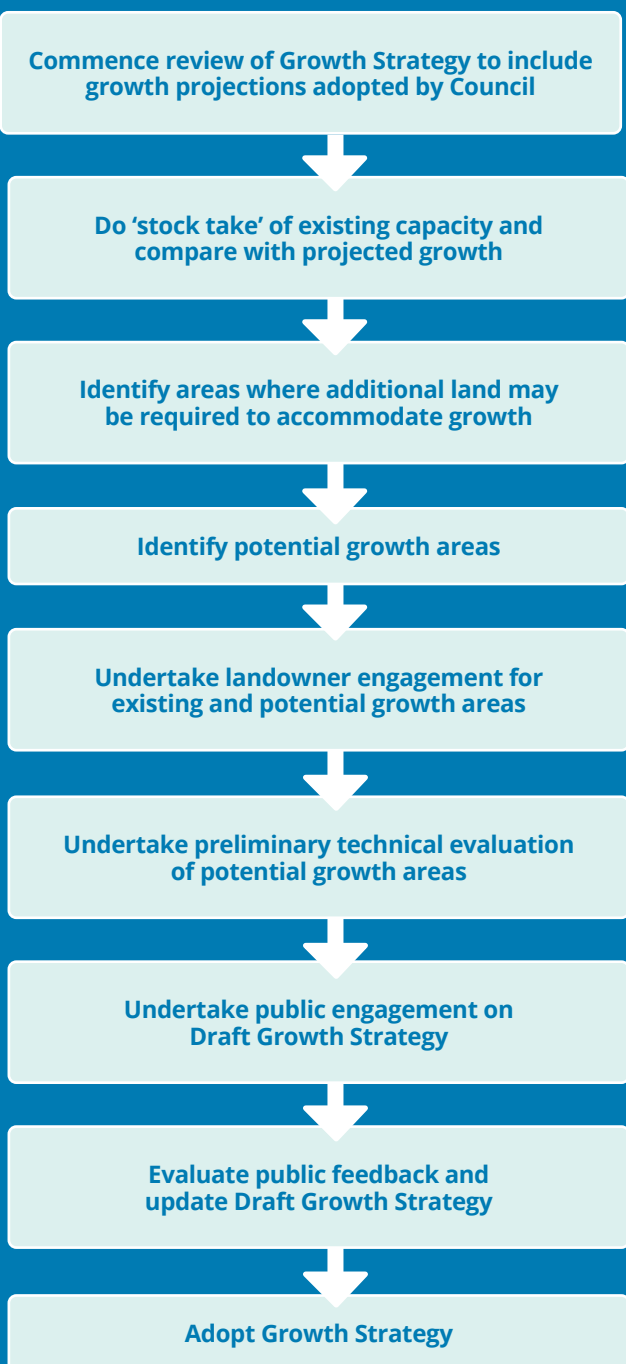
Available land and capacity were assessed against revised population projections in 2021 and this Growth Strategy, including Section 10, was subsequently updated. Additional growth areas have now been identified to ensure that the Horowhenua will be able to accommodate the projected growth. It is acknowledged that consultation has not been undertaken on the inclusion of these additional growth areas in the Growth Strategy. However, there will be public consultation prior to rezoning and releasing any of the growth areas for residential development purposes.

Council is not anticipating rezoning all of the growth areas identified in section 10 at once; but rather Council may propose to rezone areas where a 'shortfall' in available land has been identified, with the other growth areas being identified and remaining as options in the Growth Strategy for Council or landowners/developers to consider in the future.

At this stage Council has only undertaken a 'high level' evaluation of the growth areas identified in section 10. A more detailed evaluation would be required to be undertaken as part of a plan change process to rezone a growth area or substantial consent process (i.e. where a development proposal is received for land that is identified as a growth area but has not been rezoned).

Council is not anticipating that the Potential Long Term Future Growth Areas identified in this Strategy would be rezoned during the lifetime of this Strategy, unless the identified Growth Areas are exhausted or found to be unsuited to development. These Potential Long Term Future Growth Areas are identified as an option for development in the longer term (e.g. 20+ years). They are included in this document as a clear signal of the areas that Council considers may be suitable in the future and are located next to existing settlements and/or other growth areas.

Applications for out of sequence rezoning applications, or application to rezone areas for urban uses not identified in this Strategy will be assessed in against Clause 3.8 of the National Policy Statement on Urban Development 2020, or any subsequent amendments.



Development Area Assessment Criteria

Following Council's adoption of the Development Plan in 2008 District Plan Changes were undertaken to rezone land and signal the suitability of particular areas for urban development.

Most of those rezoned areas were accompanied by a Structure Plan that provided some guidance to the expectation in subdivision layout around connectivity within the development and the protection of any existing values in the land areas, such as, landscape features.

To assist in determining the suitability of new areas for urban development, a set of assessment criteria were used, which are set out in Table 14. These criteria were developed and used in preparing the Development Plan 2008, and continue to be relevant assessment criteria for the local context. These criteria were re-confirmed and descriptions clarified as part this update of the Strategy.

These criteria have been used to assess the growth areas that are identified in section 10 of this Growth Strategy.

The criteria connect to the planning principles described in section 6. These criteria remain an appropriate basis for considering any future land provision for accommodating growth in the District.

Table 14: Growth Area Assessment Criteria

Assessment Criteria	Description
Urban Form	<p>Urban form is an overall condition which is derived from the combination of a town's footprint (the area it covers), density, street pattern, distribution of open space, and building scale. Urban form is integral to the planning of any settlement as it influences the accessibility, liveability, sustainability and adaptability of the place.</p> <p>New growth areas located adjacent to existing urban areas or along key transport corridors have the potential to link well with existing urban areas. In contrast, new growth areas that may be greater distances away or poorly connected to transport corridors tend to undermine social connection and cohesion, increase the cost of providing infrastructure, and reduce the accessibility, liveability, sustainability and adaptability of urban areas.</p>
Access and proximity to key transport networks	<p>Transport networks are important for enabling people to move throughout urban areas to schools, work, commercial centres, other activities, and services. Choice in mode of transport is important to liveability and sustainability – active modes (walking and cycling), public transport, cars and heavy vehicle modes should be accessible options for people as the District grows. Transport networks and the form and density of development in relation to these network are important considerations in shaping urban areas and the provisions of transport choices will promote more liveable communities and more sustainable journeys.</p>
Proximity to reticulated infrastructure and servicing feasibility	<p>The proximity and ability to connect easily with reticulated infrastructure can reduce the economic and environmental costs of new development and is a key influence on servicing feasibility. The feasibility of servicing an area with water and wastewater infrastructure is a key determinant of its overall development feasibility, with areas that have significant constraints in terms of the ability to provide cost-effective servicing being less feasible as growth options.</p>
Proximity to activity centres and community facilities	<p>An activity centre is where people shop, work, relax and socialise. It provides the focus for services and social interaction. Community facilities include libraries, community halls, schools, hospitals and parks. The proximity of potential growth areas to activity centres and community facilities is important in ensuring social connection and cohesion, access to essential services, reduced vehicle trips and stronger communities.</p>

Assessment Criteria	Description
Location of natural hazards such as flooding, ponding, liquefaction, erosion and climate change impacts	Some areas are potentially subject to natural hazards which provide significant risks associated with occupation of the land for residential or business uses. Some areas already have physical works and mitigations in place, or effective measures could be put in place as part of new developments. In other areas, natural hazards risks cannot easily be mitigated, so growth areas that avoid them are favoured over those that are affected. The influence of climate change on the nature, scale and frequency of natural hazards also needs to be considered.
Proximity to incompatible land use and potential for reverse sensitivity effects	As urban areas grow there are increasing instances where relatively sensitive residential areas come into contact with potentially incompatible land uses such as factories, meat works or wastewater treatment plants. This can result in residents raising concerns about noise and air emissions, odour and traffic. However, land uses which are incompatible with residential living or business activities are vital to the functioning of the overall urban areas and the District's economy and are often limited in where they can locate. To minimise the potential for adverse effects on existing uses, it is considered more desirable to direct residential growth away from incompatible types of land uses.
Proximity to outstanding natural landscapes or natural features	Growth areas that affect outstanding landscapes of features, significant waterbodies, wetlands or significant natural areas (as identified in the District Plan and/or One Plan) are considered less preferable than those areas that might not affect these particular natural resources. However, in some instances specific development proposals can be designed to complement these broader landscapes or specific features.
Areas of heritage or cultural features	New growth areas should avoid adverse impacts on the values and characteristics of protected heritage buildings, places or objects, or cultural heritage features including sites and areas of significance to Māori.
Topographical limitations	It is possible to build new urban areas over relatively steep ground or very undulating ground, but it is significantly cheaper to develop on flatter ground. For this reason, potential growth areas are preferred in locations where there are less topographical constraints and on flatter ground (slope less than 15°).
Location of highly versatile soils	Highly versatile (LUC Class I and II) soils are valued by the community for their productive purpose as they are highly fertile and require less irrigation or fertiliser to grow plants and food. Areas containing highly versatile soils should be considered carefully in the context of the District before being allocated for residential or business development. There is a preference to maintain the availability of highly productive land (particularly where it is well located in terms of climate, water availability, and access to transport routes and labour markets) for productive uses for future generations and to protect its productive capacity from inappropriate subdivision, use, and development.



SECTION 9

Community Engagement

The preparation of the Horowhenua Development Plan 2008 involved an extensive consultation process with meetings in all settlements.

This previous consultation, as well as consultation as part of preparing subsequent Long Term Plans, has confirmed the key spatial strategies and principles still reflect the community's aspirations and outcomes sought. Given this, consultation undertaken to prepare the Growth Strategy in 2018 focused on those parties directly affected by the growth options and a feedback process that assisted Council in confirming the key spatial strategies and principles for managing growth in the District.

Targeted Consultation: 2018

In developing this Growth Strategy, there was a focus group meeting held of surveyors, real estate advisers, and land developers to understand the development industry perspective on constraints and opportunities for the District's growth provision.

In developing the Growth Strategy, there was a focus group meeting held of surveyors, real estate advisers, and land developers to understand the development industry perspective on constraints and opportunities for the District's growth provision.

Consultation was also undertaken to gauge the market interest currently in the District and the types of properties people are seeking. This consultation has assisted in generating the growth scenarios (see section 4) used to test the capacity for currently zoned land to accommodate the projected growth described in section 3.

Consultation was undertaken with as many landowners as practicable that currently hold vacant land zoned for development. The purpose of this consultation was to understand landowner intentions towards providing for growth on zoned land through the subdivision process.

The situation for the landowners at one point in time can only be one guiding factor to the future capacity or need for additional supply of developable land to accommodate projected growth. There are many variable factors (including changing circumstances with owners) that will influence the oncoming stream of new houses and industrial buildings on land zoned for development.

The 2018 consultation identified some deterrents to current landowners proceeding with enabling their land to be urbanised. These factors include:

- The intention to continue to farm the land until they choose to cease farming or such time as it is uneconomic to do so relative to the benefits of land development.
- The perception or experience that Council is obstructive or unhelpful in assisting efforts to enable land development through both the consenting processes and the costs of obtaining those consents.
- The costs to undertake subdivision and provide for infrastructure such as roads, services, reticulation and/or connection to the existing networks.
- Not knowing the steps required to develop the land ready for sale.



Overview of Consultation on the Draft Growth Strategy

The 2018 Draft Growth Strategy was available for public feedback from 23 February 2018 until the 26 March 2018. A total of 55 individuals and groups provided feedback. The key themes arising from the feedback are discussed in turn below.

Waikawa Beach Growth Areas

Approximately half of all public feedback received on the Draft Growth Strategy related specifically to Waikawa Beach. The majority of those who provided feedback in relation to Waikawa Beach were opposed to the growth options proposed in the Draft Growth Strategy for this settlement. The reasons for their opposition included impact further development would likely have on the character of Waikawa Beach, risks associated with climate change, and natural hazards including flooding, ponding, and coastal erosion.

Many who provided feedback indicated that they were not supportive of reticulated services (i.e. water and wastewater services) being provided by Council for this settlement in the future.

Respondents also identified a lack of social infrastructure at Waikawa Beach and limited desire from residents for this infrastructure to be provided.

There were a number of submitters that also addressed the Draft Growth Strategy and Waikawa Beach in their submission on the Long Term Plan 2018-2038. The matters raised in their submissions were largely consistent with the feedback specifically received on the Draft Growth Strategy.

Council acknowledged the concerns raised about future development at Waikawa Beach as part of the feedback on the Draft Growth Strategy, it was still considered important to provide some opportunity for appropriate development to occur in this area. With improvements being made to the expressway that connects the Horowhenua to Wellington it is anticipated that growth for our District will be largely focused around Levin and to a lesser extent the other settlements in the southern part of the Horowhenua District.

It is anticipated that Waikawa Beach will experience some growth in the future as it is the southernmost coastal settlement in the District.

Waikawa Beach does not have reticulated services and Council is not intending to investigate the provision of these services for this settlement (taking on board feedback on the Long Term Plan 2018-2038). Therefore it would not be appropriate to rezone any additional land as standard residential. However, given the shortfall in land zoned Greenbelt Residential, the anticipated growth for this settlement, and its existing popularity as a coastal settlement with good rural lifestyle offerings, Council does think it would be appropriate to propose additional land to be rezoned Greenbelt Residential.

Not all of the land identified as potential growth options for Waikawa Beach in section 10 of the Growth Strategy would need to be rezoned. Council will aim to rezone enough land to provide for anticipated growth out to 2040 and for rural lifestyle type development to be able to occur on the land proposed to be rezoned that will complement the character of the settlement, while avoiding or mitigating natural hazard risks.

Rezoning land will require additional evaluation of natural hazard risks and special provisions may be proposed as part of a plan change to ensure that the effects of potential natural hazards are avoided or mitigated. District Plan Changes (to rezone land) will be a public process.



Manakau Growth Areas

Six people provided feedback relating to growth areas at Manakau. They were largely opposed to the growth areas identified for this settlement for a number of reasons, including the perceived impact on the character of Manakau Village, concern about the risk from natural hazards, the cost of providing reticulated services and the loss of production land, particularly LUC Class I and II soils (identified as versatile soils in the District Plan). One person suggested that Council consider their land as an option for future development.

Some of the people that provided feedback were also concerned that the growth areas identified in section 10 of the Growth Strategy may influence WKNZTA as they consider options around future improvements to the highway network between Ōtaki and north of Levin.

It is noted that the options that WKNZTA engaged with the community on in 2017 for potential new alignments for SH1 were all to the east of the existing Manakau Village. Council has taken these potential alignments into consideration while developing the Growth Strategy and, where possible, it has tried to identify growth areas that will not be affected by these.

The Council considers it is important to provide opportunity for growth to occur at Manakau given its location as the District's southernmost settlement.

The growth areas identified in the 2018 Draft Growth Strategy 2040 were all located on the western side of State Highway 1 (the opposite side of the highway to majority of the existing settlement). This would mean new development at Manakau would occur nearer the Domain and the existing convenience store, while also being adjacent to existing residential and lifestyle properties.

An additional growth area, located to the east of the State Highway and north of Manakau, was included in the Growth Strategy prior to its adoption in 2018. This growth area was previously considered during the development of the Development Plan between 2006 and 2008, but at this time it was discounted due to landowner and community opposition.

This land currently appears to be primarily used for pastoral farming; with the school and a church located in the south-western part of the growth area. The eastern boundary of this growth is consistent with the boundary of the existing settlement and the northern boundary is defined by existing property boundaries.

As reticulated services are not currently available any land proposed to be rezoned for this settlement will need to be Greenbelt Residential with a minimum lot size of 5000m² unless a development was to provide its own reticulated services or a suitable alternative to enable smaller lot sizes to be considered. This would not be out of character with the existing village, where many of the existing lots are around 4000m² (with the exception of the properties between Honi Taipua Street and Wi Pere Street which are around 1000m²).



Levin Growth Areas

Eleven people/groups provided feedback on the growth areas that have been identified for Levin. Several submitters indicated that Levin should be considered more suitable for residential growth than coastal towns as it is a more accepting environment and reticulated services are available and can be extended to future growth areas.

One respondent requested Council consider their land for rezoning. Their land is located in the vicinity of the racecourse (which is Growth Area LS5).

The other respondents focused on Growth Area LS6. At the time the Growth Strategy was adopted in 2018 Council was preparing a Master Plan to facilitate the rezoning and development of LS6. This has progressed and is now Plan Change 4: Tara-Ika Growth Area. A decision on this Plan Change is expected in the first half of 2022.



General Feedback

A number of respondents provided general feedback on the 2018 Draft Horowhenua Growth Strategy 2040 that did not relate to a specific growth area. This feedback largely came from groups or organisations with an interest in growth in the Horowhenua, such as Powerco, Horizons Regional Council, and Transpower. They were either neutral or supportive of the Draft Growth Strategy, so long as their interests and/or assets are protected through any subsequent Plan Changes.

Other general comments that were made included people wanting to see production land and the character of existing settlements protected as well as a desire to see sufficient social infrastructure, including education and employment opportunities, provided to meet the needs of each growth area.

A number of people highlighted the importance of transport and providing for good links between the growth areas and the existing settlements (and beyond). Some respondents raised concerns about the status of Ō2NL.

Several people also indicated that they were resistant to rates increases to cover the cost of providing infrastructure to growth areas.

The above matters are things that Council will need to consider as the Growth Strategy is actioned through future plan changes and other projects.

2021 Growth Strategy Update

For the 2021 update, community engagement relied upon engagement associated with other recent processes, such as the Long Term Plan 2021-2041.

Some targeted engagement occurred with mana whenua and key stakeholders, including Horizons Regional Council, Electra and WKNZTA.



SECTION 10

Option Identification for Each Settlement

Additional growth areas have been identified for the settlements in the District where there is a shortfall in available/zoned land for development.

Levin/Taitoko

Levin is the main urban area in the Horowhenua District, and is located approximately in the centre of the District. Levin has developed based on its location on the main north-south highway and North Island Main Trunk Line, as a strategic service town.

Levin is the main administrative, cultural, social and recreational centre for the District.

Growth scenario and land capacity

The growth scenario projects that Levin will need to accommodate an additional 4,610 houses within the Residential Zone and 892 houses in the Greenbelt Residential Zone.

The Levin capacity calculation shows a shortfall in Residential and Greenbelt Residential zoned land at the current time. Growth areas have been identified to address this (as detailed below).

The size of the shortfall may change over time, as a result of development trends shifts - for example, if density increases or if more Residential Development (as opposed to Greenbelt Residential) occurs, the amount of land required to meet demand might be lower. This will be considered and reviewed over time.

Levin Expected Demand (Additional Dwellings)

Expected Demand years 1-10	2130
Expected Demand years 11-20	3370

Levin Residential Capacity – 2040		
Total share of houses		5,502
	Residential Zone	4,610
	Greenbelt Zone	892
Residential Zone Land Required⁹		269.6ha
Total Residential Land Currently Available		65.42ha
Residential Zonesupply/shortfall		-186.4ha
Greenbelt Zone Land Required		580.6ha
Total Greenbelt Land Available		276.3ha
Greenbelt Residential Zone supply/shortfall		-304.3ha

⁹ All 'land required' areas described in this table and those of the following settlements include an additional 30% of land to provide for roads and reserves.

Figure 4 Levin North Potential Growth Options

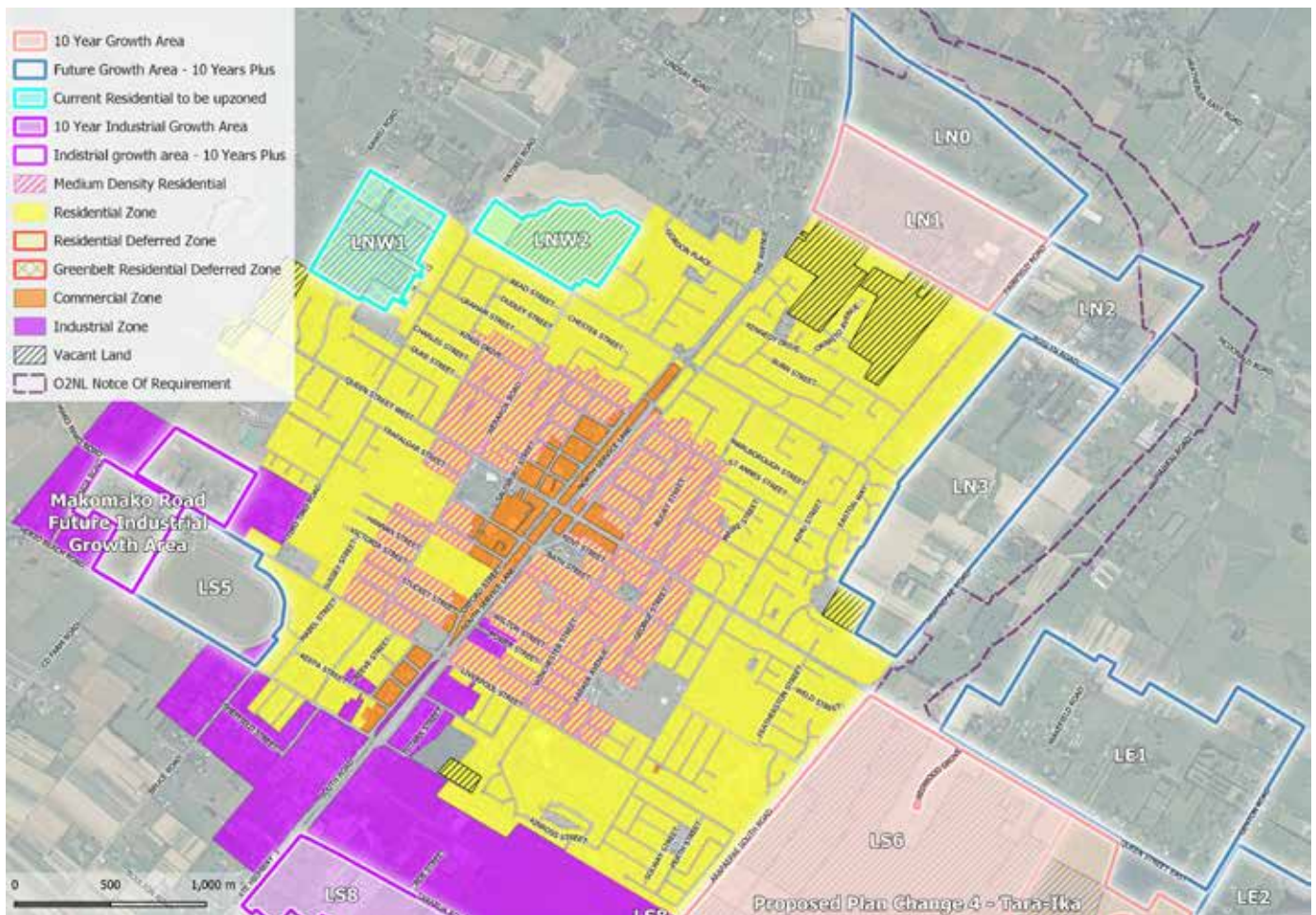
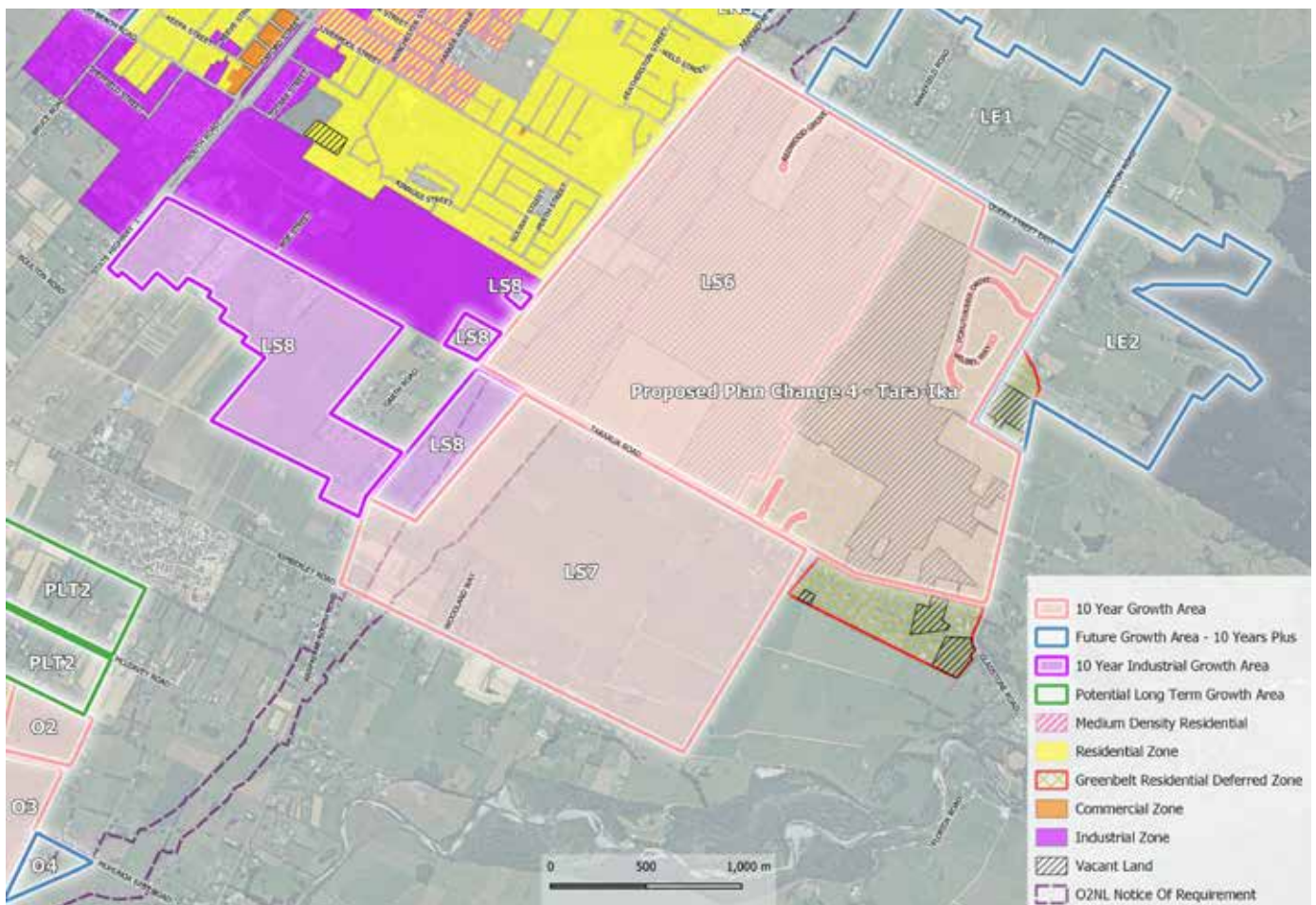


Figure 5 Levin South Potential Growth Options



Key Growth Issues

- Incremental demand for residential development and a range of 'fronts' for zoned land which makes servicing difficult to predict.
- Levin Town Centre Strategy has objectives for a more contained form and increased diversity of retail, food and beverage offering which may require some replacement of existing building stock.
- Larger areas of vacant industrial land have owners with a 'land banking' approach. Sense Partners projections are that there will be a need for some 80ha of industrial type land. Capacity assessment identified 71ha of available industrially zoned land and as such there is a projected shortfall of this type of land.
- Reticulated water and wastewater system constraints – infrastructure in some areas is not provided and upgrades to the network capacity will be needed. Water supply is also an issue.
- Some areas are subject to natural hazards (e.g. ponding).
- Landowners of existing zoned land not wanting to sell or develop their land.
- Potential effects of the new expressway corridor on spatial planning for growth areas – current and future.
- Natural features such as Lake Horowhenua are susceptible to development impacts.
- Limited diversity of housing types and growing potential demand for alternatives to the standard detached house (aging population).
- Lack of quality housing in some recent infill housing.

Growth Area Options for Levin

The Growth Strategy assumes that Levin will be a key focus area of growth in the future due to it being the largest settlement in the District as well as its connectivity to Wellington and Palmerston North.

Land supply will occur as a result of 'upzoning' some land that is already zoned for larger-lot residential purposes, providing for residential intensification, and rezoning rural land for residential development.

Given the shortfall in residentially zoned land, and that some landowners of large areas of vacant land zoned Residential have indicated they do not want to sell or develop this land for residential purposes, a number of growth areas have been identified for Levin. These areas provide an oversupply of residential land, both within the short-medium and longer terms in order to account for the factors outlined on page 7 of this Strategy. These areas have been identified based on being contiguous with existing and already planned residential areas and their development feasibility – primarily proximity to existing infrastructure.

Growth areas LN1 (53.8ha), LN2 (43.3ha), and LN3 (92.4ha) are currently all zoned Rural but could be rezoned Residential and/or Greenbelt Residential in the future. It is noted that these growth areas all contain versatile soils.

Upgrades may be required to existing reticulated water and wastewater services for LN1, LN2 and LN3 to be rezoned Residential. These growth areas would enable development to continue in the vicinity of Fairfield Road. These growth areas can be released in stages over time in response to demand rates.

Growth area LS5 (36.5ha) identifies the option of rezoning the racecourse for residential purposes. This land is adjacent to industrially zoned properties as well as being in close proximity to other activities that would not necessarily be compatible with the land being developed residentially. If this land is to be rezoned and developed residentially, careful consideration will need to be given as to how to best mitigate any adverse effects associated with surrounding land uses and to ensure that future residents are afforded an appropriate level of amenity. Reverse sensitivity effects would also need to be considered and addressed.

Growth area LS6 (420ha) is in the process of being 'upzoned' from Greenbelt Residential Zone (currently deferred) to Residential Zone (with a range of densities) as part of Plan Change 4: Tara-Ika Growth Area. This plan change will increase the amount of Residential land supply but it will also reduce the Greenbelt Residential supply. Growth area LS7 (85.3ha) could help to meet future potential Residential and/or Greenbelt Residential demand.

Due to the substantial size of LS6, provision has been made in Plan Change 4 for a small commercial centre in this area to serve the future residents.

LE1 and LE2 provide additional areas for future residential development, which would complement residential development in the Tara-Ika area. These areas have been added since the Growth Strategy was adopted in November 2018. The inclusion of these has not been publicly consulted on, however, these would be subject to a public consultation process if this land is proposed to be rezoned in the future.

Commercial and Industrial zoned land is not a focus of this Growth Strategy. However, a high level assessment of Commercial and Industrial available land was undertaken and there was found to be sufficient land available to meet projected demand for the Commercial Zone with a small shortfall identified for the Industrial Zone. There continues to be an issue with landowners 'land banking' industrial land.

Growth area LS8 (44.8ha) shows the potential future extension of the Industrial Zone in Levin across Tararua Road to provide for the next ten years of growth.

In addition, the 'Mako Mako Road future industrial growth area' also provides potential future industrial land. It is noted that some of this land is already being used for industrial purposes. If this was to be rezoned in the future then careful consideration would be required in relation to surrounding residential/open space land.

In summary, the above shows that the options provide a choice of additional areas that would more than meet the demand for Residential Zoned land, and, importantly, provide additional land in the event that demand is higher than projected for Levin.



Foxton/TeAwahou

Foxton is the second largest urban area in the District and is located north of Levin along SH1. Foxton has developed based on its close proximity to the Manawātū River mouth, which was a historically strategic transport link. This historical link means Foxton has some of the oldest buildings and established areas in the District.

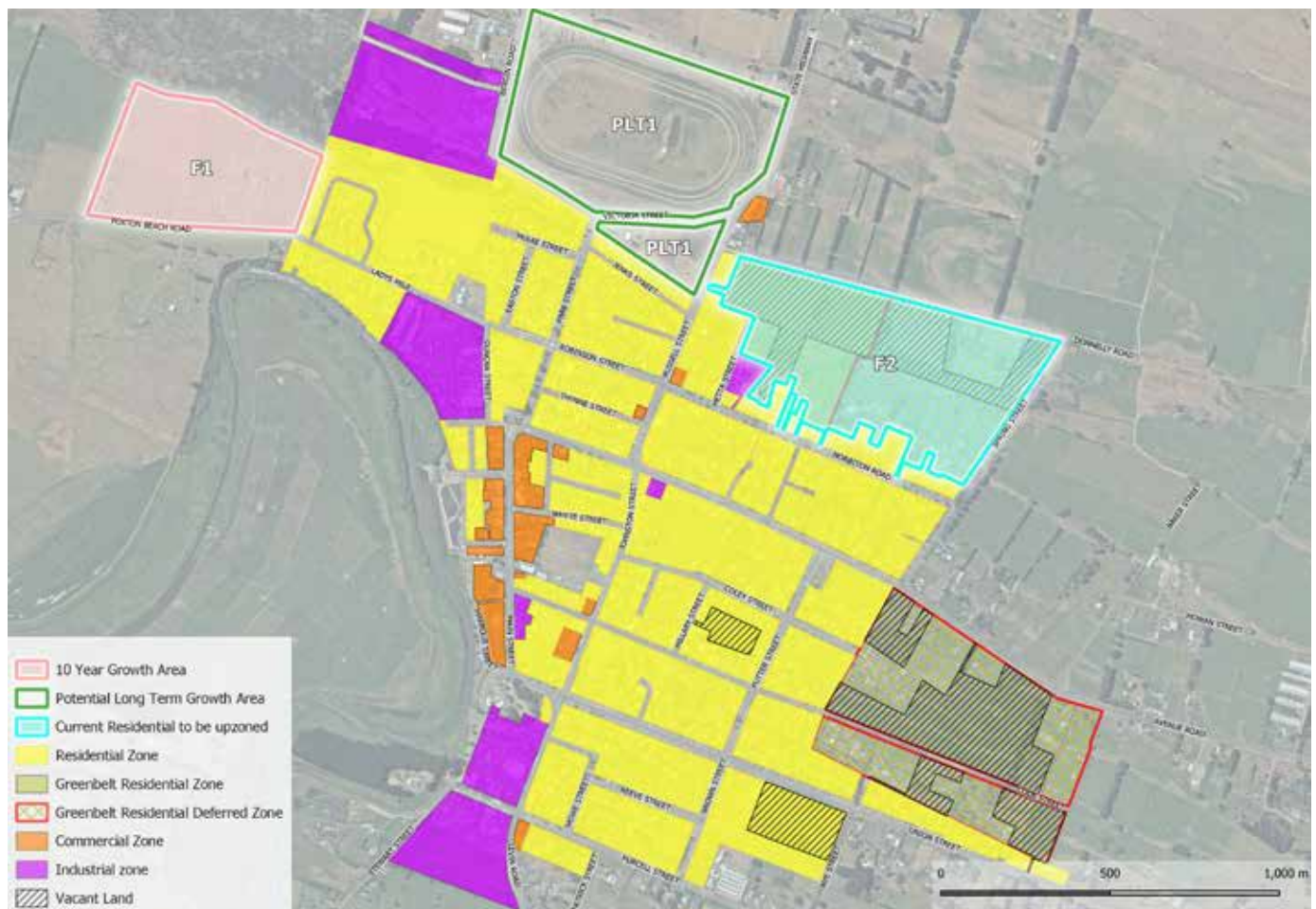
Foxton Expected Demand (Additional Dwellings)

Expected Demand years 1-10	210
Expected Demand years 11-20	340

Foxton Residential Capacity – 2040

Total share of houses		548
	Residential Zone	393
	Greenbelt Zone	155
Residential Zone Land Required		23.0ha
Total Residential Land Currently Available		5.3ha
Residential Zonesupply/shortfall		-17.7ha
Greenbelt Zone Land Required		100.6ha
Total Greenbelt Land Available		35.3ha
Greenbelt Residential Zone supply/shortfall		-65.3ha

Figure 7 Foxton Potential Growth Option



Growth scenario and land capacity

The growth scenario for Foxton projects an additional 393 houses to be accommodated within the Residential Zone and 155 additional houses in the Greenbelt Residential Zone.

Capacity calculation indicate that there will be a shortfall of Residential and Greenbelt Residential Zoned land. Growth areas have been identified to address this.

Key Growth Issues

- Low current demand for commercial and industrial development
- Water is reticulated and is being upgraded. Further growth may require additional infrastructure
- Wastewater is reticulated and the treatment plant is being upgraded
- Areas around the Manawatū River Loop at Foxton are subject to flooding and low lying areas around the urban area are subject to ponding
- Future development has potential to strengthen heritage and design quality of the streetscape in the main commercial area
- Manawatū River provides landscape and recreational opportunities

Growth Area for Foxton

The area identified as F1 in Figure 7 is an option for residential development. This area has been identified based on its development feasibility – primarily proximity to existing infrastructure or ability to connect to existing infrastructure. This growth area also has good access to Manawatū College and the commercial centre of Foxton, as well as to Foxton Beach.

F2 is expected to be upzoned from Greenbelt and Greenbelt Deferred to Residential to provide for additional residential housing, due to its location within the current extent of the township and proximity to amenities.

There is currently 35.3ha of Greenbelt Residential land available (including deferred land). This will provide for the short to medium term future while Council considers other opportunities for growth in Foxton for the longer term future.



Foxton Beach

Foxton Beach is a small community, consisting of a mixture of holiday homes and permanent residents. It is located in close proximity to Foxton, with farmland separating the two towns. Foxton Beach has a more coastal 'relaxed' environment than Foxton.

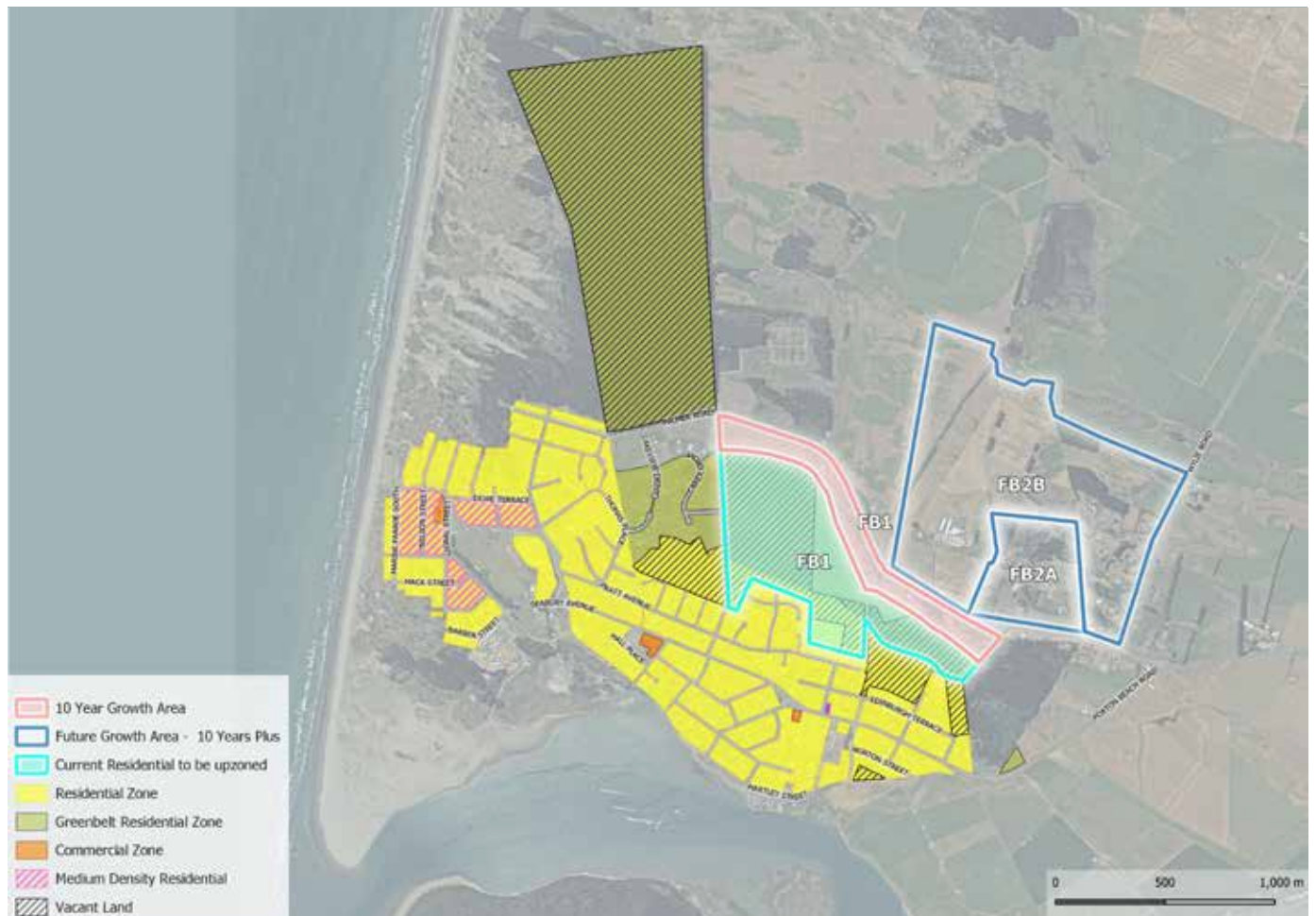
Foxton Beach Expected Demand (Additional Dwellings)

Expected Demand years 1-10	420
Expected Demand years 11-20	660

Foxton Beach Capacity - 2040

Total share of houses		1,072
	Residential Zone	715
	Greenbelt Zone	357
Residential Zone Land Required		41.8ha
Total Residential Land Currently Available		23.2ha
Residential Zonesupply/shortfall		-18.6ha
Greenbelt Zone Land Required		232.2ha
Total Greenbelt Land Available		133.3ha
Greenbelt Residential Zone supply/shortfall		-98.9ha

Figure 6 Foxton Beach Potential Growth Options



Growth scenario and land capacity

The growth scenario projects that Foxton Beach will need to accommodate an additional 715 houses in the Residential Zone and 357 houses in the Greenbelt Residential Zone.

Foxton Beach capacity calculation indicates that the settlement has a shortfall in both Residential and Greenbelt Residential zoned land over a 20 year horizon. Growth areas have been identified to address this.

Key Growth Issues

- There are areas where reticulated infrastructure is limited. Significant growth may require additional investment.
- For the reticulated water supply, it has been recognised that significant growth may require additional infrastructure
- Some areas in and surrounding the urban area are subject to natural hazards (e.g. flooding, ponding, storm surges, tsunami, wind erosion and liquefaction). These hazards will need to be evaluated on a case-by-case basis to determine whether subdivision and development is appropriate, and what measures are required to manage these risks
- Manawatū River Estuary provides biodiversity, landscape and recreational opportunities.

Growth Area for Foxton Beach

Figure 6 identifies options for residential development opportunities. This area has been identified based on its proximity to existing infrastructure.

FB1 is currently zoned a mixture of Low Density Residential, Greenbelt Residential and Rural. With a land area of 66.3 ha, this option would provide sufficient land to accommodate projected Residential Zone housing demand.

This growth area does have some challenges in terms of infrastructure and potential hazards (e.g. potential ponding and liquefaction). Council is currently developing a Master Plan for this growth area which can then be used to inform a plan change.

Future growth area options (FB2 A and B) have been identified on the northern side of Palmer Road. Development in these areas should only be considered following development to the south of Palmer Road. These areas have similar challenges to the other growth areas at Foxton Beach.

These challenges will need to be further explored before the land can be rezoned.



Waitārere Beach

Waitārere Beach is a small coastal community located south of Foxton Beach and north of Hokio Beach. It is in close proximity to Levin, with farmland separating the two towns.

Waitārere Beach has developed incrementally overtime in a manner that is typical for older coastal settlements, where bach or holiday homes are the predominant residences. Recently more substantial homes have been constructed on new subdivisions or on redeveloped existing lots.

Waitārere Beach Expected Demand (Additional Dwellings)

Expected Demand years 1-10	270
Expected Demand years 11-20	420

Waitārere Beach Residential Capacity - 2040

Total share of houses		691
	Residential Zone	500
	Greenbelt Zone	191
Residential Zone Land Required		52.0ha
Total Residential Land Currently Available		31.8ha
Residential Zonesupply/shortfall		-20.2ha
Greenbelt Zone Land Required		123.9ha
Total Greenbelt Land Available		131.1ha
Greenbelt Residential Zone supply/shortfall		7.2ha

Figure 8 Waitārere Beach Potential Growth Options



Growth scenario and land capacity

The growth scenario for Waitārere Beach projects an additional 500 houses to be accommodated within the Residential Zone and 191 houses to be accommodated within the Greenbelt Residential Zone.

The results of the capacity calculation indicate that there is a shortfall for Residential zoned land and adequate supply of Greenbelt Residential zoned land. However, Plan Change 5 – Waitārere Growth Area addresses this.

Key Growth Issues

- Increasing demand for residential development – potentially one of the main areas for growth
- No defined town centre
- Limited vacant commercial land
- Reticulated wastewater has capacity to serve current level of development, further growth would require additional investment
- No current water supply – therefore it must be provided onsite
- Areas are subject to natural hazards (ponding, tsunami, wind erosion)

Growth Area for Waitārere Beach

Council is currently undertaking Plan Change 5 which proposes to rezone land to enable residential development in the area identified in Figure 8. The land area proposed to be rezoned is approximately 100 hectares which is anticipated to meet the projected growth needs for Waitarere Beach in the short to medium term.

Figure 8 also identifies W1 as a potential future growth area for Waitarere Beach. This growth area is 54.1ha and could potentially be rezoned from Rural Zone into Residential or Greenbelt Residential Zones, or a mixture of both zones.

However, this land is currently part of a Crown forest with a forestry licence and the land itself is retained by the Crown for transfer to iwi under Treaty of Waitangi settlements. Therefore, this land may become available in the future for development during the timeframe of this Growth Strategy (2040), but this will depend on the aspirations of the iwi for this land.



Ōhau

Located directly south of Levin, Ōhau has a traditional village form with a school, church and reserve at the main road intersection.

The residential pattern is relatively low density and although smaller lots are in the middle of the settlement, the periphery extends into larger lot sizes.

Ōhau Expected Demand (Additional Dwellings)

Expected Demand years 1-10	290
Expected Demand years 11-20	450

Ōhau Residential Capacity - 2040

Total share of houses		738
	Residential Zone	143
	Greenbelt Zone	595
Residential Zone Land Required		37.2ha
Total Residential Land Currently Available		12.4ha
Residential Zonesupply/shortfall		-24.8ha
Greenbelt Zone Land Required		387.1ha
Total Greenbelt Land Available		59.6ha
Greenbelt Residential Zone supply/shortfall		-327.5ha

Figure 9 Ōhau Potential Growth Options



Growth scenario and land capacity

The growth scenario assumes that Ōhau will accommodate 143 houses within the Residential Zone and 595 houses within the Greenbelt Residential Zone.

Ōhau capacity calculation results indicate that under this scenario there will be a shortfall in both Residential and Greenbelt Residential zoned land. Growth areas to address this have been identified. Council are exploring making changes to the Rural Subdivision rules which may help to offset this shortfall.

Key Growth Issues

- Capacity within existing areas of residential development at lower densities.
- Limited current demand for business/industrial land.
- No reticulated wastewater system. Significant further development may require a community treatment facility in Ōhau or connection to Levin wastewater system.
- Restricted water supply (restricted flow) from Levin.
- Localised topographical constraints limit some areas for growth.
- Constrained access to current SH1 from local roads
- Desire to retain traditional village form.
- More recent development pattern has been quite sprawled.
- The village is surrounded by class one, two and three soils.

Growth Area for Ōhau

Figure 9 show options for additional land required to accommodate the shortfall of Residential and Greenbelt Residential zoned land. The identified areas consider an opportunity to connect the settlement across SH1 if it becomes a local road due to WKNZTA rerouting SH1. O5 and O6 represent land with development capacity that is already zoned for this purpose. O2 and O3 indicated land expected to be developed within 10 years. O1 and O4 indicates land expected to be developed within 20 years and PLT2 indicates 20+ growth areas.

The LTP shows an intention to extend reticulated services to Ōhau from Year 9 of the LTP onwards. This will enable better utilisation of the growth areas. The timeframe for land rezoning will likely be aligned with this.

Due to the location of Ōhau it is considered important to ensure there is land available to meet growth demand in the near future, particularly given projected demand and the need to provide development opportunities to accommodate people in the Ōhau area who are displaced by the Ō2NL highway.



Waikawa Beach

Waikawa Beach is a small coastal settlement which has developed incrementally in a manner which is typical for older coastal settlements where bach or holiday homes are the predominant residences.

Recent development of a lower rural-residential density has occurred to the south of the settlement. The urban area has extended along the eastern side of the Waikawa Stream.

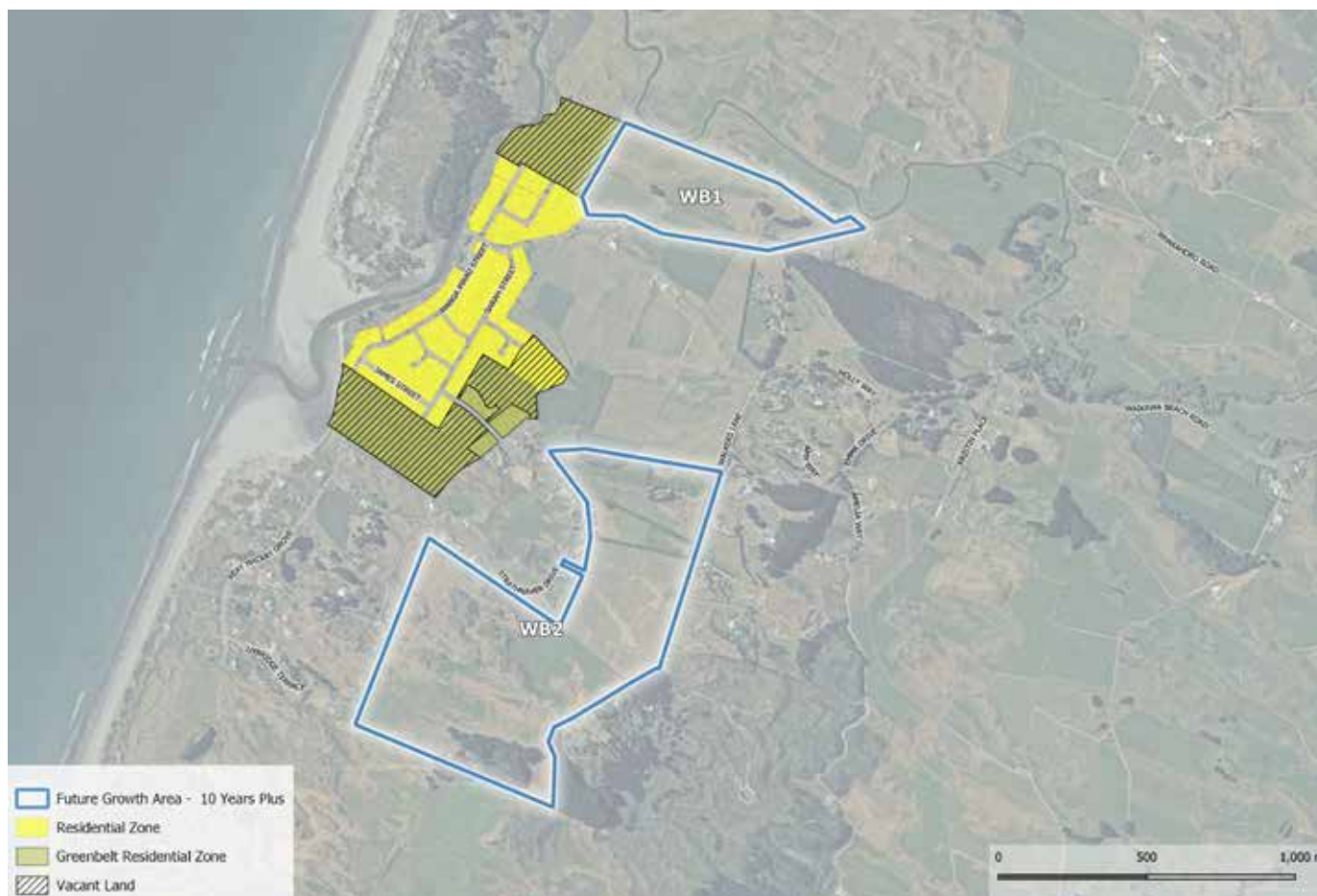
Waikawa Expected Demand (Additional Dwellings)

Expected Demand years 1-10	50
Expected Demand years 11-20	70

Waikawa Beach Residential Capacity - 2040

Total share of houses		119
	Residential Zone	71
	Greenbelt Zone	48
Residential Zone Land Required		7.4ha
Total Residential Land Currently Available		2.1ha
Residential Zonesupply/shortfall		-5.3ha
Greenbelt Zone Land Required		31.0ha
Total Greenbelt Land Available		21.4ha
Greenbelt Residential Zone supply/shortfall		-9.6ha

Figure 10 Waikawa Beach Potential Growth Options



Growth scenario and land capacity

The growth scenario projects that Waikawa Beach will need to accommodate an additional 71 houses within the Residential Zone and 48 houses within the Greenbelt Residential Zone.

Capacity calculation results for Waikawa Beach indicate that there will be a small shortfall in Residential and Greenbelt Residential zoned land. Growth areas have been identified to address this, although there will be some challenges developing at Waikawa Beach.

Key Growth Issues

- Some available vacant residentially zoned land.
- Some demand for residential development.
- No defined central point for local purposes.
- No reticulated infrastructure.
- Some areas surrounding the urban area are subject to natural hazard risks (e.g. ponding, flooding, tsunami, and wind erosion).

Growth Area for Waikawa Beach

Figure 10 shows two options which would provide sufficient land to accommodate the projected demand in both Residential and Greenbelt Residential land, as well as providing additional capacity in the event that demand was higher than projected.

Given that Waikawa Beach does not currently have reticulated services and taking into account the strong opposition from the community to the provision of these services in the future as part of the consultation process on the Long Term Plan 2018-2038, rezoning land Residential is not planned at this stage. Any land to be for residential development would likely be zoned Greenbelt Residential to ensure that there is sufficient area for onsite wastewater disposal.

Council may choose to rezone either WB1 (20.2ha) or WB2 (69.7ha), or could decide to partially rezone either of these growth areas. Further analysis would need to be undertaken to understand natural hazard risks in regards to these growth areas and special provisions may need to be included in a plan change to ensure that adverse effects of potential natural hazards are either avoided or mitigated.



Manakau

Manakau is a clearly defined village set within a rural landscape. The village is centred around the church, school, memorial reserve and a pub.

The built environment is largely contained to one side of SH1 although there is some development on the opposite side. The railway also plays an important part in the village centre arrangement. This is an 'intact' village on the eastern side of SH1, undisrupted by busy roads cutting through its centre. The village is largely low-density residential.

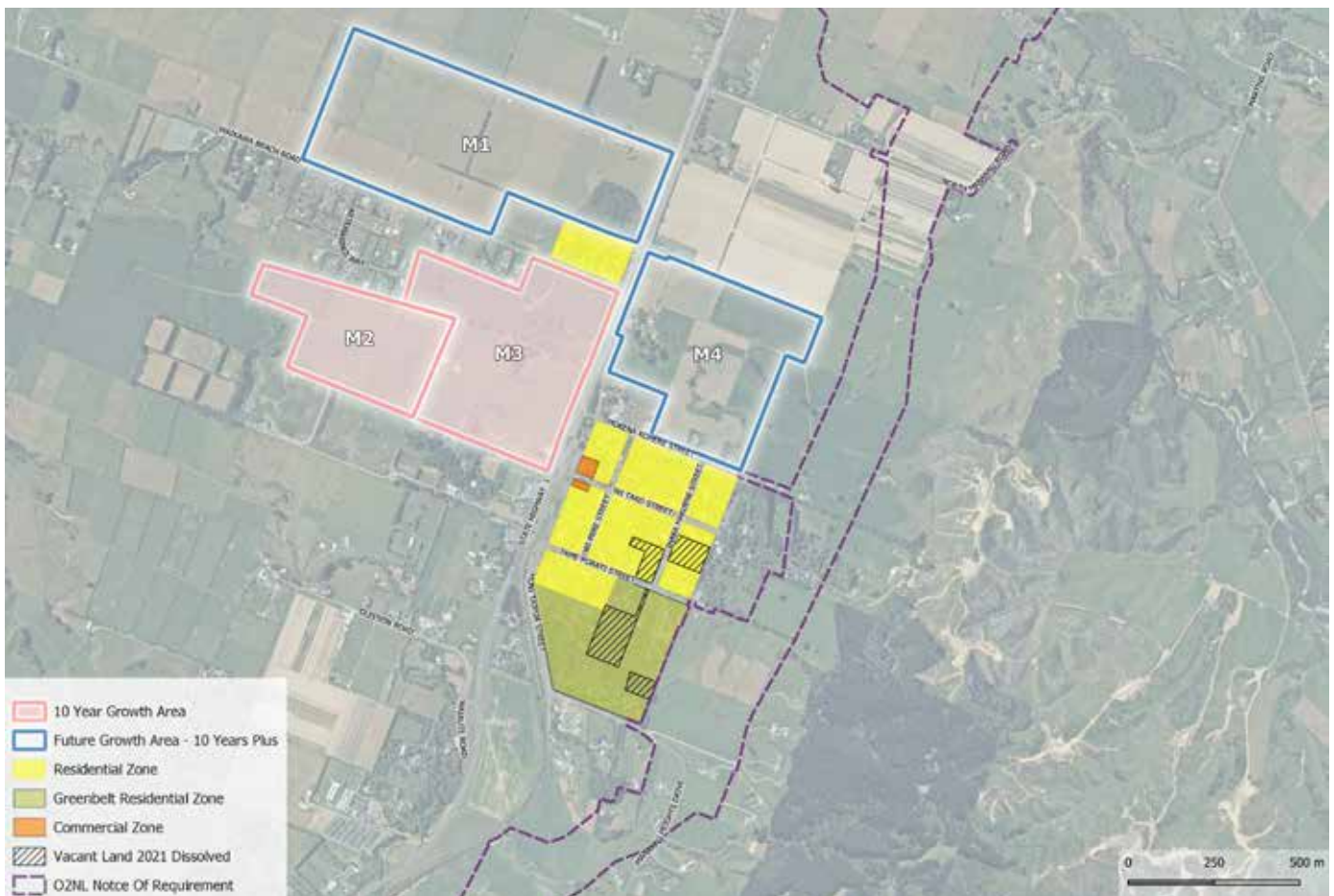
Manakau Expected Demand (Additional Dwellings)

Expected Demand years 1-10	180
Expected Demand years 11-20	290

Manakau Residential Capacity - 2040

Total share of houses		476
	Residential Zone	357
	Greenbelt Zone	119
Residential Zone Land Required		92.9ha
Total Residential Land Currently Available		1.5ha
Residential Zonesupply/shortfall		-91.4ha
Greenbelt Zone Land Required		77.4ha
Total Greenbelt Land Available		2.0ha
Greenbelt Residential Zone supply/shortfall		-75.4ha

Figure 11 Manakau Potential Growth Option



Growth scenario and land capacity

The growth scenario projects that Manakau will need to accommodate an additional 357 houses within the Residential Zone and 119 houses within the Greenbelt Residential Zone.

Capacity calculation results for Manakau indicate that there will be a large shortfall of residentially zoned land for both the Residential Zone and Greenbelt Residential Zone. Growth areas have been identified to address this. Council are also exploring making changes to the Rural Subdivision rules which may help to offset this shortfall.

Key Growth Issues

- Limited vacant residential zoned land.
- Anticipated future demand for residential development.
- Limited provision of commercial land.
- Current low demand for commercial land, although likely to increase with projected growth.
- Variable rate of rural-residential growth.
- No reticulated infrastructure.
- Strong community interest in maintaining the existing village character.
- The village is located on and largely surrounded by class one and two soils.

Growth Area for Manakau

Figure 11 shows options that would accommodate some of the projected Residential and Greenbelt Residential growth.

A feasibility study to consider the provision of reticulated services for Manakau may be undertaken in the future.

However, any land proposed to be rezoned while the settlement does not have reticulated services would likely need to be Greenbelt Residential.

Growth Areas M2 and M3 would likely be rezoned first. Growth areas M1 (36ha) and M4 (22.2ha) are additional options for growth.

Feedback from landowners about the inclusion of M4 in the Growth Strategy and the potential rezoning of this land in the future has been varied. With the majority landowner (as well as several community members) expressing their strong opposition to this land being identified for future Greenbelt Residential (or Residential) development.

While Council acknowledges these views, Manakau is likely to experience considerable growth in the future due to its location as the southernmost settlement in the District.

Some community members may be displaced by the Ō2NL project, so it is important to provide opportunity for these people to stay local.

If any of these areas were proposed to be rezoned, further evaluation would need to be undertaken to confirm their suitability. Public consultation would also be needed to be undertaken.

Even if all of the identified growth areas are rezoned, there may still be a long term shortfall in Residential and/or Greenbelt Residential. Council will continue to explore opportunities for providing for this growth. Growth areas M1 to M4 will provide sufficient capacity to meet the short to medium term growth requirements for Manakau.



Tokomaru

Tokomaru is a small village with a school, community facilities and local shop at the main road intersection.

The residential pattern is relatively low density with a number of areas of undeveloped residential land within the urban area. The railway line provides an edge on the western side, and the state highway currently provides an edge to the east. The school and some rural-residential type development is located on the eastern side of the state highway.

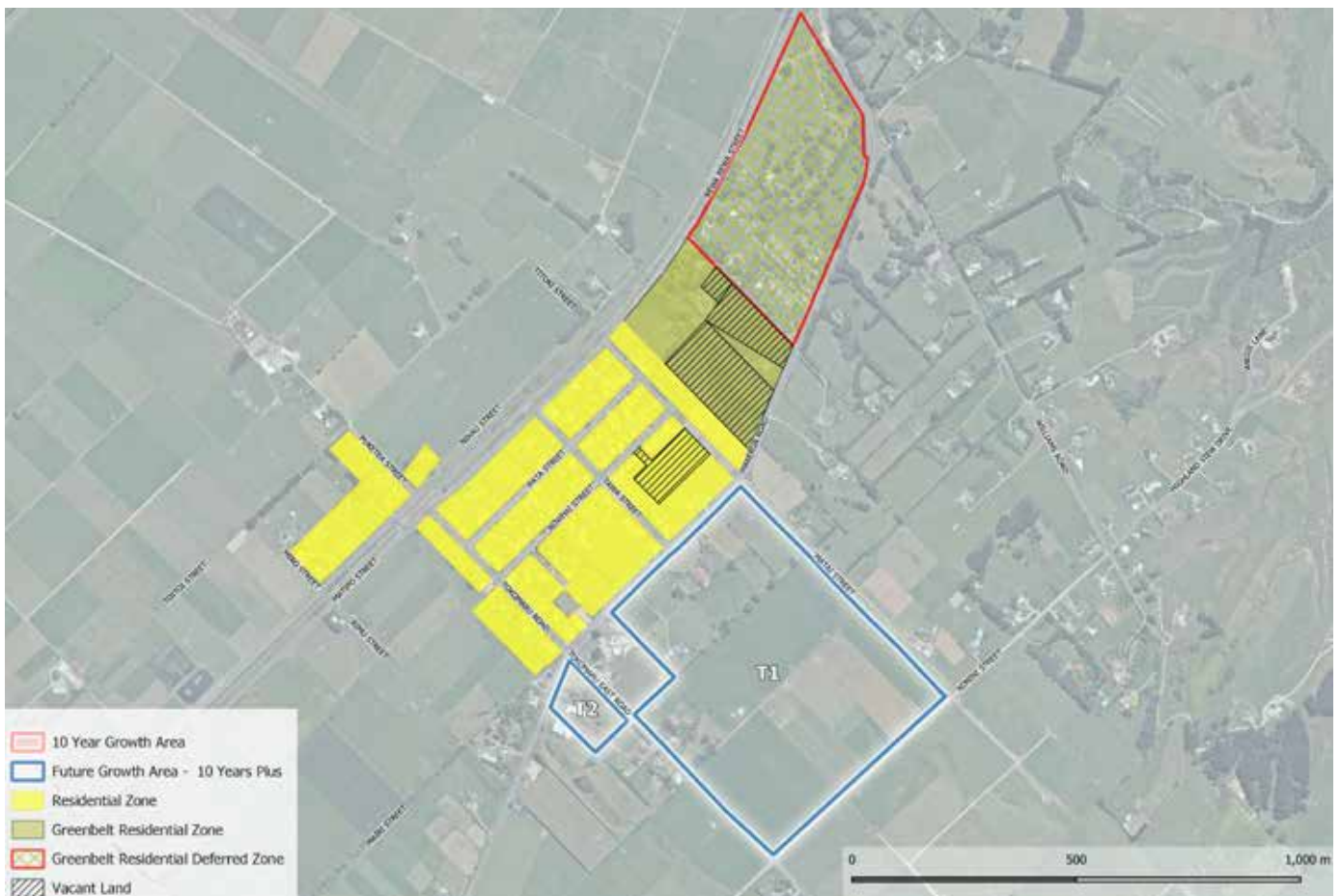
Tokomaru Expected Demand (Additional Dwellings)

Expected Demand years 1-10	40
Expected Demand years 11-20	60

Tokomaru Residential Capacity - 2040

Total share of houses		95
	Residential Zone	71
	Greenbelt Zone	24
Residential Zone Land Required		7.4ha
Total Residential Land Currently Available		1.4ha
Residential Zonesupply/shortfall		-6.0ha
Greenbelt Zone Land Required		15.5ha
Total Greenbelt Land Available		5.0ha
Greenbelt Residential Zone supply/shortfall		-10.5ha

Figure 12 Tokomaru Potential Growth Option



Growth scenario and land capacity

Sense Partners projections show Tokomaru will need to accommodate an additional 71 houses within the Residential Zone and 24 houses within the Greenbelt Residential Zone.

Capacity calculation results for Tokomaru indicate that there will be a shortfall of residentially zoned land for both the Residential Zone and Greenbelt Residential Zone.

Key Growth Issues:

- Limited current demand for residential land.
- Low rate of rural-residential growth.
- Current infrastructure constraints, with limited water storage provision and the wastewater treatment works at capacity. Further investment would be required to provide for further development.

Growth Area options for Tokomaru

Figure 12 shows growth options that would provide sufficient land to accommodate the projected Residential and Greenbelt Residential growth.

Area T1 (31.5ha) would accommodate projected demand and could be proposed to be rezoned a mixture of Residential and Greenbelt Residential. Area T2 (1.7ha) could provide additional capacity.



Shannon

Shannon is a small rural settlement located to the north-east of Levin along SH57.

The town was developed based on its strategic location along the North Island Main Trunk Railway and servicing the needs of the local industries.

Growth scenario and land capacity

Sense Partners projections show Shannon will need to accommodate 250 houses within the Residential Zone and no additional houses within the Greenbelt Residential Zone.

Capacity calculation results for Shannon indicate a shortfall of Residential zoned land and capacity in the Greenbelt Residential Zone.

The shortfall in Residential land is relative small and potentially could be accommodated by upzoning some of the Greenbelt Residential land. Council has identified an additional potential growth area to the south of the existing township. may also consider extending the Residential zone to the south-eastern of Shannon although a Growth Area has not been identified at this stage.

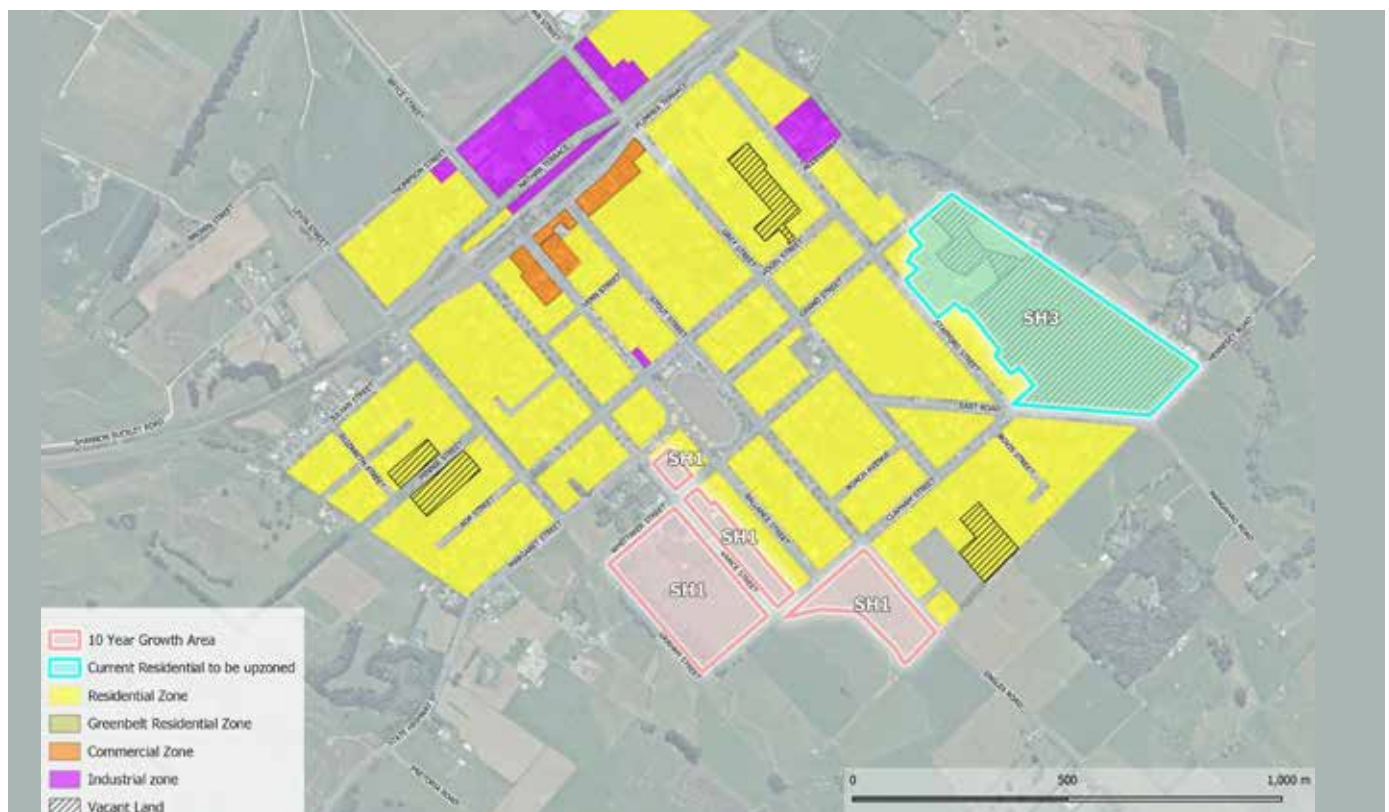
Figure 18 in Appendix 2 shows the current vacant residential land in Shannon.

Shannon Expected Demand (Additional Dwellings)

Expected Demand years 1-10	100
Expected Demand years 11-20	150

Shannon Residential Capacity – 2040		
Total share of houses		250
	Residential Zone	250
	Greenbelt Zone	0
Residential Zone Land Required		14.6ha
Total Residential Land Currently Available		4.3ha
Residential Zonesupply/shortfall		-10.3ha
Greenbelt Zone Land Required		0ha
Total Greenbelt Land Available		13.0ha
Greenbelt Residential Zone supply/shortfall		13.0ha

Figure 13 Shannon Potential Growth Option



Hōkio Beach

Hōkio Beach is a small coastal settlement located in close proximity to Levin.

It has developed incrementally in a manner which is typical for older coastal settlements where bach or holiday homes are the predominant residences. The urban area has extended along the southern side of Hōkio Stream.

Hōkio Beach Expected Demand (Additional Dwellings)

Expected Demand years 1-10	100
Expected Demand years 11-20	150

Hōkio Beach Residential Capacity – 2040

Total share of houses		36
	Residential Zone	36
	Greenbelt Zone	0
Residential Zone Land Required		3.7ha
Total Residential Land Currently Available		17.0ha
Residential Zonesupply/shortfall		13.3ha
Greenbelt Zone Land Required		0ha
Total Greenbelt Land Available		11.8ha
Greenbelt Residential Zone supply/shortfall		11.8ha

Growth scenario and land capacity

Sense Partners projections show Hōkio Beach will need to accommodate an additional 36 houses within the Residential Zone and no additional houses within the Greenbelt Residential Zone.

Capacity calculation results for Hōkio Beach indicate sufficient residential land capacity for both the Residential Zone and Greenbelt Residential Zone.

Figure 20 in Appendix 2 shows the current vacant residential land in Hōkio Beach.



SECTION 11

Actions

Market Response

Clearly identifying future growth areas will help to integrate land use and infrastructure planning, inform non-Council services providers about likely future demand and enable the development community to see where future opportunities may exist.

Council will need to prioritise the growth areas and determine when and how infrastructure will be provided.

The Council's financial ability to service land is an important consideration. Directing growth to a specific area would likely enable better efficiency in service provision than opening up multiple development 'fronts'. However, it is also important that planning decisions support competitive land markets and provide sufficient variety. For these reasons, there are benefits in providing multiple development opportunities across the District.

Growth may make it viable to deliver reticulated services to smaller settlements that have typically relied on on-site services. Provision of reticulated services to these smaller settlements was one of

the key challenges that Council consulted with the community on as part of the development of the Long Term Plan 2021-2041.

The construction of the Ō2NL highway through Horowhenua will influence the market response. Integrating the areas for future growth with the highway will be an important success factor with the implementation of this Growth Strategy.



Actions

Monitoring Location and Rate of Development

Develop a monitoring system that uses spatial and statistical analysis methods to monitor where development occurs and the rate of take up. This information can be reviewed to see how actual growth compares to the projections and whether the Growth Strategy assumptions are still relevant. This monitoring will also assist in ensuring that land is released as required and infrastructure priorities are reviewed and confirmed.

Servicing Affordability

Investigate the affordability of water and wastewater services for the identified growth areas. This should consider future funding mechanisms for infrastructure, the prioritisation of services to identified growth areas, and the examination of stand-alone systems. Council's will also consider developing a policy on privately owned infrastructure.

Stormwater

Investigate stormwater management needs in both growth areas and existing urban areas. Utilise low impact stormwater design principles with the aim of reducing stormwater infrastructure costs and improving environmental outcomes, including by improving the quality of runoff to waterbodies.

Landowners Liaison

Establish a database of landowners within growth areas and survey their interest in developing and any barriers they face.

Settlement Character

The Growth Strategy examines the options for accommodating growth. The character of some of these settlements, including smaller settlements such as Ōhau and Manakau will be more sensitive to change than others. This may influence the future development density in these locations.

Work with WKNZTA

WKNZTA will be very influential in the way growth and land use changes are planned for in the District, particularly in the southernmost area. Council should work closely with WKNZTA to ensure that the Ōtaki to north of Levin Project and associated interchanges provide the optimal opportunities for urban form which satisfies the Growth Strategy principles. This includes consideration as to:

- Community cohesion and maintaining connectivity within urban areas.
- Accessibility and placement of new highway interchanges and maintain access to local roads, especially for local trips.
- The impact Wellington Northern Corridor has had on growth.
- Capacity of the existing State Highway network in advance of Ō2NL opening.
- Investment in public transport (such as rail) and other transport infrastructure to support the increased population in the District and improve access to employment centres to the south towards Wellington.
- The desired form and function of the current SH1 when it is revoked and is no longer a state highway with the new highway alignment up to, past and around Levin.



Review of the Growth Strategy

Horowhenua District is currently experiencing a level of population growth that is higher than at any time in recent history. The assumptions made in this Growth Strategy about population growth and the level of housing required to meet demand have been based on the best information available at the time.

However, there is a possibility that growth will occur at a higher rate than projected and/or that it could occur at different levels in different locations across the District than expected (i.e. more growth than expected could occur in Levin and less in Ōhau or vice versa).

To ensure that the Growth Strategy is appropriately planning and providing for the anticipated growth it is considered prudent to plan for a regular, three yearly review of this strategy to commence from its adoption (November 2018).

This review should test the relevance of the assumptions made in developing this Growth Strategy against the development that has occurred within the intervening years since the Growth Strategy

was adopted and should also take into account any new information Council may have on growth. It will allow Council to include any updates associated with District Plan Changes and the effect this is having on development.

The review may find that the Growth Strategy does not need to be updated and can continue to be used to inform how Council manages and plans for growth. However, if it is found that the Growth Strategy needs to be updated or amended then the three year review period will ensure Council can do this in advance of the Growth Strategy being used to inform the next full review of the District Plan.

As outlined in the table in Appendix 1, Council is currently working with Veros Property Services to develop a Housing Capacity Assessment. Depending on the outcome of this Assessment Council may need to review some of the assumptions or principles of the Growth Strategy earlier than the regular three year review period.



Implementation

There are a range of actions required to implement the Growth Strategy. Some of those actions can be more immediate and others will require further, more in-depth work before decisions can be made on how to proceed.

The implementation of the growth areas will largely be through the development of master plans and structure plans as well as via Council and/or private plan changes.

Below is a list of 'known' projects that will be used to implement the Growth Strategy in the short term.

Note: This is not an exhaustive list, as infrastructure upgrades are undertaken and Community Plans are developed other projects will be required to implement this Growth Strategy.

Project	Description	Timeframe (approximate)
'The Lakes' Foxton Beach Master Plan	This is a Master Plan for the Foxton Beach Growth Area. The Master Plan will be used to guide the future zoning and development of this area and aims to achieve good connectivity with the existing settlement, to appropriately address challenges with developing the area (e.g. stormwater) and to provide an attractive place for future residents to live with a high level of amenity. It will be incorporated into the District Plan via a Plan Change.	Completed by July 2021
Tara-Ika Master Plan	This Master Plan covers an area of totalling 420ha of land to the east of Levin. It will be used to guide the future zoning and development of this area. The Master Plan seeks to achieve integrated development, which is well connected to Levin, has a diversity of housing types and is supported by high quality amenities such as parks and reserves and suburban scale shops and businesses. It will be incorporated into the District Plan via Plan Change 4: Tara-Ika Growth Area.	Completed November 2020
Waitārere Beach Master Plan	This Master Plan covers approximately 100ha of land. The Master Plan seeks to achieve an integrated development that is well connected to the existing Waitārere community. The deferred zone will be uplifted via Plan Change 5: Waitarere Beach Growth Area.	Completed March 2021
Plan Change 4: Tara-Ika Growth Area	This Plan Change will rezone the Tara-Ika Growth Area and incorporate the Tara-Ika Master Plan into the District Plan.	Hearing was held in November 2021 and Decision is expected March 2022
Plan Change 5: Waitārere Beach Growth Area	This Plan Change will uplift the deferred zoning of the Waitarere Beach Master Plan area and incorporates a structure plan for the area.	Public Notification – March 2021

Project	Description	Timeframe (approximate)
Urban Growth Plan Change	<p>This Plan Change will propose to rezone land within some of the growth areas identified in this Growth Strategy.</p> <p>The focus of this Plan Change will be primarily for areas where reticulated services are available and where growth is anticipated but there is a shortfall in available land (e.g. Levin, Foxton Beach, Ōhau and Tokomaru).</p>	Public notification – August 2022
Intensification Plan Change	<p>This Plan Change will focus on how to better enable intensification of the existing serviced, residential areas including Levin, Foxton, Foxton Beach and Shannon. This plan change will aim to encourage more housing variety in our main urban centres.</p>	Public notification – August 2022
Housing Capacity Assessment	<p>Council is working with Veros Property Services to prepare a 'Housing Capacity Assessment' report.</p> <p>This report will help us to understand housing demand and supply, including an assessment of demand for different housing types and how District Plan standards, market drivers, land constraints and other factors affect feasibility. This will help Council to better understand what is actually likely to be delivered to market and help us to do the right things, in the right places, at the right time in order to provide enough development capacity. This report will help inform the Urban Growth and Intensification plan changes.</p> <p>This report will also be useful to ensure our District's growth needs are communicated with other agencies such as Ministry of Education and Ministry of Health.</p>	Assessment Report due May 2022
Assessment of rural subdivision and development standards	<p>Investigation of how the rural subdivision and development provisions in the District Plan are currently functioning as well as further testing what implications the assumptions made in this Growth Strategy may have on the Rural Zone.</p> <p>This assessment will likely be followed by a dedicated plan change.</p>	Assessment – early 2022
Housing Action Plan	<p>A complementary Housing Action Plan has been prepared in partnership with the community. This action plan contains 14 actions to improve the state of housing in the district.</p>	2021 ongoing
Levin Structure Plan	<p>A key initiative in the Wellington Regional Growth Framework is to provide for transformational change to the scale and type of community and housing in the southern part of Levin.</p>	2021 - 2022

The Growth Strategy will also be used to inform the review or development of the below plans and strategies:

- Community Plans
- Activity Management Plans
- Long Term Plans (including the Infrastructure and Financial Strategies)
- Reserve Management Plans
- Shared Pathways Strategy

Existing Capacity

This section of the Growth Strategy considers the existing growth capacity in the settlements of the District to determine whether sufficient land is available to meet the projected demand for housing and businesses.

'Available land' is defined as residential land that is not built on or subdivided. Using GIS layers (parcel boundaries, and Residential Zone and Greenbelt Residential Zone and aerial photography) 'available land' was identified within Residential Zones and Greenbelt Residential Zones across the District. There are some limitations using this approach, as it relies on a snapshot of information at a point in time rather than live data.

For each settlement in the District the following maps show available land as of July 2021. The maps do not show the vacant areas of industrial or commercial land.

Levin/Taitoko

The town has developed based on its location on the main north-south highway and North Island Main Trunk Line as a strategic service town.

Levin is the main administrative, service, manufacturing, social and recreational centre for the District.

Current Land Provisions

The current provision of zoned land is illustrated in Figures 13a and 13b.

Growth Issues

- Incremental demand for residential development and a range of 'fronts' makes servicing difficult to predict.
- Town Centre Strategy which has objectives for a more contained form and increased diversity of retail, food and beverage offering which will require some replacement of existing building stock.
- Larger areas of vacant industrial land are not being developed. Based on Sense Partners projections there will be a need for some 80ha of industrial land.
- Reticulated water and wastewater system constraints.
- Natural hazards.
- Potential effects of Ō2NL on growth areas.
- Natural features such as Lake Horowhenua are susceptible to development impacts.
- Limited diversity of housing types and growing potential demand for alternatives to the standard detached house (aging population).
- Quality of infill housing in some circumstances.

Figure 13a Current Zoned Land – Levin North

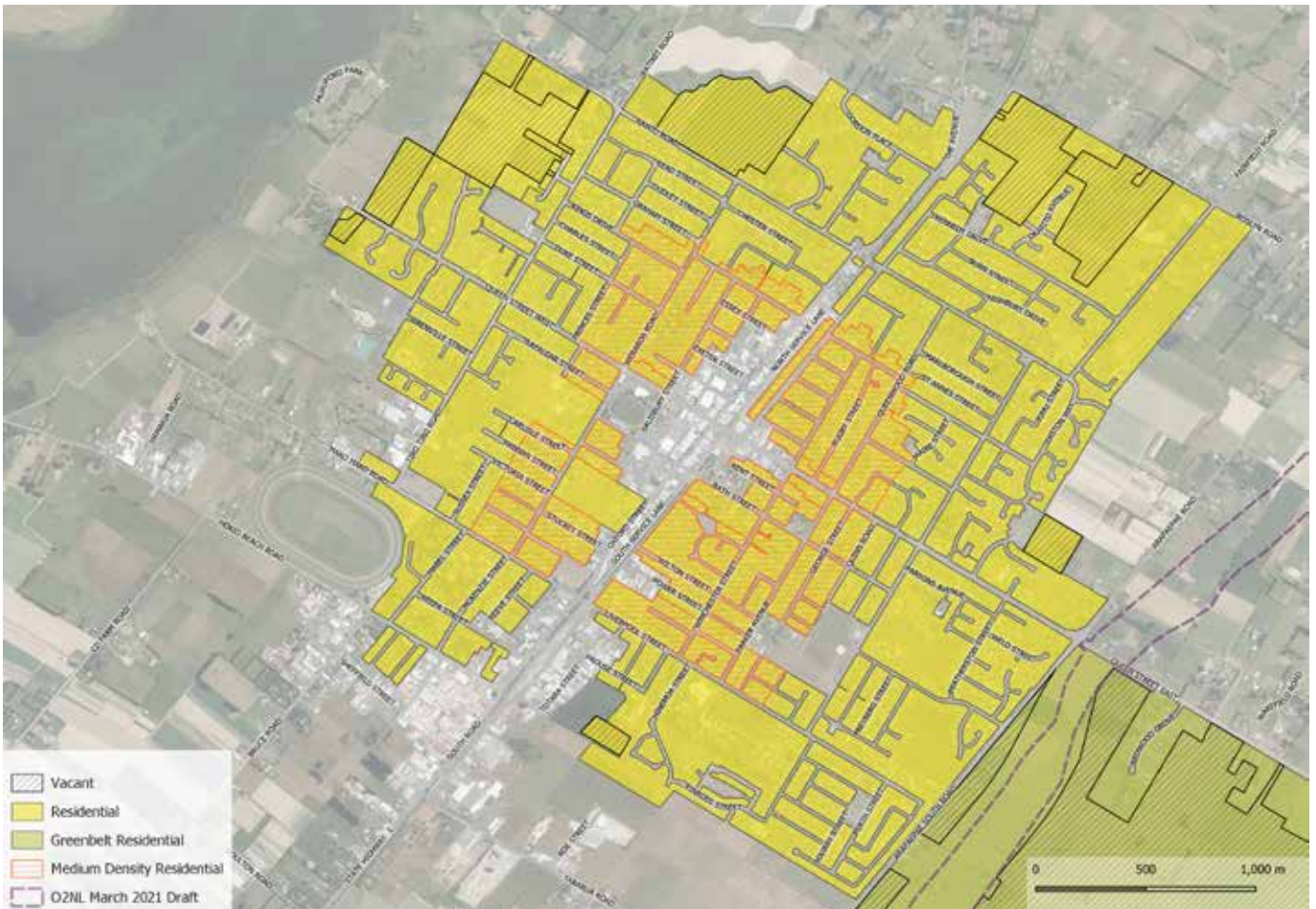
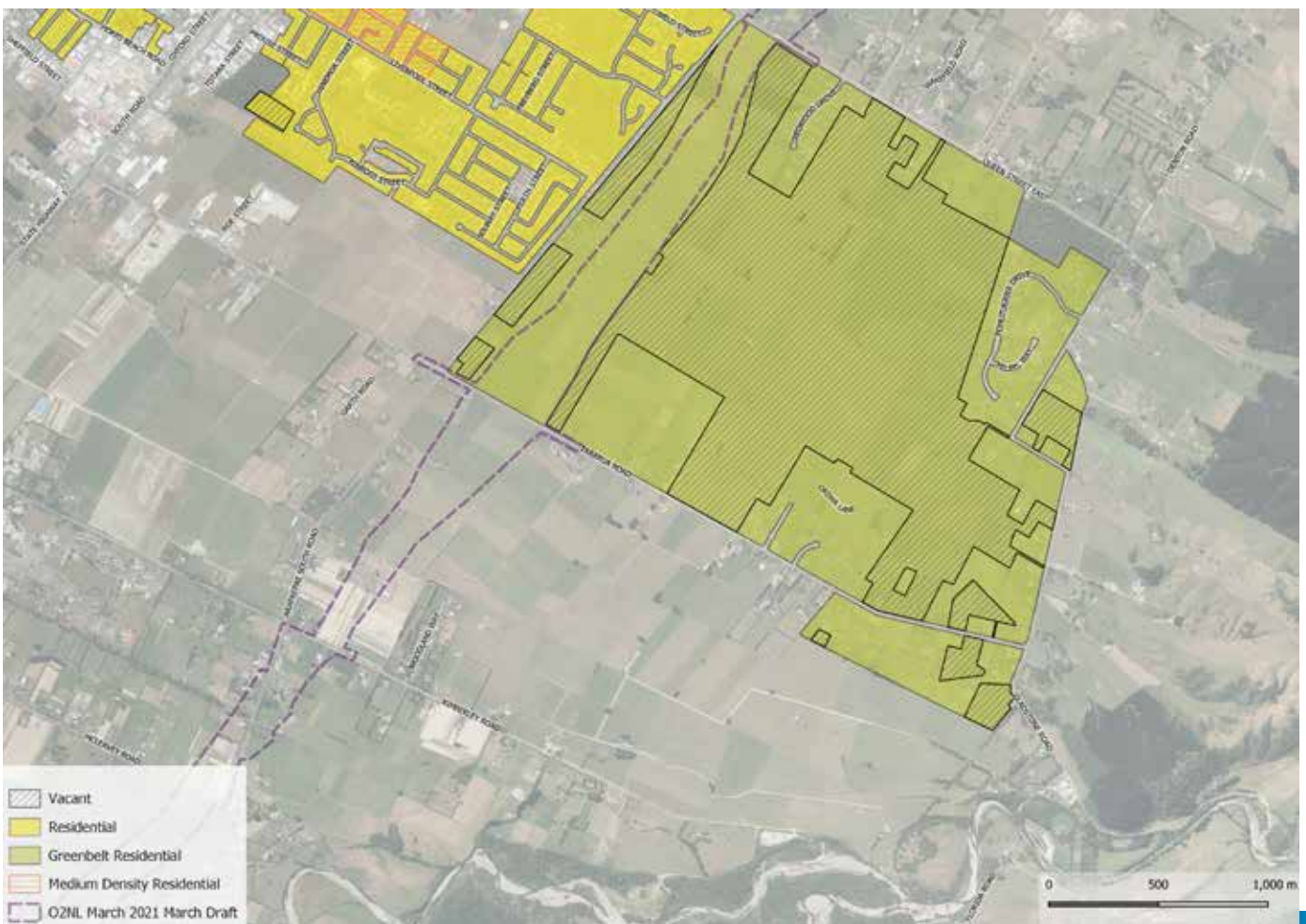


Figure 13b Current Zoned Land – Levin South



Foxton Beach

Foxton Beach has a small coastal community consisting of a mixture of holiday homes and permanent residents.

Foxton Beach is located close to Foxton, with farmland separating the two towns. It is known for its coastal 'relaxed' environment.

Current Land Provisions

The current provision of zoned land is set in Figure 15.



Growth issues

- There are areas where reticulated infrastructure is limited. Any significant scale growth may require additional investment.
- For the reticulated water supply, it has been recognised that significant growth may require additional infrastructure.
- Some areas in and surrounding the urban area are subject to natural hazards (flooding, ponding, storm surges, tsunami, wind erosion).
- These hazards will need to be evaluated on a case by case basis to determine whether subdivision and development is appropriate, and measures to manage these risks.
- Manawatū River Estuary provides biodiversity, landscape and recreational opportunities.

Figure 15 Current Zoned Land – Foxton Beach



Foxton/Te Awahou

Foxton is the second largest urban area in the District, and is located in the north-west corner of the District.

The town was historically significant based on its close proximity to the Manawatū River mouth and it was formerly a port. This historical link means Foxton has some of the oldest buildings in the District and it is a focus for investment in cultural amenity including Te Awahou Nieuwe Stroom and the Main Street upgrade.

Current Land Provisions

The current provision of zoned land is set out in Figure 16.

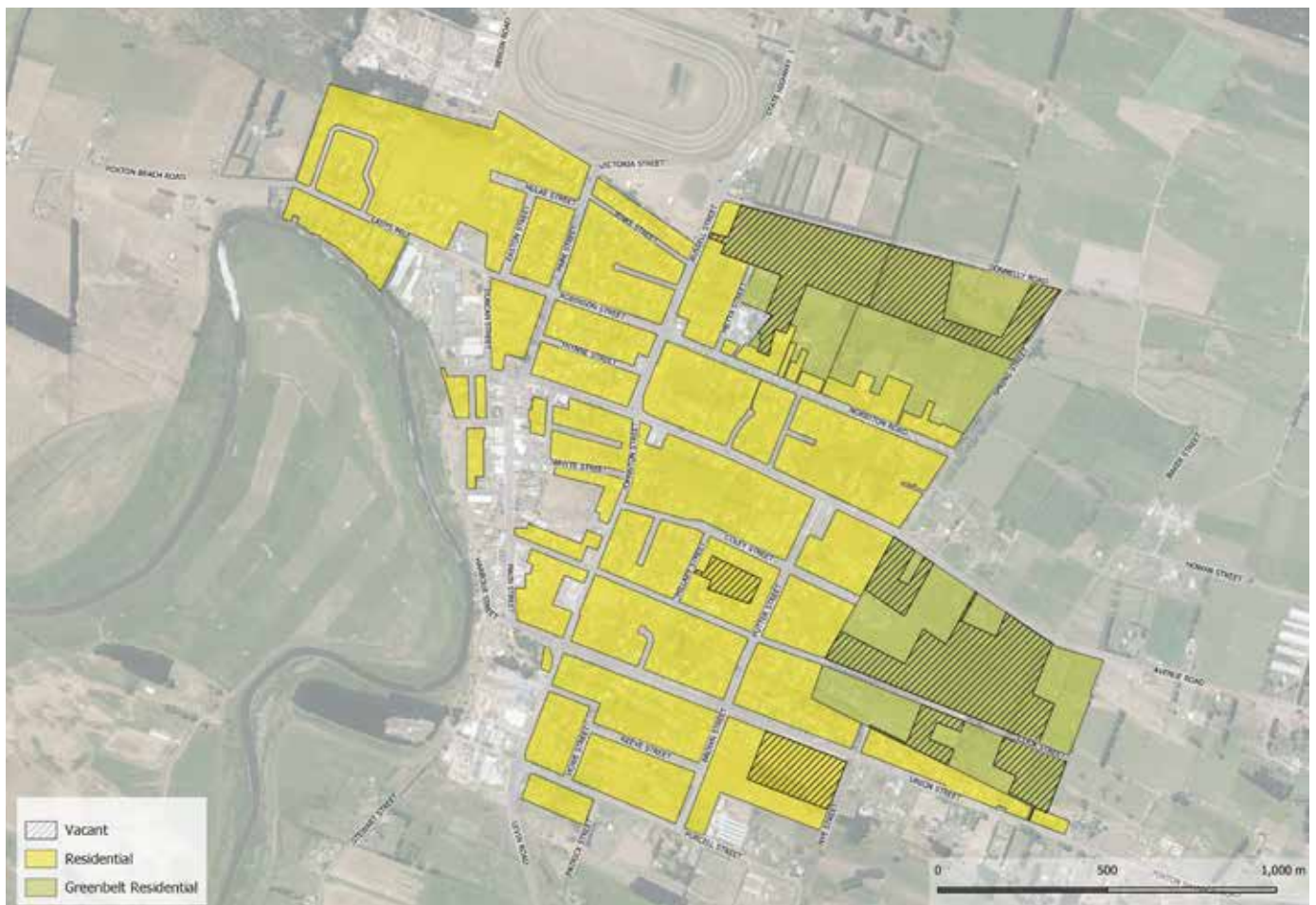
Growth issues

- Water is reticulated and is being upgraded and further growth may require additional infrastructure.
- An upgrade to the Wastewater Treatment Plant is currently underway.



- Areas around the Manawatū River Loop at Foxton subject to flooding and low lying areas around urban area subject to ponding.
- Future development has potential to strengthen heritage and design quality of streetscape.
- Manawatū River provides landscape and recreational opportunities.

Figure 16 Current Zoned Land – Foxton



Tokomaru

Tokomaru is a small village with a school, community facilities and local shop at the main road intersection.

The residential pattern is relatively low density with a number of areas of undeveloped residential land within the urban area. The railway line provides an edge on the western side, with limited residential development on the western side of the railway line.

Current Land Provisions

The current provision of zoned land is set out in Table 23 below and the zones for the town area described in Figure 17.

Growth issues

- Limited current demand for residential land
- Low rate of rural-residential growth
- Current infrastructure constraints, with limited water storage provision and the wastewater treatment works at capacity. Further investment would be required to provide for further development.



Figure 17 Current Zoned Land – Tokomaru



Shannon

Shannon is one of the smaller settlements in the Horowhenua District, and is located in the north-east corner of the District.

The town was developed based on its strategic location along the North Island Main Trunk Railway and servicing the needs of the local industries.

Current Land Provisions

The current provision of zoned land is set out in Table 24 below and the zones for the town area described in Figure 18.

Growth issues

- Limited current demand for residential land
- Low rate of rural-residential growth
- Infrastructure constraints exist with the water supply system during summer peak demands. Further investment would be required to provide for further development
- Areas to the north and west subject to flooding



Figure 18 Current Zoned Land – Shannon



Waitārere Beach

Waitārere Beach is a small coastal community located in close proximity to Levin, with farmland separating the two towns.

Waitārere Beach has developed incrementally in a manner that is typical for older coastal settlements where bach or holiday homes are the predominant residences. Recently more substantial homes have been constructed on new subdivisions or on redeveloped existing lots.

Current Land Provisions

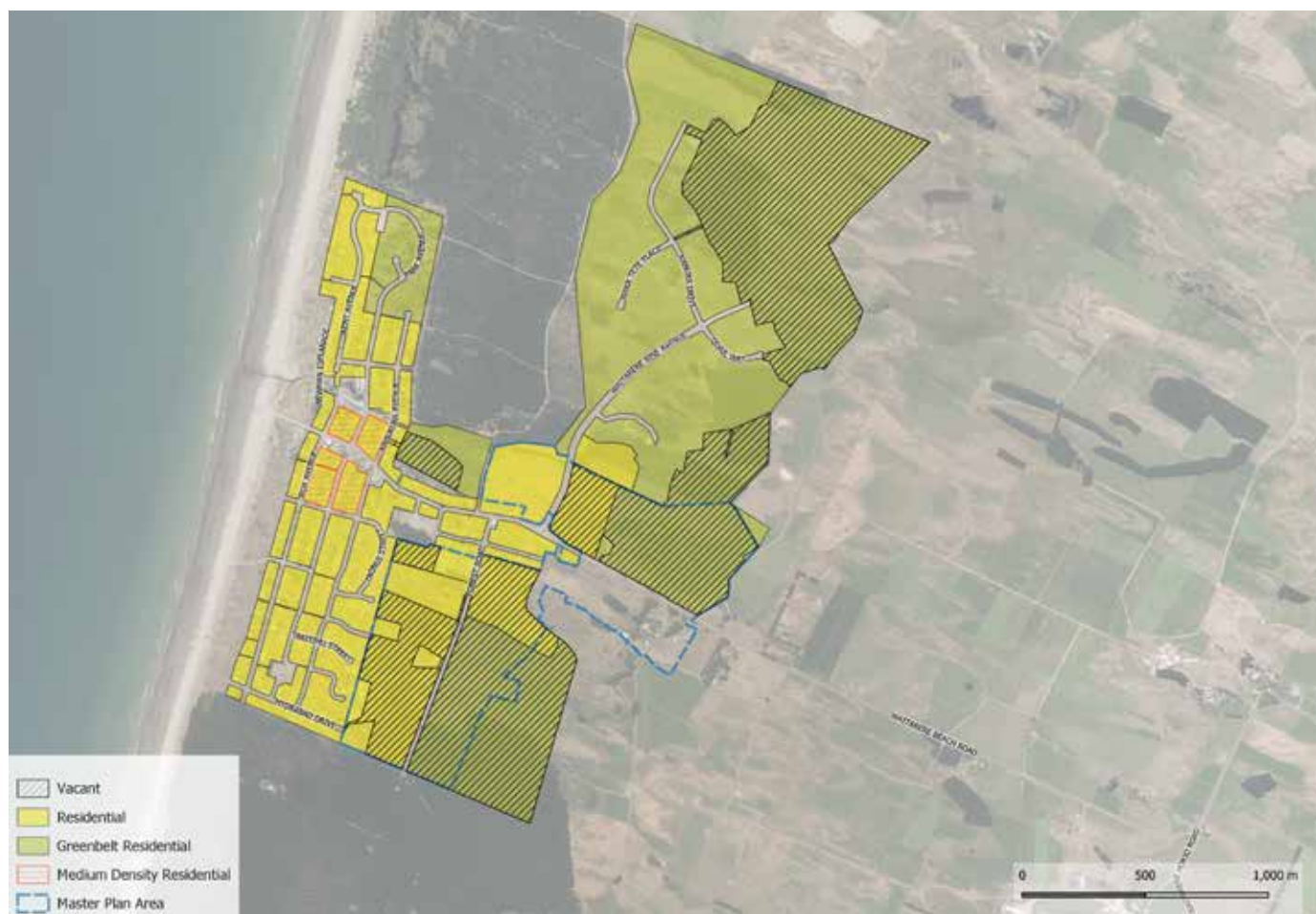
The current provision of zoned land is set out in Table 25 below and the zones for the town area described in Figure 19.

Growth issues

- Increasing demand for residential development – potentially one of the main areas for growth
- No defined town centre
- Limited vacant commercial land
- Reticulated wastewater has capacity to serve current level of development, further growth would require additional investment
- No current water supply
- Areas are subject to natural hazards (ponding, tsunami, wind erosion)



Figure 19 Current Zoned Land – Waitārere Beach



Hōkio Beach

Hōkio Beach is a small coastal settlement located in close proximity to Levin.

It has developed incrementally in a manner which is typical for older coastal settlements where bach or holiday homes are the predominant residences. The urban area has extended along the southern side of Hōkio Stream.

Current Land Provisions

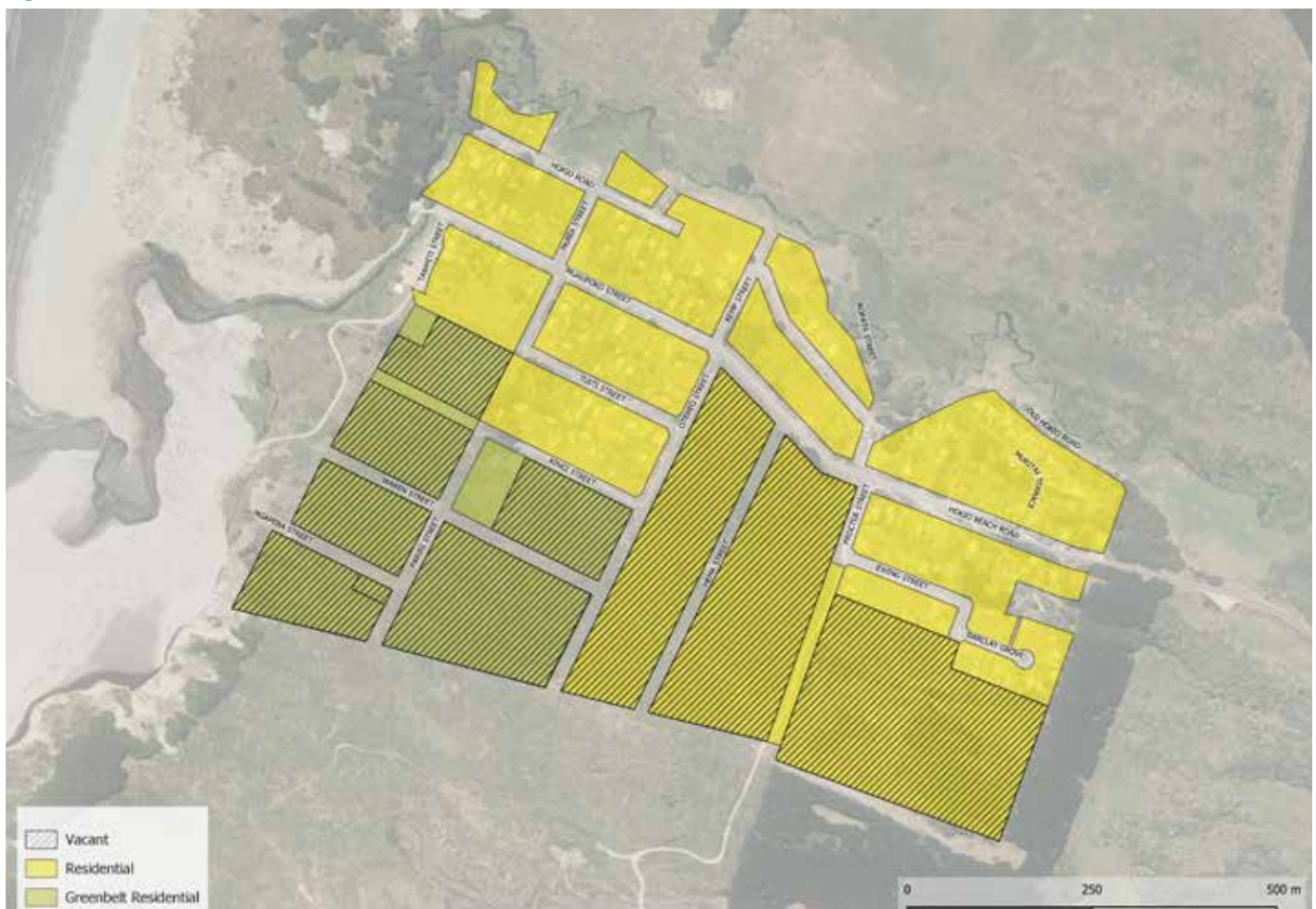
The current provision of zoned land is set out in Table 26 below and the zones for the town area described in Figure 20.

Growth issues

- Limited current demand for residential development
- No commercial land available
- There is existing Council water supply in Hōkio. This water supply will need further upgrades or new extensions to serve new growth areas
- No Council reticulated wastewater system
- Areas are subject to natural hazards (ponding, tsunami, wind erosion)



Figure 20 Current Zoned Land – Hōkio Beach



Ōhau

Located directly south of Levin, Ōhau has a traditional village form with a collective of school, church and reserve at the main road intersection.

The residential pattern is relatively low density and although smaller lots are in the middle of the settlement, the periphery extends into larger lot sizes.

Current Land Provisions

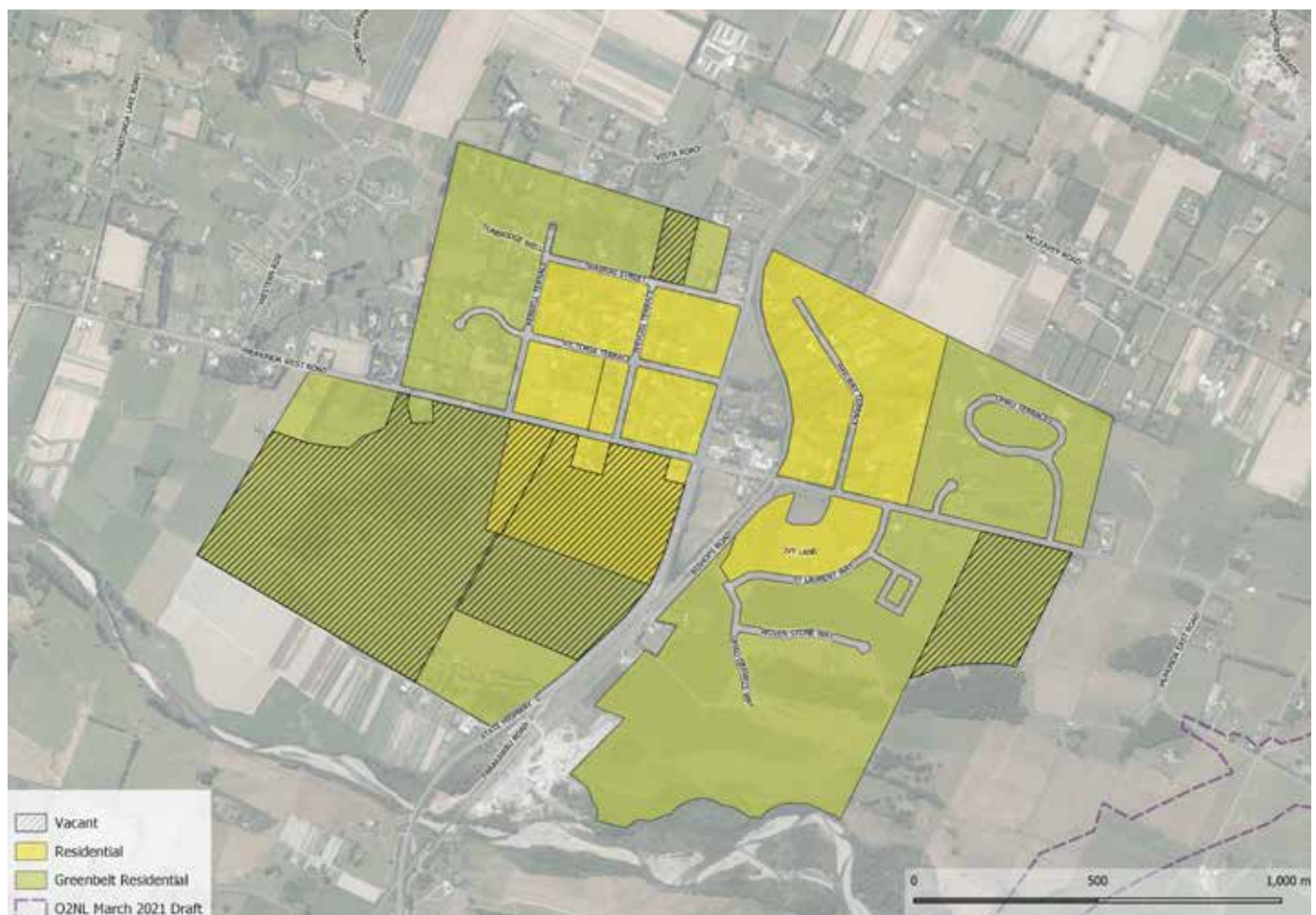
The current provision of zoned land is set out in Table 27 below and the zones for the town area described in Figure 21.

Growth issues

- Capacity within existing areas of residential development at lower densities
- Limited current demand for business/industrial land
- No reticulated wastewater system. Significant further development may require a community treatment facility in Ōhau or connection to Levin wastewater system
- Restricted water supply (restricted flow) from Levin
- Localised topographical constraints limit some areas for growth
- Constrained access to current SH1 from local roads
- Preservation of traditional village form of town centre essential



Figure 21 Current Zoned Land – Ōhau



Waikawa Beach

Waikawa Beach is a small coastal settlement which has developed incrementally in a manner which is typical for older coastal settlements where bach or holiday homes are the predominant residences.

Recent development of a lower rural-residential density has occurred to the south of the settlement. The urban area has extended along the eastern side of the Waikawa Stream.

Current Land Provisions

The current provision of zoned land is set out in Table 28 below and the zones for the town area described in Figure 22.

Growth issues

- Limited available vacant Residential Zone land
- Increasing demand for residential development
- No defined central point for local purposes (e.g. flooding, tsunami, wind erosion)
- No reticulated infrastructure
- Some areas surrounding the urban area are subject to natural hazard risks (e.g. ponding, flooding, tsunami, wind erosion)



Figure 22 Current Zoned Land – Waikawa Beach



Manakau

Manakau is a clearly defined village set within the rural landscape. The village is centred around the church, school, memorial reserve and pub and has clear connections back to SH1.

The built environment is largely contained to one side of SH1 although there is some development opposite. The railway also plays an important part in the village centre arrangement reflecting the basis for its establishment. This is an 'intact' village on the east side, undisrupted by busy roads cutting through its centre. The village is largely low-density residential.

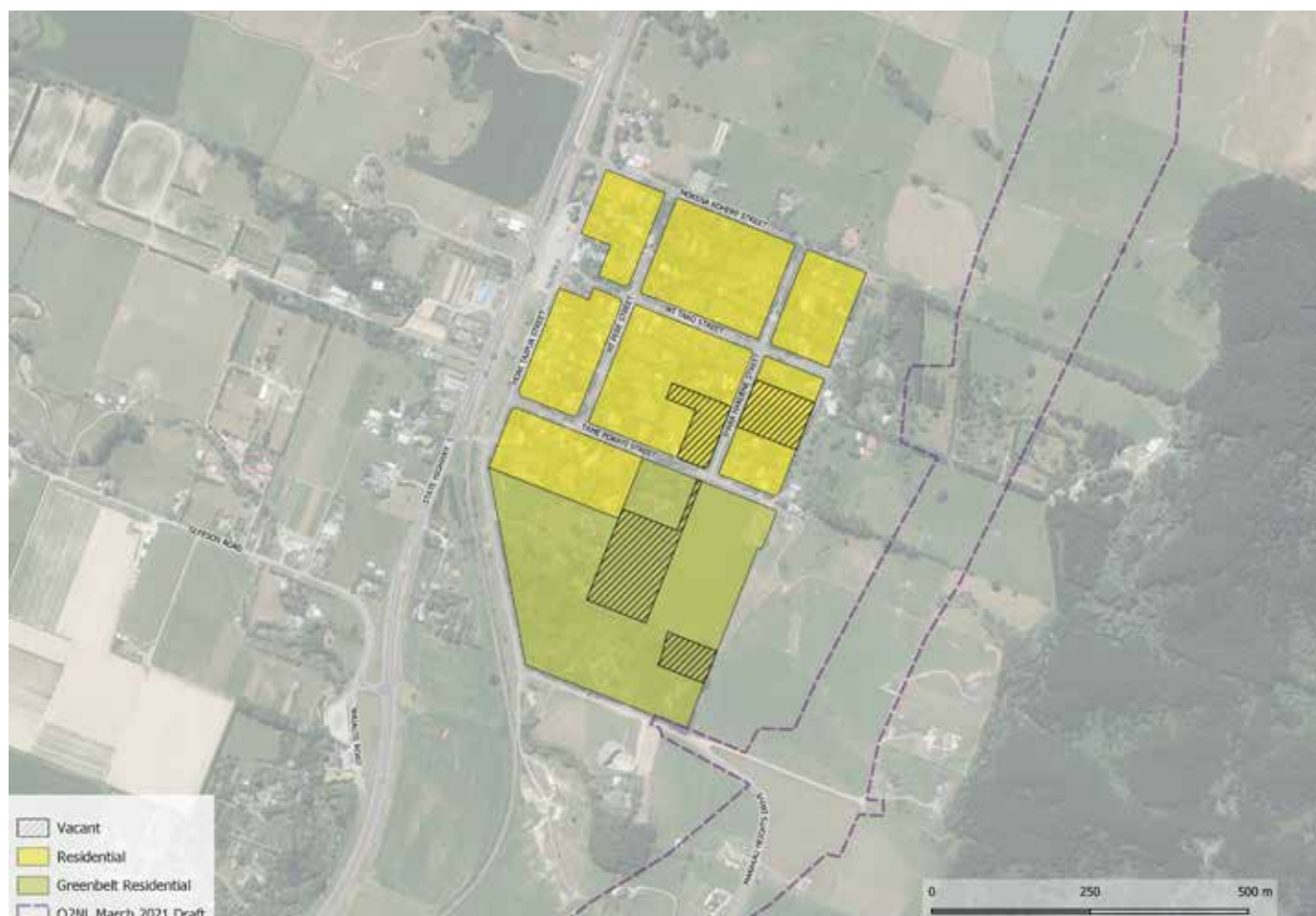
Current Land Provisions

The current provision of zoned land is set out in Table 29 below and the zones for the town area described in Figure 23.

Growth issues

- Limited vacant Residential Zone land
- Anticipated future demand for residential development
- Limited provision of commercial land
- Current low demand for commercial land, although likely to increase with projected growth
- Variable rate of rural-residential growth
- No reticulated infrastructure
- Strong community interest in maintaining the existing character

Figure 23 Current Zoned Land – Manakau





Horowhenua

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