



land of
ranges



urban growth *strategy*

MAY 2024



PHOTOGRAPH: ROBIN HYNES

land of ranges

Tararua District is growing!

More than ever before, people from outside our District are looking to make our whenua/land their home. It's exciting, because it's time for us to dream about our future and how we can accommodate and welcome our new arrivals.

To help us on this journey, we've prepared this document – our Urban Growth Strategy. It sets out the vision we have for growth, where we think it's going to occur, and provides recommendations for how Council can be ready. This Strategy is a key part of the preparation for our proposed new District Plan and our Long Term Plans.

The Strategy has been prepared in partnership with Rangitāne-o-Tamaki-nui-a-Rua and Ngāti Kahungunu Tāmaki-nui-a-Rua. Together we support the principles of Te Tiriti and kaitiakitanga – it's our collective responsibility to ensure the effects of our growth on the district's natural and physical resources is sustainable for all future generations.

We released this document to the public in draft format in February 2024 and received good feedback on the contents and recommendations. This feedback has now been incorporated into the document.

We believe in Tararua District – Thriving Together, ka huri tahi ngatahi Tararua. Let's look forward to prosperous times and a healthy environment for our community.



Tracey Collis
Mayor



WELCOME

On one of his many journeys, Whatonga was said to be paddling inland on one of many rivers in the district. Intrigued by the towering ranges, he chose to climb the tallest one, which is today known as Te Āpiti, or the Manawatū Gorge. Upon reaching the top, a vast vista of natural beauty greeted him, which stretched unendingly in all directions.

Legend says that the forest was so vast and intricate that the only way to navigate it was with the guidance of someone familiar to the land (whenua). Those who ventured in without this knowledge risked becoming hopelessly lost. The forest was so thick that, even on the sunniest days its canopy obscured the sky.

Yet for all its challenges, the forest was a treasure trove, teeming with food sources, offering shelter and signifying natural beauty at every turn. In honour of this stunning scenery, Whatonga bestowed the name 'Te Tapere Nui o Whatonga'. Remnants of this forest which continue to grace the whenua of the Tararua District to this day, can be seen at Pūkaha, ANZAC Park and Norsewood.

Today, Rangitāne o Tamaki nui-ā-Rua and Ngāti Kahungunu ki Tāmaki nui-a-Rua share the whenua with all other residing communities, including descendants of early Scandanavian settlers who saw the bush as a resource to be harvested.

Through the late 1800's, these settlers worked hard to clear the land, transforming our district into a sturdy and thriving agricultural hub. Roads were forged through the ranges to the Manawatū district, and northward to Hawke's Bay.

The towns of Dannevirke, Woodville, Pahiatua and Eketāhuna, the coastal settlements of Ākitio and Herbertville, and the rural settlements of Norsewood, Pongaroa and Ormondville all have their roots in this Scandanavian settlement that is called home by approximately 20,000 residents, including iwi, Māori and non-Māori. The settlements are set within what is now referred to as the Tararua District, bordered to the east by the Pacific Ocean and to the west by the rugged Tararua and Ruahine Ranges.

Tararua District is steeped in history, a history of beautiful lands, abundant forests and flowing rivers. As our whenua has cared for our people, it is our role to care for our whenua. The Tararua District Council Strategy 2050 looks to the future of our whenua and our communities. We are committed to working together with our iwi and community to ensure we take care of our environment, facilitate opportunities for more connected communities and contribute to a thriving district.

Ko te pae tawhiti whāia kia tata,

Ko te pai tata, whakamaua kia tina!

*Seek out the distant horizons and
cherish those you attain!*





PHOTOGRAPH: SKYE SCHOEMAN



PHOTOGRAPH: VICKY O'CONNOR

TARARUA

D I S T R I C T

Tamaki-nui-a-Rua

Rangitāne-o-Tamaki-nui-a-Rua and Ngāti Kahungunu Tāmaki-nui-a-Rua, who represent their many hapū with their own whenua and awa tributaries, have both signed deeds of settlement with the New Zealand Government and have partnership agreements with Tararua District Council. These memoranda of partnership recognise the relationship and responsibility of Council to support iwi aspirations and hopes for the future of their whānau. While the Council has obligations to all Māori, it has a further responsibility to act in good faith and in a manner of mutual respect with its iwi partners. This includes acknowledging and respecting iwi priorities, their traditions, particularly ancestral land, water, sites, wāhi tapu, valued flora and fauna as well as other taonga.

To give effect to the relationships, all necessary information must be shared for iwi and Māori to make informed contributions to Council decision-making. This will not only allow for open and transparent engagement, but the foundation to build enduring trust and opportunity, for Council to iwi and iwi to Council.

Together with Council, Rangitāne-o-Tamaki-nui-a-Rua and Ngāti Kahungunu Tāmaki-nui-a-Rua share a vision for a prosperous and healthy district that supports its people and their cultural values. These are the principles of kotahitanga and kaitiakitanga, where sustainability, care for the environment and appropriate management of natural and physical resources is achieved through working together.



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Tip: If viewing this document using Adobe Acrobat, change the **Page Display** setting in the **View** menu to **Two Page View** and ensure **Show Cover Page** is ticked.



Cafe

Love Local

Cafe HARBORWOOD

Welcome to Cafe Harbourwood

PHOTOGRAPH: GEOFF HAGLUND



PHOTOGRAPH: ALLAN CHANDLER

PHOTOGRAPH: TO BE CONFIRMED

SECTION 1

INTRODUCTION



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OVERVIEW

Welcome to the Tararua District Urban Growth Strategy.

Tararua District has begun to experience increased growth levels and it does not appear to be slowing down. People across the country are seeking out opportunities to move their families here, attracted by the wide open spaces and the lower cost of living compared to the big cities. We're experiencing increased inquiries regarding development opportunities, inspired by the proposed new road connection to Manawatū and the proximity to other regional centres such as Hawke's Bay.

Our growth up until now has been opportunistic, with a lack of clear direction. Many opportunities to improve infrastructure and community wellbeing aren't easily obtained, and we're fast becoming a district of disconnected and poorly integrated development. We've also seen the loss of productive rural land to adhoc subdivision, with little focus on connected communities or sustainable environmental outcomes.

It's time to change our approach by starting to plan more holistically for the future. This includes reviewing our District Plan in order to provide clearer policy guidance and to ensure we meet our broader environmental and social wellbeing outcomes.

The purpose of this Strategy is to begin the process of understanding our growth requirements, outline the challenges faced with increased housing demand, and provide recommendations for how Council can meet these demands efficiently and effectively. The Strategy sets out the policy considerations, explores our aspirations for growth,

and provides a summary overview of the key development constraints (such as flood management and infrastructure).

A key part of the Strategy is providing rezoning recommendations. These are provided through a series of maps included at the end of the document. These maps will form the basis of the proposed District Plan Review, so it's important that these are well considered and meet our community's requirements.

The focus of the Strategy is on spatial growth within the four town centres - Dannevirke, Woodville, Pahiatua and Eketāhuna. However, there is also a small consideration of the existing zoning within Norsewood to assist with some known commercial growth constraints that currently exist in this Rural Village.

But growth is not just about mapping. The Strategy also identifies where we need some additional policies and guidelines. The next phase of work will include the development of development policy recommendations for inclusion within the District Plan review. These will be aimed to ensure that our new growth areas are well connected and provide great places for our community to live and work.

This Strategy aligns with the partnership agreements between Rangitāne-o-Tamaki-nui-a-Rua, Ngāti Kahungunu Tāmaki-nui-a-Rua and Council and has been developed in consultation with both iwi.

***Mā te whenua, mā te waiora tātou
e ora ai hei hapori ngangahau hei
hapori honohono hoki.***

**We are thriving, together. Vibrant,
connected communities where our
land and waters are nurtured and
our people flourish.**



PHOTOGRAPH: SARAH HYNES

WHAT IS A GROWTH STRATEGY?

A Growth Strategy is a way of putting a mark in the sand. It outlines the various parameters, aspirations and assumptions that have been made by studying population and market trends, and attempts to provide a rational, understandable basis on which to make development decisions.

No-one can predict the future. However, we can learn from the population trends of the past and we can observe what is happening in other areas of the country (and the world). By thinking about how people are living in today's world, we can start thinking about what they might need in the future.

Many factors will influence how Tararua District grows. The Covid 19 pandemic has already changed the way in which people work, with greater flexibility in working remotely. Climate change will also influence our environment and what we can produce from our rural landscape, potentially changing the industries we currently operate. It's the role this Strategy to consider these and consider how best we plan for these future changes.

A key aspect is ensuring we don't try to plan too much at once. Building infrastructure can be expensive, so we don't want to set aspirations so high that we can't afford to grow. This Strategy considers where demand is likely to occur, how quickly we might get there, what land we'll need to set aside, and what services we'll need to provide. It is a mark in the sand based on what we know today, and it is anticipated that this document will need to be reviewed and updated in the future to support future District Plan Reviews.

In preparing the Strategy our primary focus has been on community and environmental outcomes, rather than at an individual level. However, we have shared the draft Strategy with the community, considered their comments, and where appropriate have included this feedback within the document.

Once this Strategy is formally adopted by Council, it will be used to inform the rezoning process through the District Plan Review. Land rezoning is not necessarily an adverse outcome, and through the consultation process the District Plan Review there will be opportunities for the maps and associated policies to be discussed, and if necessary, amended.

It is also likely that not all the areas recommended for rezoning in this document will be enacted immediately. The focus of this Strategy is long beyond the District Plan cycle of 10 years, so it may not be appropriate or necessary to rezone all areas now. This Strategy can be revised and updated to respond to growth as it happens, and then be used to inform future District Plans or District Policy.

Importantly, a recommendation to rezone land does not mean any activities that are currently undertaken become illegal or inappropriate. Land owners will continue to have existing use rights until such time that they decide to change how their land is used, if at all. However, we do accept that changing zoning may have implications on how rates are calculated for individual properties.

But often, rezoning provides landowners with an opportunity to consider options for development. Such opportunities will be governed by policies being considered through the District Plan Review, based on the recommendations in this Strategy.

The Strategy has been developed to be easy to read, with non-technical language and simple graphics. It's not necessary to be an expert, nor is it expected that everyone will read every page. What is important is that as much information is presented, in summary form, so that the basis of the recommendations is clear.

Throughout the document links and references are provided, so that those who are interested can dig further into the data.



METHODOLOGY

Initially, statistical growth data was analysed and considered by Council staff, before being ratified by the elected Councillors. A “High” growth scenario was adopted, based on population projects provided by various external consultants. The scenario was then interrogated, and overlaid with our aspirational goals.

An additional consultant was commissioned to assist with projections for commercial and industrial activity. This involved investigating existing occupancy of buildings and zoned land, before analyzing business trends across the country, with a focus on other Regions and Districts facing similar growth patterns to Tararua District.

A variety of spatial data was collated through GIS, including data already managed by Council as well as information from Horizons, Land Information NZ and various other Government sources. This data was overlaid into a series of maps covering each of the four urban centres.

Following this analysis, the spatial growth maps were drafted. These were tested through various iterations with technical specialists within Council, particularly in regard to flooding and infrastructure constraints. As this process was undertaken, various additional recommendations were developed and documented.

The document was then released publicly and the project team, along with elected members of Council, arranged a series of public open days. Feedback from the community was received through these open days, together with a number of written submissions. Various changes to this document and the proposed maps have been made as a result of this feedback. These changes are tracked in a separate document that can be provided on request.

INTERPRETATION & TERMINOLOGY

Various technical terms and acronyms are referred to throughout this document. The following provides a brief summary of the definitions of such terms:

- ▲ **DISTRICT PLAN REVIEW:** The process being undertaken by us, the Tararua District Council, to review the District Plan
- ▲ **DISTRICT PLAN:** The existing, operative Tararua District Plan
- ▲ **DISTRICT PLAN:** The operative District Plan of the Tararua District Council
- ▲ **FDS:** Future Development Strategy, considered under Policy 3.12 of the NPSUD
- ▲ **FTE:** A Full Time Equivalent employee, a way to measure how many people are employed in an area.
- ▲ **LINZ:** Land Information New Zealand
- ▲ **LTP:** Our Long Term Plan
- ▲ **LUC:** Land Use Capability under the NPSHPL
- ▲ **NBA:** Natural and Built Environment Act 2023
- ▲ **NES:** National Environment Standard
- ▲ **NPF:** National Planning Framework
- ▲ **NPS:** National Policy Statement
- ▲ **NPSHPL:** National Policy Statement for Highly Productive Land 2022
- ▲ **NPSUD:** National Policy Statement on Urban Development 2020 (Updated May 2022)
- ▲ **NZLRI:** New Zealand Land Resource Inventory
- ▲ **ONE PLAN:** The Horizons Regional Council combined Regional Plans and Policies
- ▲ **RMA:** Resource Management Act 1991
- ▲ **RPS:** Regional Policy Statement
- ▲ **SPA:** Spatial Planning Act 2023
- ▲ **THIS STRATEGY:** Refers to this document, the Tararua District Urban Growth Strategy 2023
- ▲ **TTatM:** The New Zealand Institute of Landscape Architects best practice guidelines titled Te Tangi a te Manu
- ▲ **WELL-FUNCTIONING URBAN ENVIRONMENTS** is defined by Policy 1 of the National Policy Statement for Urban Development 2020.

REFERENCES

Data, graphs, graphics and imagery within this document has been sourced from a variety of sources - these referenced throughout the document where relevant.

Tararua District Council and Horizons Regional Council provided a majority of technical data, including data that is available online to the public and information that is maintained within Council to assist with the management of infrastructure and resources.

Various data was sourced from Government Agencies or Departments, including:

- ▲ Land Information New Zealand (LINZ)
- ▲ Ministry for the Environment (MfE)
- ▲ New Zealand Legislation (online)
- ▲ Ministry of Business, Innovation & Employment (MBIE)
- ▲ Ministry of Education
- ▲ Te Puni Kōkiri

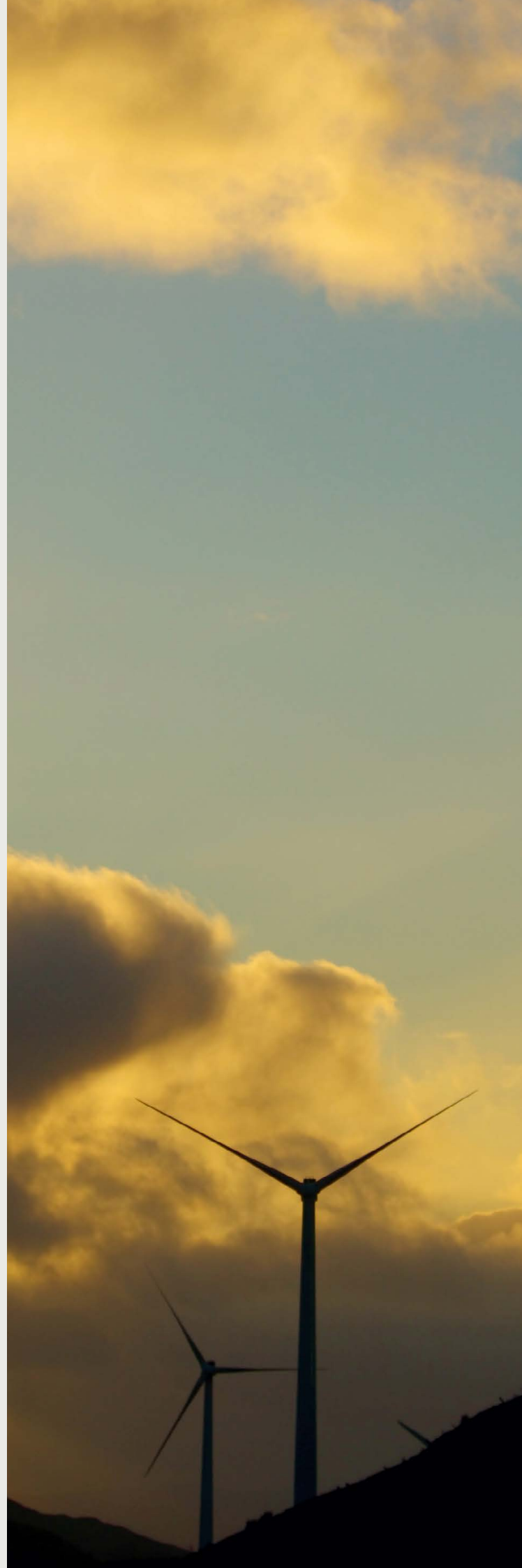
Rangitāne-o-Tamaki-nui-a-Rua and Ngāti Kahungunu Tāmaki-nui-a-Rua shared information and provided their approval for some of their cultural narratives to be published.

The majority of the photographs within this document were provided by our community - amateur and professional photographers who call Tararua District home and who responded to Council photograph competitions.

Non-captioned photographs were taken by the project team.

Other information was prepared or analysed by the project team specifically for the preparation of this document. The full project team is listed on the rear cover of the document.

PHOTOGRAPH: ERICA RICHARDS





COURTHOUSE
1894

PAHIATUA
CULTURAL CENTRE

PHOTOGRAPH: TONY BELCHER

SECTION 2

POLICY CONTEXT



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LEGISLATION

RESOURCE MANAGEMENT ACT

The Resource Management Act 1991 (“RMA”) is the current overarching legislation that regulates land use and the provision of infrastructure within Aotearoa New Zealand. As set out across this page, new resource management laws are being phased in, but many parts of the RMA will remain in place for several years.

The RMA sets out that territorial authorities, such as the Tararua District Council, have the general responsibility for making decisions about the effects of, amongst other things, land use and subdivision. Council must also ensure that there is sufficient development capacity for residential and business land to meet expected long-term demands of the district.

Under the legislation there are clear divisions of responsibility over the management of particular resources or effects. Typically Regional Councils (in this case, Horizons) are charged with making decisions regarding natural resources (such as air, water and soil), with Tararua District Council responsible for the management of effects and infrastructure. However, in the consideration of urban growth, it is a requirement of the RMA that consideration is given to all resources, whether or not they are specifically managed by Tararua District Council. In this regard, much of the spatial analysis contained within this Strategy is based on data that has been provided and discussed with Horizons.

The RMA also requires that the use, development and protection of natural and physical resources shall take into account the principles of the Treaty of Waitangi, te Tiriti o Waitangi.

FAST TRACK APPROVALS BILL

At the time of writing (March 2024), the Fast Track Approvals Bill is being considered by the Government. It proposes to establish a permanent fast track approvals regime for a range of infrastructure, housing and development projects.

Although the bill proposes that decision making on development projects such as housing, that are accepted into the fast track process, will be made by expert panels rather than Council, there remains a requirement for applications to include an assessment of the proposed activity against relevant plan policies (including zone provisions).

In this regard, the Fast Track Approvals Bill does not negate any need for Council to consider zoning provisions, including the location of any potential growth areas.

NATURAL & BUILT ENVIRONMENT ACT

The “NBA” was legislation that was brought into law by the 2023 Labour Government but was repealed by the National Government in late 2023. The Fast Track provisions within the NBA will remain in place until the Fast Track Approvals Bill has been signed into legislation.

SPATIAL PLANNING ACT

The “SPA” was legislation that was brought into law by the 2023 Labour Government but was repealed by the National Government in late 2023.

Information on these pages was sourced directly from the Ministry for the Environment, Manatū Mō Te Taiao. Further information refer to www.environment.govt.nz

NATIONAL PLANNING FRAMEWORK

The NPF was initially developed as a key mechanism for implementing the NBA and SPA, with the purpose of consolidating national policy statements, national environmental standards and existing RMA regulations into a coherent framework that helps direct how regions manage the health of the environment, te taiao, as well as ensure development is appropriate and sustainable.

At the time of writing, with the repeal of the NBA and SPA, the future direction of the NPF has yet to be announced by Government. However, the framework already promotes a degree of standardisation of terminology across Councils, and, where possible, this Strategy has been aligned to the terminology and direction outlined in the preliminary NPF documents that were released by the 2023 Labour Government.

URBAN DEVELOPMENT ACT

The Urban Development Act 2020 has been enabled to facilitate urban development that contributes to sustainable, inclusive, and thriving communities. It is specifically orientated towards Kāinga-Ora, providing a mechanism to streamline and consolidate processes for selected urban development projects. It works alongside the Kāinga Ora - Home and Communities Act.

The Urban Development Act establishes the Specified Development Project (“SDP”) process which helps with the planning and funding of complex or challenging urban development projects. SDPs are designed to deliver better urban development outcomes, such as a mix of housing types to reflect the diverse needs of individuals and whānau, good transport connections, and access to employment opportunities, community facilities and green spaces.

A key focus of the processes set out in the Urban Development Act is early and meaningful engagement with Māori, Council, stakeholders and the public.

GOING FOR HOUSING GROWTH

The Going For Housing Growth is a strategy that has been developed by the current (March 2024) National Government. It is a strategy only and is not legislation, but it provides a useful overview of the direction the Government wish to take towards supporting housing growth, including the likely legislation that will develop, over the next 2-3 years.

A key focus of the Going for Housing Growth Strategy is unlocking land for housing. This includes making it mandatory for Councils in major towns and cities to zone land for 30 years worth of housing demand. Critical to achieving this is ensuring that Councils set aside enough land to meet demand targets.

Although the strategy is directed towards Tier 1 and Tier 2 Councils, there are incentives for us (as a Tier 3 Council) to follow the guidelines and policies that are being developed. It is likely that as the District Plan Review is undertaken, additional legislation and/or guidance in accordance with this strategy will be required to be considered.

Information on the Going For Housing Growth strategy can be found on the National Party website:

www.national.org.nz/housing

NATIONAL POLICY

NPS URBAN DEVELOPMENT

The National Policy Statement on Urban Development 2020 (“NPSUD”) was most recently updated in 2022. It sets out the objectives and policies for planning well-functioning urban environments under the RMA, but is currently being edited to fit within the NPF.

Objective 1 seeks to deliver well-functioning urban environments that enable all people and communities to provide for their social, economic and cultural wellbeing, and for their health and safety, now and into the future. Further objectives require the integration of urban development decision making with consideration of impacts on infrastructure, climate change, and housing affordability.

The NPSUD outlines that planned urban built form may involve significant changes to an area, including detracting from amenity values appreciated by some people, but improving amenity values appreciated by other people. Importantly, the NPSUD must also consider the requirements of other policy, such as the protection of the production capacity of soils.

Planning decisions related to urban environments must also take into account the principles of the Treaty of Waitangi, te Tiriti o Waitangi. This includes involving iwi in the preparation of urban growth strategies and policies, and operating in a way that is consistent with iwi participation legislation.

As a minimum, well-functioning includes urban environments that:

- (a) have or enable a variety of homes that:
 - (i) meet the needs, in terms of type, price, and location, of different households; and
 - (ii) enable Māori to express their cultural traditions and norms; and
- (b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and
- (c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and
- (d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and
- (e) support reductions in greenhouse gas emissions; and
- (f) are resilient to the likely current and future effects of climate change.

Part 3 of the NPSUD requires Council to provide at least sufficient demand for housing within existing and new urban areas, for both standalone and attached dwellings within the short, medium and long term. In order to be sufficient, this capacity must be enabled through the District Plan, be “Infrastructure Ready”, feasible and reasonably expected to be realised.

Similarly, it requires Council to provide at least sufficient development capacity to meet the expected demand for business land. This also needs to be enabled through the District Plan, be Infrastructure Ready, and suitable to meet the demands of different business sectors.

Infrastructure Ready means there is adequate development infrastructure to meet short-term demand, or funding is available to provide such infrastructure in the medium-term. Council infrastructure strategies must also consider longer-term demand requirements.

Many parts of the NPSUD related to Tier 1 and Tier 2 local authorities (Taranaki District Council is identified as Tier 3), however Section 1.5 strongly encourages all Councils to consider the key principles and approaches outlined. This includes the consideration of long-term strategies for achieving well-functioning urban environments (the purpose of this Strategy), which are developed through a sound analysis of demand.

We also note there are references within the NPSUD to urban environments which is either “predominately urban in character” or is “part of a housing market of at least 10,000 people”. At this stage, we have not identified any of our towns as urban environments under these definitions.

Further, we note work being undertaken by Horizons in regard to urban development as part of Plan Change 3, and indications by the Government that updates to the NPSUD are likely later in 2024.

Further information on the NPSUD can be found on the Ministry for the Environment website, www.environment.govt.nz



PHOTOGRAPH: OLLIE BOWIE

NPS HIGHLY PRODUCTIVE LAND

The National Policy Statement for Highly Productive Land 2022 (“NPSHPL”) is about ensuring the availability of Aotearoa New Zealand’s most favourable soils for food and fibre production, now and for future generations. The policy provides direction to improve the way in which highly productive land is managed under the RMA, but is currently being edited to fit within the NPF.

The NPSHPL requires mapping of land productivity to be undertaken (in this case maps are provided by the New Zealand Land Resource Inventory). Highly productive land is defined as land that is categorised within LUC classes 1, 2 or 3. It is, however, noted that the current National Government (March 2024) have indicated that they will remove Class 3 from the Highly Productive Land definition within the current term.

Essentially, this means that Tararua District Council has no role or responsibility in undertaking the mapping, and must accept and respond to maps that are provided by these other entities.

Section 3.6 of the NPSHPL only allows Tararua District Council (a Tier 3 Council) to rezone land that is categorised as highly productive land if:

- (a) the urban zoning is required to provide sufficient development capacity to meet the expected demand for housing or business land in the district; and
- (b) there are no other reasonably practicable and feasible options for providing the required development capacity; and

- (c) the environmental, social, cultural and economic benefits of rezoning outweigh the environmental, social, cultural and economic costs associated with the loss of highly productive land for land-based primary production, taking into account both tangible and intangible values.

Specified Māori land is excluded from many policies within the NPSHPL. This is defined as:

- (a) Māori customary land or Māori freehold land (as defined in Te Ture Whenua Māori Act 1993):
- (b) land vested in the Māori Trustee that—
 - (i) is constituted as a Māori reserve by or under the Māori Reserved Land Act 1955; and
 - (ii) remains subject to that Act:
- (c) land set apart as a Māori reservation under Part 17 of Te Ture Whenua Māori Act 1993 or its predecessor, the Māori Affairs Act 1953:
- (d) land that forms part of a natural feature that has been declared under an Act to be a legal entity or person (including Te Urewera land within the meaning of section 7 of the Te Urewera Act 2014):
- (e) the maunga listed in section 10 of the Ngā Mana Whenua o Tāmaki Makaurau Collective Redress Act 2014:
- (f) land held by or on behalf of an iwi or hapū if the land was transferred from the Crown, a Crown body, or a local authority with the intention of returning the land to the holders of the mana whenua over the land.

Further information on the NPSHPL can be found on the Ministry for the Environment website, www.environment.govt.nz

NPS FRESHWATER MANAGEMENT

The National Policy Statement for Freshwater Management 2020 (“NPS-FM”) sets out the objectives and policies for freshwater management under the RMA. It is currently being edited to fit within the NPF.

The policy requires Regional Councils to engage with tangata whenua to determine how Te Mana o te Wai applies to water bodies and freshwater ecosystems within the region. Local authorities must then actively involve tangata whenua in freshwater management.

Although not directly related to an urban growth strategy, the NPS-FM has relevance to how water may be provided to and treated from future urban areas. It also applies to the consideration of urban development within or near to water bodies, including wetlands. This will be further considered through the District Plan review.

NES CONTAMINANTS IN SOIL

The National Environment Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 provides a nationally consistent set of planning controls and soil contaminant values. It ensures that land affected by contaminants in soil is appropriately identified and assessed before it is developed - and if necessary the land is remediated or the contaminants contained to make the land safe for human use.

It is relevant to the consideration of urban growth where there is a chance new development could be located on soil that is potentially contaminated. It doesn't prevent such development, but requires appropriate management or containment of risk.

Further information on national policies and standards can be found on the Ministry for the Environment website, www.environment.govt.nz

OTHER POLICIES

The following national policy and environmental standards (“NES”) are relevant to this Strategy and urban growth in general:

- ▲ NPS for Indigenous Biodiversity, which is an essential part of managing biodiversity decline;
- ▲ NPS on Electricity Transmission and NES for Electricity Transmission Activities, which is relevant to the management and protection of the National Grid - noting in particular Policies 10 & 11 which direct that land use, subdivision and development is regulated within a buffer corridor near National Grid transmission lines;
- ▲ NES for Telecommunication Facilities which is relevant to the provision of mobile telecommunications in urban areas;
- ▲ The New Zealand Coastal Policy Statement which is relevant to urban planning considerations around the coast, wetlands, lakes, rivers and their margins.



REGIONAL POLICY

ONE PLAN

The One Plan is the overarching regional policy document for the Horizons Regional Council. It defines how the natural and physical resources of the region, including fresh water, air, productive land and natural ecosystems, will be cared for and managed.

The One Plan incorporates the Regional Policy Statement (“RPS”). This identifies the challenges facing the region, identifying the need to strike the ideal balance between using natural resources for economic and social wellbeing, while keeping the environment in good health. The RPS identifies the Big Four issues facing the region, as follows:

- ▲ **SURFACE WATER QUALITY DEGRADATION:** This being the run-off of nutrients, sediment and bacteria from farms. It impacts the quality of waterways, making them risky to swim in or gather food.
- ▲ **INCREASING WATER DEMAND:** The plan notes that at certain times of year, public water supply and irrigation demand exceeds what some water bodies in the region can supply.
- ▲ **UNSUSTAINABLE HILL COUNTRY LAND USE:** Which highlights the challenges with pasture-based farming practices on the Region’s steeper hill country, accelerating erosion and reducing water quality.
- ▲ **THREATENED INDIGENOUS BIOLOGICAL DIVERSITY:** This highlighting the challenges that have been brought about by a century of landscape modification, particularly the loss of indigenous vegetation and habitat.

The RPS also identifies that the region must adapt to the effects resulting from climate change. This includes changing weather patterns, including more frequent heavy rainfalls and floods. The plan identifies that whilst climate change may provide new horticultural and cropping opportunities, it is also likely to impact biodiversity and affect the balance of ecosystems.

The Regional Plan echoes these issues and provides policies and rules to govern mitigation and management measures.

There are also numerous other requirements within the One Plan in regard to how we as the Territorial Council must consider development. These include the requirement to proactively develop and implement appropriate land, and align this with strategies for infrastructure and asset management planning.

It is imperative that this Strategy is developed in the context of the One Plan, and in particular considers the Big Four issues along with the effects of climate change. Whilst population growth itself will have an impact on the Region’s natural and physical resources, how and where this growth is accommodated can vary the scale and type of impact.

Data throughout this Strategy has been sourced directly from Horizons. Consideration has been given on how future urban areas might contribute to the improvement of the key issues identified, and key recommendations contained within the Strategy promote the creation of development guidelines that will help to manage effects on the region.

In addition, we have engaged with Horizons through the development of this Strategy, and will continue to do so through the District Plan review.



DISTRICT POLICY

OPERATIVE DISTRICT PLAN

The Tararua Operative District Plan Review No. 1 (the “District Plan”) was adopted in September 2012, but has since been updated through Plan Change 1 (August 2019) and with changes directed by the National Policy Statement on Urban Development 2020 (June 2021). The District Plan was prepared in accordance with the requirements of the RMA and is designed to achieve the sustainable management of the natural and physical resources throughout the Tararua District.

The District Plan sets out the significant resource management issues of the district, and explains the objectives, policies and methods that the Council has adopted to achieve sustainable management of these resources.

Part 2 of the District Plan is divided into various sections that are designed for ease of reference, but which are to be considered as complementary and interconnected to each other. These sections cover Urban Land Use Management, Rural Land Use Management and Subdivision - all of which are relevant to the consideration of urban growth. This section also sets out matters relevant to the management of Natural Hazards, Amenity and Environmental Quality.

Section 2.10 sets out the Council policy in regard to Te Tiriti o Waitangi and the management of Māori owned or controlled resources.

It is not proposed to provide a full analysis of the policies and rules considered relevant to this urban growth strategy - largely because the purpose of this strategy is to inform the review of the District Plan. Nevertheless, the existing zone types and the rules associated with them form an important base in understanding the current patterns of settlement and use across the District.

At a broad level, this activity and use is captured in the maps, opposite. These show the existing Residential, Commercial and Industrial zoned land in each of the four town centres. Three other zones are not mapped, these being the Rural zone which surrounds each of the towns (essentially the areas not shaded), alongside the Forest Park and Settlement Zones which sit outside of these maps.

The District Plan notes that the Tararua District is primarily rural, with its economy largely dependent on primary production and secondary processing. The towns provide an important rural service function, and the District Plan outlines that many people’s livelihood within the towns are dependent on rural production. Loss of the productive capability of the land through urban expansion is noted as a significant resource management issue, this heightened by the presence of high quality (Class I and Class II) soils in areas immediately adjacent to the settlement areas.

However, the management of these issues is required to be balanced against the urban objectives in the District. Section 2.2.2 seeks to encourage the District’s urban areas to develop (sustainably), including enabling the environmental, economic, social, recreational, educational, and cultural needs District’s inhabitants. As the population grows, inevitably this means the expansion of urban areas into the rural zone.

This, ultimately, is the role of this Strategy. It seeks to find appropriate methods and locations to expand urban activity, balanced against the potential effects on rural production.

An overview of the existing zoning (or “Management Areas”) within the District Plan is included on Page 66.

Further information on the District Plan can be found on the Council website, www.tararua.govt.nz



PHOTOGRAPH: TONY BELCHER

DISTRICT PLAN REVIEW

We are updating the District Plan through a formal review process to ensure that we can grow in a sustainable way while protecting the things that make the Tararua District unique.

We are required under the RMA to conduct a review of the District Plan every 10 years. The current District Plan was made operative in 2012, and is therefore due for renewal.

The key objectives of the District Plan Review process is to achieve the following:

- ▲ Improved social and economic outcomes, and resilience;
- ▲ Enhancement and protection of our natural environment and landscapes;
- ▲ Protection and integration of Mana Whenua and Tangata Whenua values for future generations; and
- ▲ A District Plan that is fit for purpose and future focussed.

Through the review process we are partnering with Rangitāne-o-Tamaki-nui-a-Rua and Ngāti Kahungunu Tāmaki-nui-a-Rua to “raise the bar” for the future of our District. The vision is to ensure we can manage the effects of growth while planning for the future, including providing the environmental, social and economic needs for the community.

This Strategy has been prepared to support the District Plan Review process.

LONG TERM PLAN

Under the provisions of the Local Government Act 2002, the Council must, at all times, have a Long Term Plan (“LTP”). It is required to be adopted before the commencement of the first year to which it relates, and continues in force until the close of the third consecutive year to which it relates.

Amendments to the LTP are possible through a special consultative procedure.

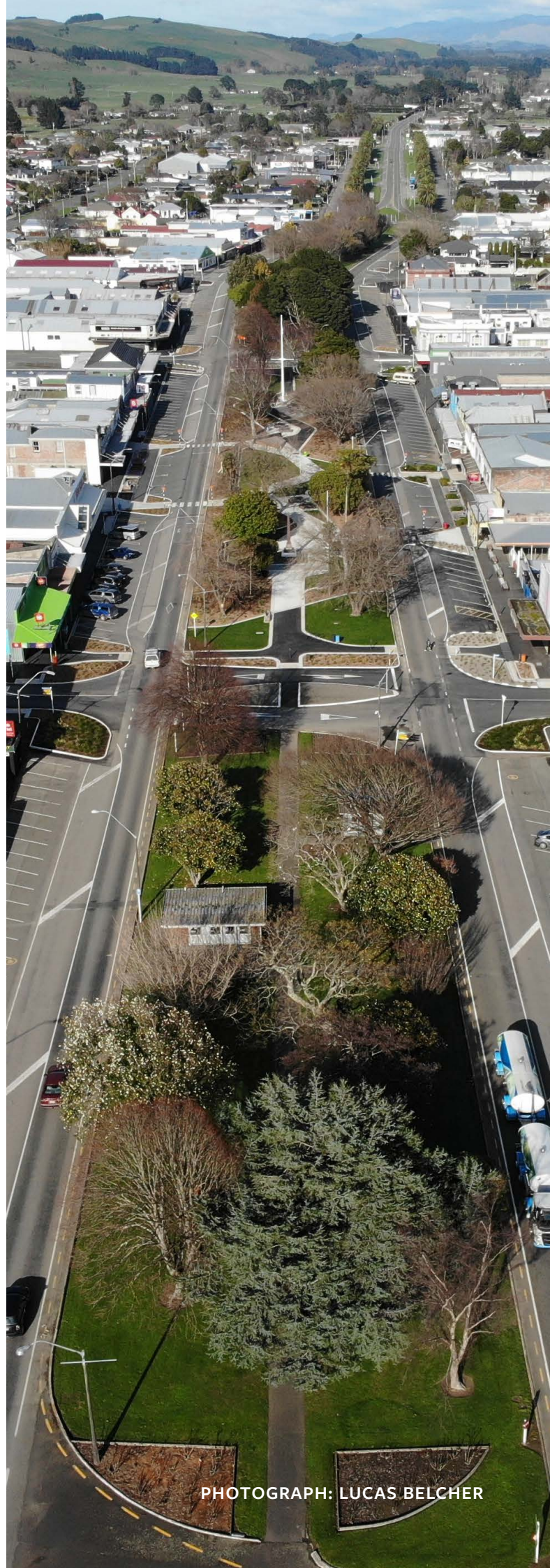
The 2021 to 2031 LTP sets out a vision that we have vibrant, connected communities where our land and waters are nurtured and our people flourish.

The financial strategy provides a financial framework for transparent decision making and outlines how we will manage the financial resources of the District in a financially sustainable way. This section discusses the funding challenges facing the Council, including rates affordability, whilst also laying out the challenges faced in regard to increasing service levels for infrastructure and Council services.

It is important that any recommendations considered in this Strategy are managed within the constraints and requirements of the current LTP, whilst also providing guidance for the development of the next LTP.

Further information on the District Plan Review can be found on the Council website, www.tararua.govt.nz

Further information on the LTP can be found on the Council website, www.tararua.govt.nz



INFRASTRUCTURE STRATEGY

Volume 2 of the LTP contains the Council Infrastructure Strategy, 2021-2051. It notes that the quality of life in the Tararua District is reliant on infrastructure. The impact on the failure or loss of critical infrastructure can significantly affect our cultural, environmental, economic and social wellbeing. One of our largest challenges is investing in the resilience of its infrastructure while still maintaining affordability.

The Infrastructure Strategy sets out a range of performance indicators that are important considerations for planning urban growth, including:

- ▲ Not all Council drinking water schemes are able to meet the NZ Drinking Water Standards;
- ▲ The wastewater system does not have enough capacity to convey wastewater during periods of wet weather;
- ▲ Various wastewater discharge consents have lapsed or are due to shortly expire, and current discharges do not comply with modern standards; and
- ▲ There are a variety of issues with the transportation network, including pavement, surfacing, bridge and drainage performance.

Various studies are in the process of being commissioned and reviewed to provide guidance for improving Council infrastructure.

We are tracking changed to water legislation and guidance that is currently under development by the Government.

Further information on the Infrastructure Strategy can be found on the Council website, www.tararua.govt.nz

PHOTOGRAPH: LUCAS BELCHER

PROFESSIONAL GUIDELINES

NZ URBAN DESIGN PROTOCOL

The New Zealand Urban Design Protocol (“NZUDP”) provides a platform to make Aotearoa New Zealand towns and cities more successful. It is not compulsory legislation or policy, but is formal undertaking by a variety of signatories to support quality urban design outcomes. Tararua District Council is not currently a signatory, but the Council recognises the advice and recommendations that the protocol sets out.

Quality urban design is important because people’s lives are connected through common built environments. People live and work in buildings, use streets, public spaces, transport systems and other forms of urban infrastructure. Quality urban design creates places that work and places that people use and value.

Quality urban design values and protects the cultural identity of New Zealand towns and cities, reinforcing their distinctive identity and value. Alongside recognising Māori traditions and values, successful urban design and development also reflects all people who have made Aotearoa New Zealand their home. It fosters pride, engagement and stimulates creativity and opportunity. These are values that are shared by Rangitāne-o-Tamaki-nui-a-Rua and Ngāti Kahungunu Tāmaki-nui-a-Rua.

This Strategy considers the principles contained within the NZUDP. In particular, it recognises the seven essential design qualities that create urban design. These are outlined on the adjacent column:

- ▲ **CONTEXT:** Buildings, places and spaces are not isolated elements but part of a whole town. Urban environments are part of a constantly evolving relationship between people, land culture and the wider environment.
- ▲ **CHARACTER:** Towns have a distinctive character and culture that is dynamic and evolving. Buildings and spaces have the opportunity to be unique, appropriate to their location, whilst complementing their historic identity.
- ▲ **CHOICE:** People are diverse and seek choice within the urban form of towns. This includes choice of densities, building types, transport options and activities. Choice is complimented by flexibility.
- ▲ **CONNECTIONS:** Quality urban design recognises how all networks - streets, railways, walking and cycling routes, services, infrastructure and communication networks - connect and support healthy neighbourhoods.
- ▲ **CREATIVITY:** Creativity adds richness and diversity, turning functionality into memorability. Creative urban design supports a dynamic urban cultural life and fosters strong urban identities.
- ▲ **CUSTODIANSHIP:** Stewardship of towns includes the concept of kaitiakitanga, creating safe, environmentally sustainable and responsive urban environments.
- ▲ **COLLABORATION:** Towns are designed and grow incrementally as people make decisions on individual projects. Quality urban design requires good communication and engagement.

Further information on the NZUDP can be found on the Ministry for the Environment website, www.environment.govt.nz



BEST PRACTICE GUIDELINES

TE TANGI A TE MANU

The Aotearoa New Zealand Landscape Assessment Guidelines, Te Tangi a te Manu (“TTatM”) have been developed and published by Tuia Pito Ora New Zealand Institute of Landscape Architects, July 2022.

The guidelines reflect the distinctive nature of Aotearoa New Zealand and how this influences the ways in which people identify and connect to self and place. It sets out that the principles of partnership, participation and protection that is embodied within the environment, Te Tiriti, are the foundation for recognising and considering whenua and landscape.

TTatM is a technical guidebook designed for experts in assessing landscape value. However, it sets out a shared understanding of the relationship between Te Ao Māori and Te Ao Pākehā approaches to understanding and developing Aotearoa New Zealand landscapes.

Landscapes have physical, associative and perceptual dimensions. They include the natural and physical attributes of land together with air and water which change over time and which is made known by people’s evolving perceptions and associations. TTatM promotes an Aotearoa New Zealand approach to considering impacts on landscape which recognises that landscapes are important to all people.

This Strategy has been developed under the guiding principles of TTatM.

Further information on TTatM can be found on the NZILA website, www.nzila.co.nz



PHOTOGRAPH: MOIRA FERGUS

SECTION 3

GROWTH PROJECTIONS



land *of*
ranges

OVERVIEW

Our district is growing! An increasing number of people are seeking to make our place their home.

Growth is primarily coming from internal migration - that is people already living in New Zealand that are looking to relocate. In many cases, this involves moving away from the cities, to enjoy the open spaces and big skies that our district has to offer. This includes people from Auckland, but also from other cities across the country such as Hamilton, Tauranga and Wellington.

Some of this demand has increased since the introduction of the Covid-19 isolation periods. Remote-working technology during the pandemic rapidly gained widespread use, and there has been a country-wide increase in flexible working opportunities. For many people, this allows working in different locations to the office, providing the opportunity to relocate away from the city.

But, there is also increased interest in Tararua District from our Manawatū neighbours. Although towns such as Feilding, Ashhurst, Foxton and Levin are attractive to Palmerston North commuters, these locations are experiencing property value increases and are becoming less affordable.

With the proposed Te Ahu a Turanga: Manawatū Tararua Highway connection between Woodville and Ashhurst, travel times across the Ranges will be dramatically reduced - the road also providing for pleasant, safe driving. Woodville, in particular, provides more affordable and spacious opportunities than many towns within Manawatū.

We anticipate that the opening of Te Ahu a Turanga: Manawatū Tararua Highway will likely reduce traffic across the Pahiatua Track, as many inter-regional travellers have been using this route as an alternative to the temporary

Manawatū Gorge bypass, Saddle Road. As a result, this road is also likely to become favourable to people wishing to commute westward.

Tararua District is also well connected to the north and south, with both Wellington and Hawke's Bay within close driveable range.

Tararua District also has great rail connections. The Palmerston North to Napier line is an important freight route, recently re-opened following Cyclone Gabrielle. With connections at Woodville, the Wairarapa Line also connects our district directly to Wellington. Although these lines are currently used exclusively for freight, there is increasing interest in introducing regular passenger services.

Climate change is also a key influence on population growth. Recent events such as Cyclone Gabrielle and the 2023 Auckland Floods highlight the challenges of managing the effects of climate change in larger urban areas. The availability of space allows us to create greater resilience through increased urban setbacks from waterways, and to plan greener, healthier developments.

Global warming and sea level rise is likely to see changes to productive farming practices, presenting Tararua District with new opportunities for diversified production. As this changes occurs over the next few decades, it's likely we'll see changes in the secondary industries, such as processing and transport.

We are also aware that some of the buildings in our towns are earthquake prone and currently under-utilised as a result. Future strengthening or redevelopment of such buildings could potentially attract new businesses to our towns.

A key goal of this Strategy is to understand the currently anticipated growth projections, overlay these with our own aspirations, and then consider how we might provide for this demand in a sustainable and resilient way.



PHOTOGRAPH: NZ TRANSPORT AGENCY

OUR ASPIRATIONS

StatsNZ, through the review of Aotearoa New Zealand census data and analysis various economic and social datasets, regularly prepares and reviews the growth projects for the country and our District. As part of our planning for the District, we asked a company called Infometrics to analyse the StatsNZ data and provide various growth scenarios.

The scenarios considered by Infometrics are based on assumptions we call “Business as Usual”. That means that they assume that our growth will remain relative to the wider growth being experienced throughout the country. In other words, they are based on the premise that the reasons for moving to Tararua remain the same as they have been over the past 5-10 years.

However, as we outlined on the previous page, we have aspirations to grow the District more than it has previously. Increasing our population, particularly through increasing industry and employment opportunities, will benefit our community by giving us greater resources to invest in infrastructure and community facilities.

As identified on the previous page, we already anticipate demand in Tararua, and particularly Woodville, through the opening of Te Ahu a Turanga: Manawatū Tararua Highway. But we are keen to leverage further growth from this important project through providing more developable land. Through rezoning new areas we seek to better enable and encourage investment, particularly in regard to industrial activities.

A key component of this is considering opportunities for industrial hubs that are directly connected to the transport network. Such hubs may allow for transportation businesses

to create satellite distribution hubs (for transporting goods both into, but more aspirationally, out of the District), for processing plants (adding value to our primary industries), or as a way to encourage new industries to establish and grow. One of the key locations that we have identified for these hubs is adjacent to Te Ahu a Turanga: Manawatū Tararua Highway, on the outskirts of Woodville.

But we also recognise that to attract new home and business owners, we may need to invest in the amenity and functionality of our towns. A key outcome from this Strategy will be developing Urban Enhancement Frameworks for Dannevirke, Woodville and Pahiatua aimed at exploring how we might invest in urban infrastructure, particularly within the town centres.

This work will also consider opportunities for restructuring our town centres to enhance business growth. We recognise that all our town centres are centred around State Highways, and whilst this directs visitors past our retail businesses, it also comes with challenges in regard to pedestrian movements and parking. Rather than consider large-format-retail opportunities on the outskirts of our towns, we’re keen to investigate how we can grow the capacity of our central business districts so that we increase opportunities for capturing passing trade. It’s also vitally important that we retain the identities of our town that make us who we are.

Through these strategies, we believe that we can beat the predicted national growth projections. Therefore, over the following pages we explore the StatsNZ trends (compiled by Infometrics), but then detail our own aspirational growth projects that we consider are achievable through enabling opportunities for growth.



PHOTOGRAPH: HAYLEY MAX

POPULATION

The Aotearoa New Zealand population, as of June 2023, is estimated at 5,22m people. Stats NZ has projected for this to rise to 5,28m to 5,85m in the next 10 years, and potentially 6,74m in the next 50 years. A large proportion of this growth is anticipated in the 65 years or older age bracket, with the proportion of 65+ people in our population growing from 17% to 23% in the next 25 years.

Based on 2023 analysis, there appears to be a narrowing gap between births and deaths, indicating that natural population growth is slowing. Currently, there are approximately 15,000 to 20,000 more births than deaths, however as our population ages the death rate will naturally increase - slowed slightly by advances in medical technology.

Therefore, a key aspect of Aotearoa New Zealand's population growth is international migration. In 2023 the country had a record net migration of 126,000, this including both returning New Zealander's and non New Zealand citizens. An increasing global population and the effects of climate change, amongst other factors, are expected to continually drive the demand for living in our country.

Although much of the population growth is being experienced in the larger cities (Auckland is projected to grow from currently 1.7m to over 2m within the next 5 years), the influx of people into urban areas has a knock-on effect to the regions. This includes a proportion of new international migrants, but most likely internal migration as existing citizens relocate.

Research company, Infometrics, provided a more detailed analysis of the StatsNZ numbers for our District. The nationally projected growth for Tararua District estimates an 8.6% increase in our population over the next 10 years, increasing our current population of 19,050 to 20,981. This

growth is expected to be sustained through the next 30 years, reaching an estimated 22,356 people by 2053.

These numbers include a change in the age demographics, with an estimated increase of the over 65 years age bracket to become 26% of the total population, an additional 1,387 people. However, this is largely as a result of the increasing age of our existing population, and we anticipate that overall population growth within Tararua District is more likely to be driven by younger families moving here from other regions within the country.

Most of the population growth is anticipated within our towns, moving from 57% of our population to 74% living in urban areas.

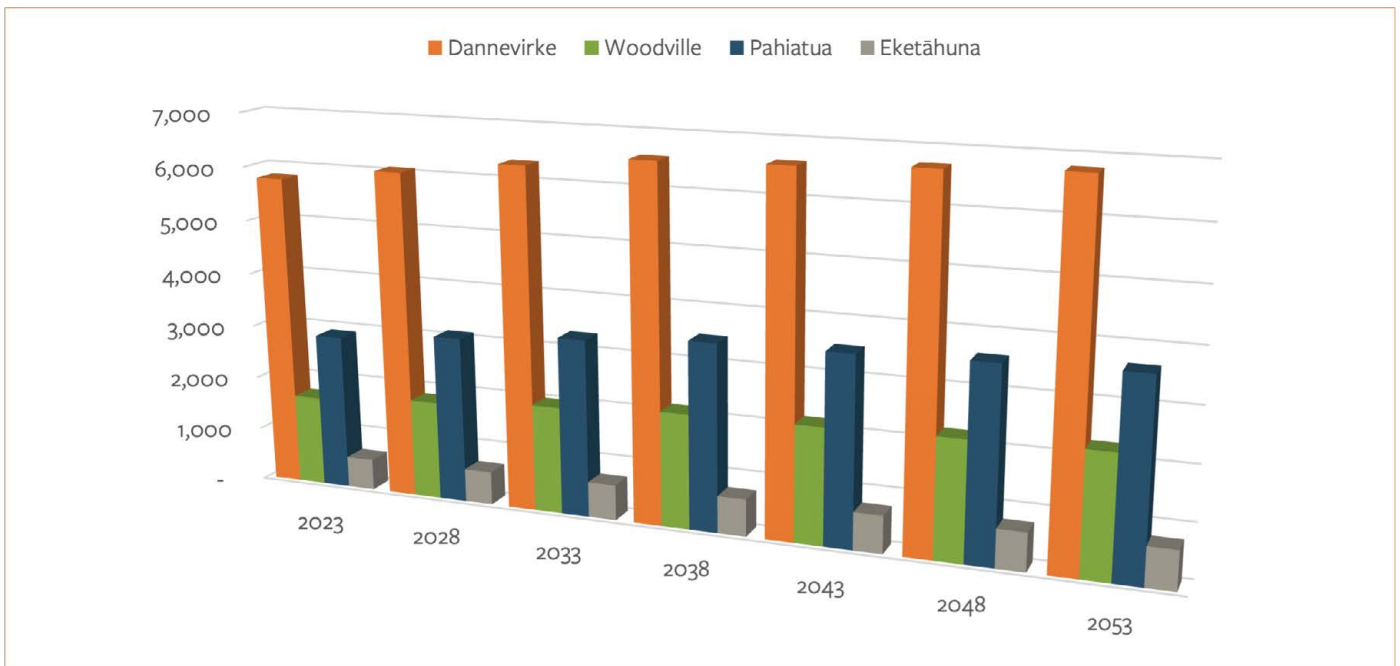
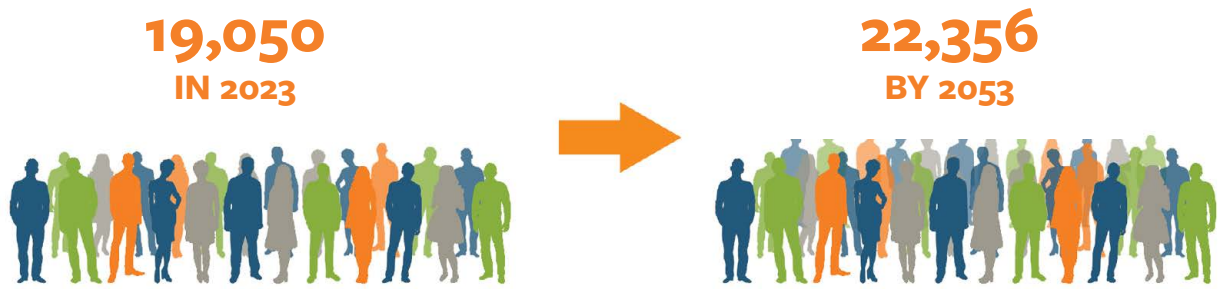
The majority of population growth is anticipated between 2025 and 2040.

The following table provides the projected population figures that were adopted by Council in June 2023, with the graphs opposite providing an overview of the likely demographics and growth rates by town.

STATS NZ PROJECTED POPULATION GROWTH

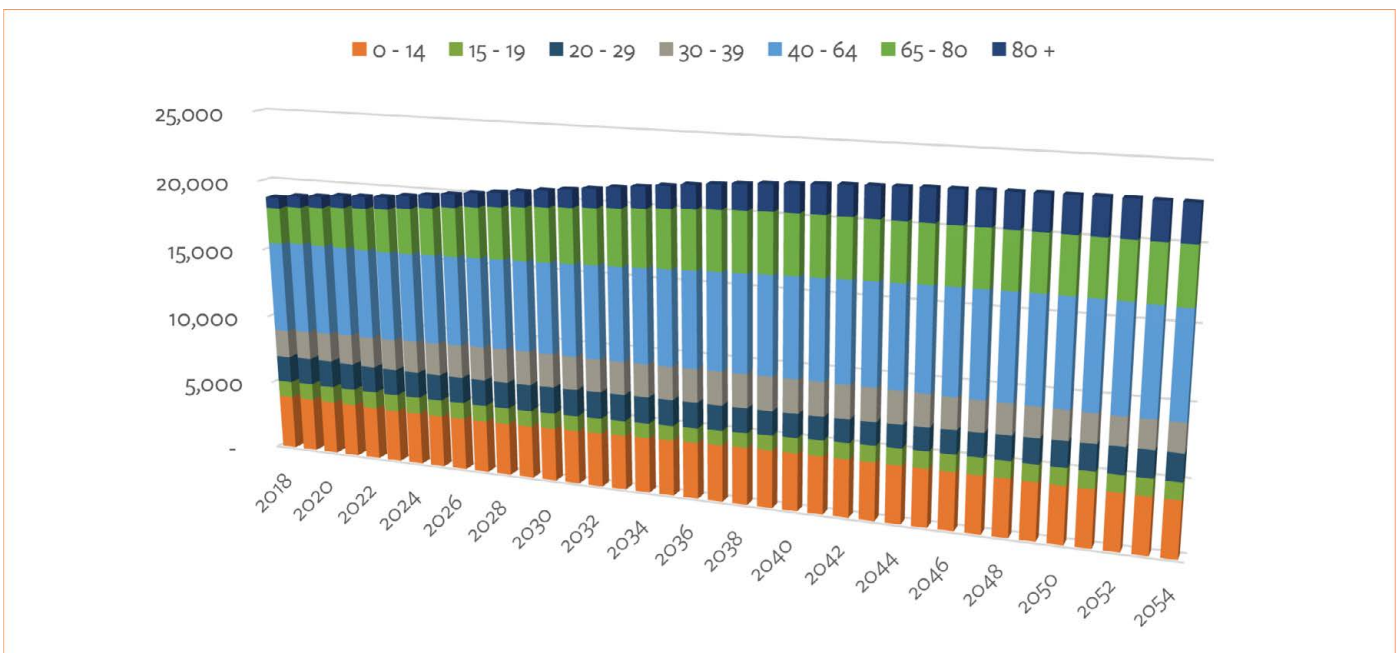
	2023	2053	Increase
Dannevirke	5,788	6,776	988
Woodville	1,664	2,257	593
Pahiatua	2,882	3,623	741
Eketāhuna	575	723	148
Total Towns	10,910	13,379	2,469
Total Rural	8,140	8,977	837
Total Population	19,050	22,356	3,306

Further information on population projections can be found on Stats NZ website, www.stats.govt.nz



STATS NZ PROJECTED POPULATION

Source: Tararua District Council



STATS NZ PROJECTED POPULATION BY AGE GROUP

Source: Tararua District Council

RESIDENTIAL HOUSEHOLDS

“Residential Households” essentially means the number of dwellings needed to permanently house our population - these are occupied dwellings, not including houses that might be vacant or used for holiday purposes only.

On average, we estimate that there are currently 2.34 people per household in Tararua District. This number has been projected by Stats NZ and research company Infometrics to stay relatively stable during the next 30-50 years (increasing only slightly to 2.5), reflecting national trends in declining natural population growth and an increase in aging. Although there is increasing demand for housing, resulting in some intensification of family units, this is offset by a growing population base of single or double-person households.

However, the national projections do not take account of the aspirational growth targets we have been considering. In our region, we anticipate additional factors that will drive an increase in population growth beyond the projections prepared by Stats NZ.

As identified earlier, these include the affordability of land within our district compared to other commuter towns within Manawatū, the desirability for increase space, and the potential changes that will result from climate change. Of most significance is the construction of Te Ahu a Turanga: Manawatū Tararua Highway, which presents both Woodville and Pahiatua as attractive alternatives to towns such as Feilding, Ashhurst, Foxton and Levin.

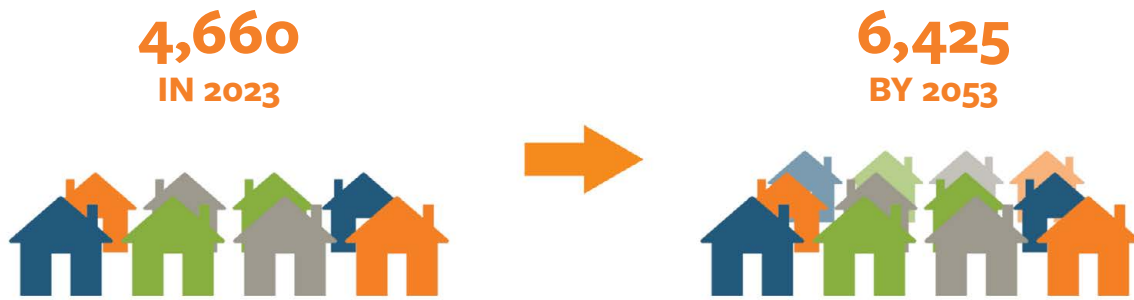
We are also keen to explore ways to promote growth in the region in order to increase District spending on community infrastructure and services. Recommendations towards the end of this Strategy are designed to encourage the commercial and industrial investment, balanced with managing effects on the environment, so that we can create increased employment opportunities.

The aspirations to upgrade infrastructure and invest in urban amenity all go toward making our district a great place to live and work.

Rangitāne-o-Tamaki-nui-a-Rua and Ngāti Kahungunu Tāmaki-nui-a-Rua both support investment, and are each investigating their own strategies for encouraging whanau to stay or return. This includes investments in housing, including papakāinga, and exploring business opportunities, particularly in regard to primary production and tourism.

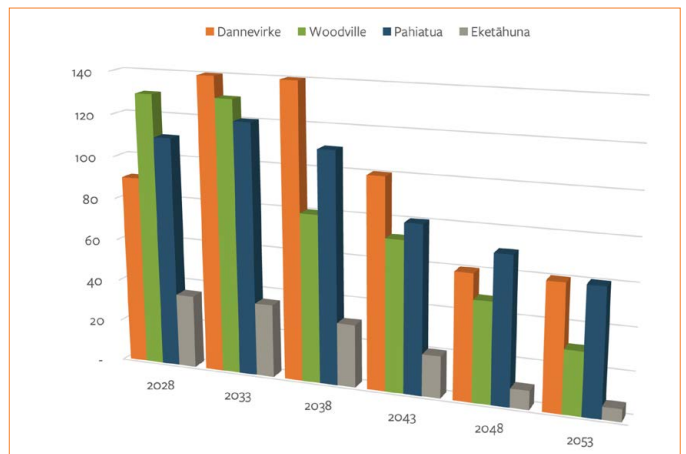
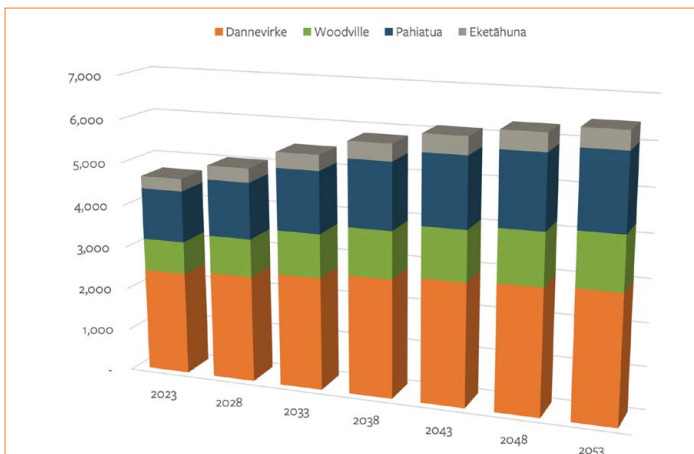
Therefore, we have undertaken a more detailed analysis of the anticipated population and household growth, and for the purpose of planning future growth has adopted some aspirational population and residential household projections. In particular, we anticipate advanced residential growth in both Woodville and Pahiatua.

The aspirational growth targets and how this translates to housing demand is outlined on the table and graphs opposite.



PROJECTED POPULATION AND HOUSEHOLDS

	STATS NZ EXISTING POPULATION 2023	ESTIMATED EXISTING HOUSEHOLDS 2023	STATS NZ POPULATION PROJECTION 2053	COUNCIL ASPIRATIONAL POPULATION 2053	COUNCIL ASPIRATIONAL HOUSEHOLDS 2053	ESTIMATED ADDITIONAL HOUSEHOLDS BY 2053
Dannevirke	5,788	2,410	6,776	7,000	3,000	590
Woodville	1,664	760	2,257	3,000	1,250	490
Pahiatua	2,882	1,200	3,623	4,000	1,750	550
Eketāhuna	575	290	723	1,000	425	135
Total Towns	10,910	4,660	13,379	15,000	6,425	1,765



Data on this page has been prepared for this Growth Strategy as an aspirational target by Tararua District Council

COMMERCIAL & INDUSTRIAL GROWTH

BUSINESS AS USUAL

We engaged Business and Economic Research Ltd (“BERL”) to help us forecast future growth in the commercial and industrial sectors.

BERL’s “Business As Usual” scenario entailed a district wide forecast based on the StatsNZ high population growth scenario, and the results of the latest business as usual forecast from BERL’s national computable general equilibrium (“CGE”) model.

District level forecasts were then distributed across Tararua District’s four main centres and a combined rural area. Current land use and occupancy data was provided by the Council for commercial and industrial land. Future occupancy of commercial and industrial land was then estimated assuming the ratios of Full Time Equivalents (“FTE”s) per hectare for each industry will remain constant over the forecast period.

Under this scenario, GDP generated in Tararua District is forecast to grow by \$378 million from 2022 and reach \$1.208 billion by 2053 (an average annual increase of 1.2 percent).

GDP growth is forecast to be led by rural Tararua District which will see GDP increase by \$188 million to reach \$631 million by 2053. Dannevirke is expected to grow by \$109 million at an annual growth rate of 1.2 percent. The greatest proportional growth is expected in Woodville and Eketāhuna where the average annual growth rate over the period is anticipated to be 1.6 percent.

The number of full-time equivalent employees (FTEs) is forecast to grow by 1,367 from 2022 to 2053, at an annual growth rate of 0.6 percent. Rural Tararua District and Dannevirke are expected to see the greatest increase in the total number of FTEs, at 480 and 468 respectively.

The area of commercial and industrial land that is anticipated to be occupied will increase by 56 hectares at an annual growth rate of 1.2 percent. These predictions result in an additional 43 hectares of industrial land required by 2053. In rural Tararua occupied industrial land is expected to grow at 1.6 percent per annum resulting in an additional 31 hectares of occupied industrial land by 2053. Dannevirke is expected to see occupied industrial land grow by seven hectares by 2053.

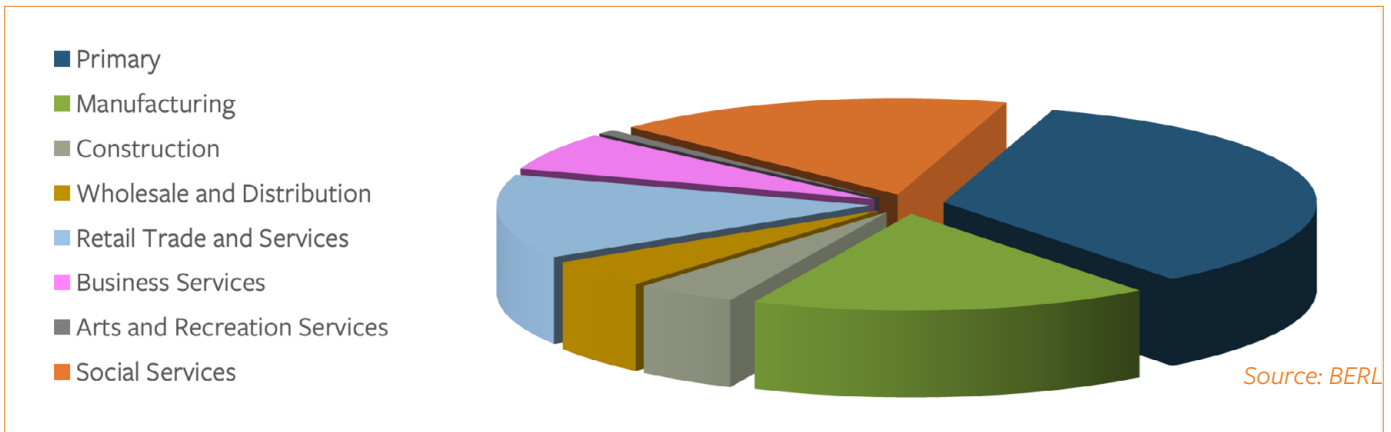
An additional 13 hectares of commercial land will be required by 2053. 7 hectares will be needed in Dannevirke, 3 in Pahiatua, and 1 hectare each in Woodville and Eketāhuna.

BERL PROJECTED LAND REQUIREMENT BUSINESS AS USUAL SCENARIO

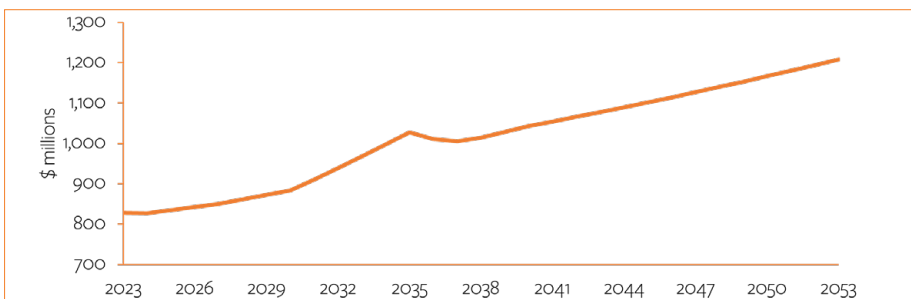
INDUSTRIAL (Ha)	2022	2053	Increase
Dannevirke	29	34	5
Woodville	1	2	1
Pahiatua	15	21	6
Eketāhuna	2	3	1
Rural Land	48	79	31
Total	95	139	43

COMMERCIAL (Ha)	2023	2053	Increase
Dannevirke	22	29	7
Woodville	2	3	1
Pahiatua	8	11	3
Eketāhuna	2	3	1
Rural Land	3	3	0
Total	36	49	13

Information on this page was supplied to Tararua District Council by BERL, www.berl.co.nz

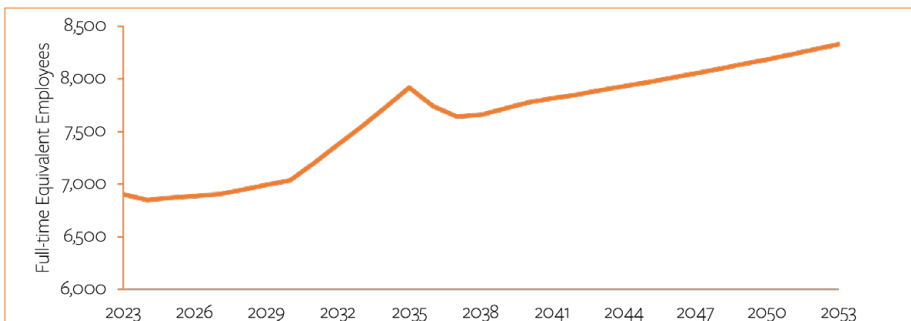


EMPLOYMENT BY SECTOR (2022)



FORECAST GDP TARARUA DISTRICT

Source: BERL



FORECAST EMPLOYMENT TARARUA DISTRICT

Source: BERL

ASPIRATIONAL PROJECTIONS

Alongside the Business As Usual scenario, we asked BERL to consider our aspirational population targets.

The Aspirational scenario uses the same methodology and CGE assumptions, but assumes that Tararua's industries all grow by one percentage point per annum greater than the Business As Usual scenario. Additionally, the population projections were adjusted to reflect an outcome where the Council achieves its aspirational population goals.

This scenario also assumes that the Council is successful in attracting manufacturing, transport, and warehousing businesses to locate in Woodville, a potential outcome with the opening of Te Ahu a Turanga: Manawatū Tararua Highway.

Under the Aspirational scenario, GDP is forecast to grow by \$776 million from 2022 and reach \$1.605 billion by 2053 (an average annual increase of 2.2 percent).

GDP growth is forecast to be led by rural Tararua which is anticipated to see GDP increase by \$380 million, at an annual growth rate of two percent, to reach \$823 million by 2053. Dannevirke is anticipated to make the second largest contribution as its GDP grows by \$188 million at an annual growth rate of 1.8 percent. Our aspiration to promote growth in Woodville is anticipated to see its GDP grow at an average 5.7 percent per annum from \$18 million in 2022 to \$100 million in 2053.

The additional population is expected to see the number of FTEs grow by 4,128 from 2022 to 2053, at an annual growth rate of 1.5 percent.

Rural Tararua and Dannevirke are expected to see the greatest increase in the total number of full-time equivalent employees (FTEs). Rural Tararua is forecast to grow by 1,683 FTEs and Dannevirke is expected to grow by 1,074 FTEs at a rate of 1.3 percent per year. Woodville is anticipated to see employment increase at an average annual rate of 4.6 percent and will see the number of FTEs increase from 173 in 2022 to 700 in 2053.

The area of commercial and industrial land occupied in this scenario is expected to increase by 118 hectares at an annual growth rate of 2.1 percent.

An additional 89 hectares of industrial land is anticipated to be required by 2053. Growth is expected to be greatest in rural Tararua where an additional 50 hectares will be required. Growth targeted at Woodville will result in an additional 19 hectares being required. Dannevirke is expected to see occupied industrial land grow by 8 hectares by 2053.

An additional 29 hectares of commercial land will be required by 2053. This is expected to be greatest in Dannevirke (15ha) and Pahiatua (7ha).

In Eketāhuna, the commercial and industrial growth projections are somewhat limited, and we are also aware that some businesses within Norsewood are operating through resource consents or on the basis of historical activity. To address both of these situations, we consider through this Strategy the implementation of a Mixed Use zone that would allow for a range of activities. This is further explored in Section 6.

131 ha
IN 2023

250 ha
BY 2053



ASPIRATIONAL LAND REQUIREMENTS

COMMERCIAL (Ha)	EXISTING 2022	BUSINESS AS USUAL 2053	ASPIRATIONAL 2053	BUSINESS AS USUAL INCREASE	ASPIRATIONAL INCREASE
Dannevirke	22	29	37	7	15
Woodville	2	3	4	1	2
Pahiatua	8	11	15	3	7
Eketāhuna	2	3	5	1	3
Rural Areas	3	3	4	0	1
Total	36	49	65	13	29

INDUSTRIAL (Ha)	EXISTING 2022	BUSINESS AS USUAL 2053	ASPIRATIONAL 2053	BUSINESS AS USUAL INCREASE	ASPIRATIONAL INCREASE
Dannevirke	29	34	38	5	8
Woodville	1	2	20	1	19
Pahiatua	15	21	24	6	9
Eketāhuna	2	3	4	1	2
Rural Areas	48	79	99	31	50
Total	95	139	185	43	89

PROJECTED LAND REQUIREMENT

RESIDENTIAL

Our aspirational household growth target is outlined on page 42.

When land is developed for housing, the number of sections (or lots) that can be realised depends on a number of factors, including topography, stormwater management requirements, utility and infrastructure requirements, or whether land needs to be set aside for recreation, ecological or cultural reasons.

However, on a flat greenfield site where there is an opportunity for an efficient layout of lots, then typically up to 30% of the space is required for roads and accessways. This nets approximately 70%, or 7,000m² for every 1 hectare, that can be utilised for residential development.

Section sizes vary considerably. Although there has been a trend in larger cities to reduce section size, in Tararua we are still seeing strong demand for larger lots, including rural-residential or lifestyle properties, because space is one of the key drivers of growth in our area. But, equally, we recognise we have an aging population, and many older people seek smaller, easier-to-maintain properties. To meet our growth demands, a balance of section sizes will be required across the housing continuum.

Predicting the ratio of development between these, and also factoring in other land sizes such as rural-residential, is almost impossible - it will depend on changing demands, land value, alongside alternative production activities. However, to provide a guideline for rezoning, we have made some broad assumptions based on our analysis of the existing pattern of residential development across our District.

INDUSTRIAL/COMMERCIAL

Our aspirational targets for industrial and commercial growth are outlined on the previous pages.

We see a bold future for Tararua. Through the development of this Strategy, and through the District Plan Review process, we're seeking to enable good quality development that helps our District grow, supporting our communities with income derived from our own land and people.

BERL have interrogated the growth data set out by Infometrics and StatsNZ, and have worked through our aspirational population growth targets. From this they have developed projected GDP targets and anticipated employment figures. We support these aspirations and adopt them as our growth targets.

In addition, we recognise that to achieve quality development requires an increasing amount of land to appropriately manage servicing (particularly storm and wastewater), and to provide for employee wellbeing. We have therefore lifted the BERL aspirational land requirements for industrial land by a further 10% to ensure land is made available to accommodate servicing.

Later in this document we introduce the concept of a Mixed Use zone which we intend to use to meet our industrial and commercial land requirements. The concept of Mixed Use zones was widely discussed and supported during consultation with the community.

For Rural Areas, we're seeking to support development through the enabling of Satellite development. Further information on how this will be achieved is detailed in Section 6.

**ASPIRATIONAL
ADDITIONAL LAND REQUIREMENTS**

RESIDENTIAL	ASPIRATIONAL ADDITIONAL HOUSEHOLDS BY 2053	35% AS 500m² SECTIONS (14 SECTIONS PER HA)	50% AS 800m² SECTIONS (8 SECTIONS PER HA)	SUBTOTAL OF ADDITIONAL “RESIDENTIAL” LAND	15% AS 2,500m² “LIFESTYLE” (3 SECTIONS PER HA)	TOTAL ADDITIONAL LAND REQUIREMENT
Dannevirke	590	14.8 ha	36.9 ha	51.7 ha	29.5 ha	81.1 ha
Woodville	490	12.3 ha	30.6 ha	42.9 ha	24.5 ha	67.4 ha
Pahiatua	550	13.8 ha	34.4 ha	48.2 ha	27.5 ha	75.6 ha
Eketāhuna	135	3.4 ha	8.4 ha	11.8 ha	6.8 ha	18.6 ha
Total Towns	1,765	44.1 ha	110.3 ha	154.4 ha	88.3 ha	242.7 ha

COMMERCIAL	ADDITIONAL LAND REQUIREMENT
Dannevirke	15 ha
Woodville	2 ha
Pahiatua	7 ha
Eketāhuna	3 ha
Rural Areas	1 ha
Total	29 ha

INDUSTRIAL (INCLUDING 10% UPLIFT FOR SERVICING)	ADDITIONAL LAND REQUIREMENT
Dannevirke	8.8 ha
Woodville	20.9 ha
Pahiatua	9.9 ha
Eketāhuna	2.2 ha
Rural Areas	55 ha
Total	97.9 ha



PHOTOGRAPH: OLLIE BOWIE

SECTION 4

SPATIAL ANALYSIS



land *of*
ranges

LOCATION & CONTEXT

DANNEVIRKE

Dannevirke is located on a flat river terrace, approximately 60km drive north from Palmerston North and 100km drive south from Hastings.

The entrances to Dannevirke are well defined by topography. From the south, after passing the Dannevirke Golf Club and a few commercial/industrial properties, the road dips to cross over the Makirikiri Stream, before rising up into the main street. Similarly from the north, the road dips to cross the Mangatera Stream before reaching the terrace.

The town is also strongly defined to the east by a relatively steep escarpment feature, the land dropping away to the Mangatera Stream as it winds its way southward to the Manawatū River. To the west, the topography gently rolls upward in elevation, across Adelaide Road, to another elevated terrace which extends to the foothills of the Ruahine Ranges.

The Palmerston North to Napier railway line forms the spine of the town, with State Highway 2 forming a gentle boomerang shape. The main commercial zone is located in the southern half of the town, with the residential area extending several kilometres northward.

WOODVILLE

Woodville has a somewhat neat grid arrangement, contained within an area that is approximately 1.5km by 1.5km. State Highway 2 and State Highway 3 intersect in the middle of the town, and the Palmerston North to Napier railway line intersects with the Wairarapa Line immediately to the south. Te Ahu a Turanga: Manawatū Taranui Highway is, at the time of preparing this Strategy, under construction to the west of town.

The topography of the town is essentially flat, although it drops in elevation slightly to the south and west, and rises gently in the north.

A notable feature of Woodville is the Racing Club, located to the north of the town.

PAHIATUA

Pahiatua is also located on a relatively flat terrace, adjacent to the Mangatainoka River which runs northward on the western edge of the town. To the east is a series of low, rolling hills which have historically bordered the town, but in more recent years are housing lifestyle properties.

The town is relatively compact, with the Commercial area almost central in both the north/south and east/west alignments. State Highway 2 runs through the centre of the town, and is a relatively unique feature due to its directional separation. Various public recreational facilities are located in the wide island between the north and south lanes.

EKETĀHUNA

Unlike the other towns, Eketāhuna is located on a series of flattened hills, and is effectively split in two by the Mākāihi River, this forming a deep gorge in a generally southwest to northeast alignment.

The Commercial centre is located along State Highway 2, which follows the river for several kilometres both to the north and south of the town. Through the town, the road forms a gentle curve shape which adds interest to the arrangement of shops and businesses.



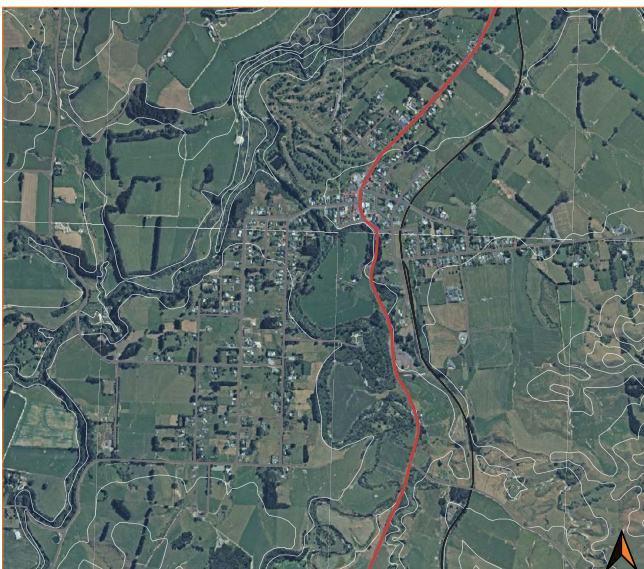
WOODVILLE

1:40,000



PAHIATUA

1:40,000



EKETĀHUNA




1:40,000



DANNEVIRKE

1:40,000

LEGEND

-  State Highway
-  State Highway Designation
-  Rail Line

FLOOD MODELLING

OVERVIEW

Horizons have provided us flood modelling data for Woodville and Pahiatua, but unfortunately we have no immediate data for Dannevirke or Eketāhuna.

The mapping considers various flooding events: 1 in 100 year, 1 in 200 year, and 1 in 500 year. These show the projected extent of floodwater, based on anticipated water volumes and land contours. Further preliminary data also provides an overview of potential water depths for Pahiatua during the various flood events.

For the purposes of this Strategy, we have decided to display the 1 in 200 year flood extents for Woodville and Pahiatua, to demonstrate at a broad level where the greater issues are anticipated. Further information for public use will be available from Horizons by request, once it is processed and fully verified.

DANNEVIRKE

As identified, there is no modelled flood data for Dannevirke.

However, we know that most of Dannevirke is relatively elevated above the main waterways, and as such the general flood risk is relatively low. Some localised flooding may be expected to the west of town, below Adelaide Road, however this can be very easily mitigated through site-level designs.

WOODVILLE

The flood modelling shows that the key flood risk areas around Woodville are to the south and west. This is unsurprising, given these are the lower lying areas, and are relatively close to the Manawatū River.

At a larger scale, the extent of the catchment to the north of Woodville is apparent, with all waterways essentially being channeled to the west of town. Therefore, any development in this area will have to consider potential flood mitigation measures.

Some localised low spots can be found within the town centre, but these can easily be avoided or managed through site level designs.

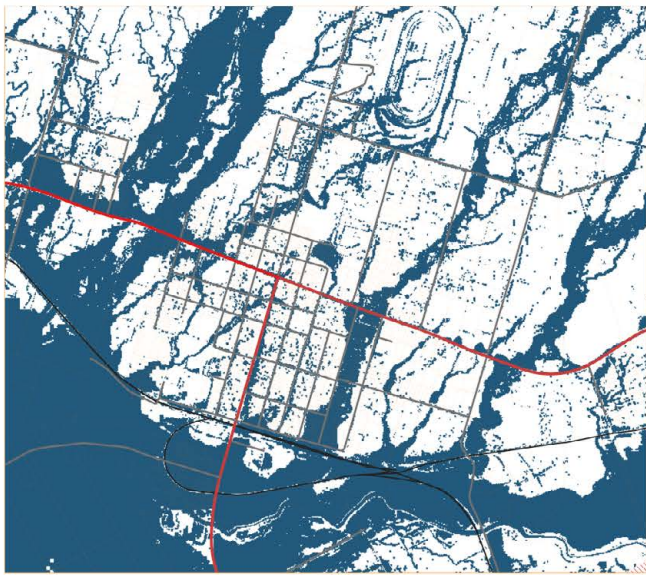
PAHIATUA

The flood modelling data for Pahiatua shows that there are extensive risk areas to the south and west, and to a lesser extent to the north.

We also know that the Huxley Drain will need to be upgraded to manage any future urban growth, potentially requiring a stormwater channel running east to west across town. Further flood mitigation may be required if urban development is extended to the north.

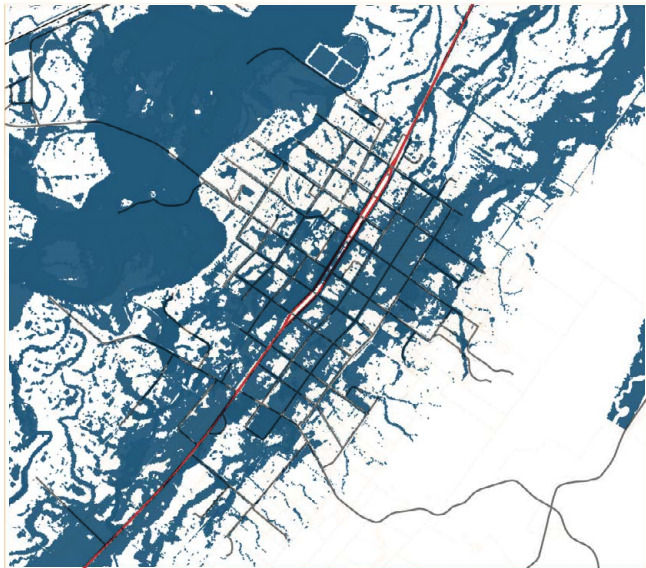
EKETĀHUNA

We don't see any particular flood risks within the built areas of Eketāhuna given it's elevation above the surrounding valley floor.



WOODVILLE

1:40,000



PAHIATUA

1:40,000



EKETĀHUNA


1:40,000



DANNEVIRKE

1:40,000

LEGEND

-  1 in 200 Year Flood Event
-  No Data Available
-  State Highway
-  Rail Line
-  Existing Residential Zone
-  Existing Commercial Zone
-  Existing Industrial Zone

LAND USE CAPABILITY

OVERVIEW

As identified on Page 24, the NPSHPL sets various restrictions on the development of highly productive land.

Of particular relevance to this Strategy are the restrictions over Land Use Capability (“LUC”) Classes 1, 2 and 3, which are all classed as Highly Productive. However, we note that the current National Government (March 2024) has indicated they will remove development restrictions on LUC 3 areas.

The maps opposite provide an overview of the LUC 1&2, LUC 3, and LUC 4-8 areas that have been mapped by the New Zealand Land Resource Inventory (“NZLRI”). Essentially the red and yellow areas on the maps have restrictions placed over them by the NPSHPL, whereas the green areas are largely free of development restrictions.

Areas in orange are classed as existing urban and are not mapped.

DANNEVIRKE

The land to the immediate north, west and south of Dannevirke is classed as LUC 3. Further afield there are broad expanses of LUC 4-8, these tending to be on the rolling hill country or at the base of the eastern escarpment.

LUC 1&2 land is located further afield on the flatter, fertile terraces.

WOODVILLE

The topography around Woodville largely defines the LUC Classes.

The flatter land to the north and east has rich, fertile soils and is relatively flat, resulting in generally Highly Productive Land classifications. To the west and south, the flood prone nature of the land has resulted in the land being less productive and more prone to water-logging. Nevertheless, some of the land to the west of town still sits within LUC 3, which under the current policy is considered to be Highly Productive.

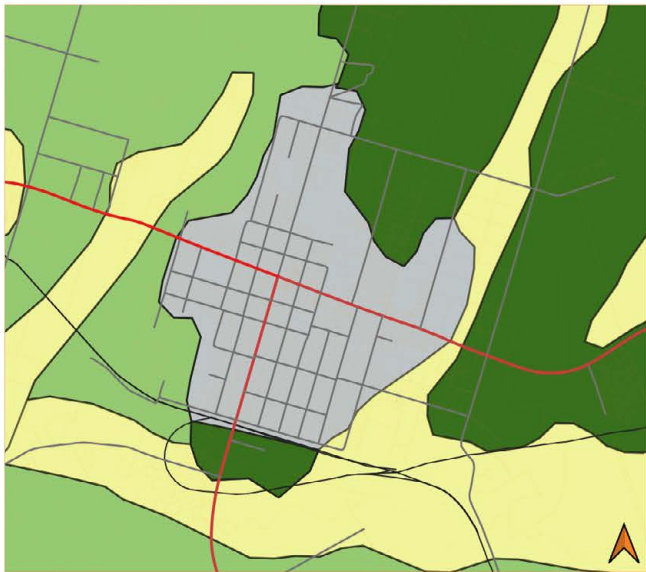
PAHIATUA

Unsurprisingly, the flat river terraces to the north and south of Pahiatua are mapped as Highly Productive Land, LUC classes 1&2. The more rolling land around the Mangatainoka River, to the west, has a slightly lower classification at LUC 3.

The rolling hills that rise above the town to the east are not considered to be Highly Productive.

EKETĀHUNA

Although the general topography around Eketāhuna is more rolling than the other towns, its location at the top of the Mākākihi River valley has resulted in the long-term natural development of rich, fertile soils. As such, most of the land around Eketāhuna is classified as Highly Productive.



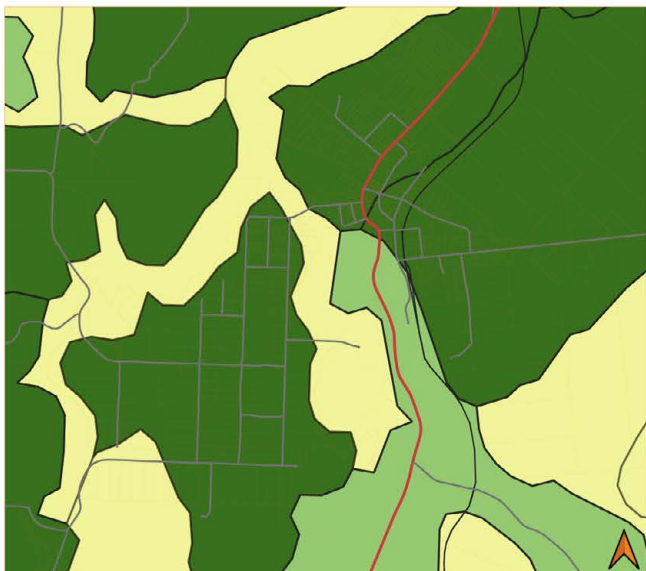
WOODVILLE

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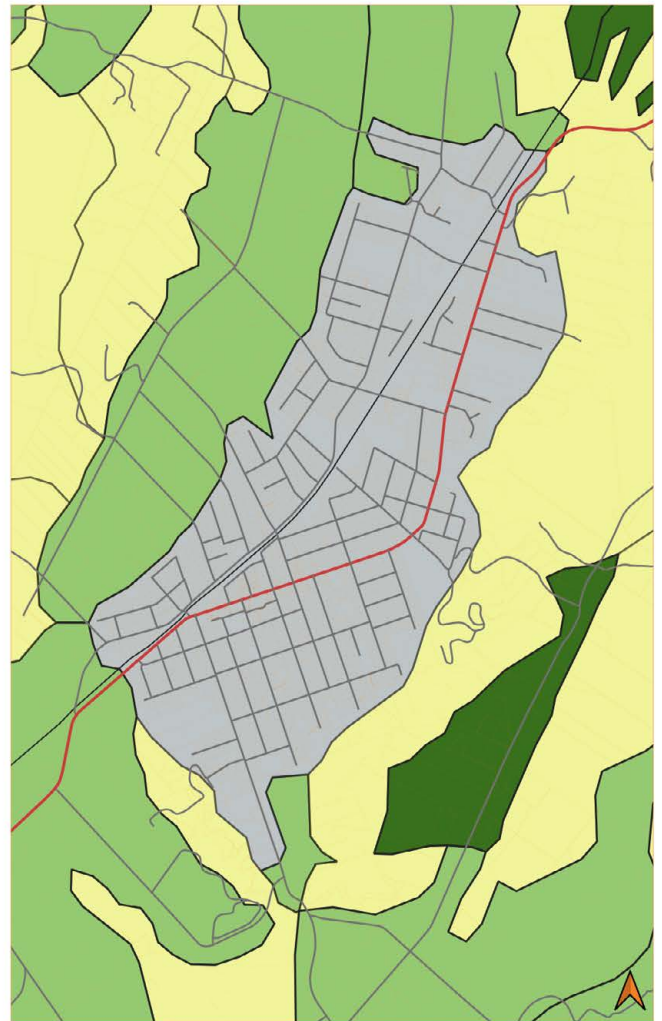
PAHIATUA

1:40,000



EKETĀHUNA

1:40,000



DANNEVIRKE

1:40,000

LEGEND

- LUC Class 1
- LUC Class 2
- LUC Class 3
- LUC Classes 4-8
- LUC Town Areas
- State Highway
- Rail Line

LIQUEFACTION & FAULT ZONES

OVERVIEW

Although it is obviously important to understand the effects of ground movement in Aotearoa New Zealand, reviewing liquefaction and fault zone maps needs to be undertaken with some caution. Many areas in the country, and (as can be seen by the maps opposite) within our District, are subject to the effects of liquefaction. This includes many of our towns and built areas.

We understood liquefaction vulnerability mapping in accordance with the Ministry for the Environment guideline document “Planning and Engineering Guidance for Potentially Liquefaction Prone Land” in order to provide a risk based assessment of liquefaction vulnerability across the district.

Importantly, the maps opposite do not show the potential severity of liquefaction or earthquake risk, nor do they identify the risk factor (that is, what size earthquake might generate issues). But they do identify the areas that are more prone to adverse effects.

It’s obviously impractical to rebuild or relocate our towns in the short to medium term. However, understanding earthquake risks helps us consider the vulnerability of our buildings and to plan how to be resilient, and we know we do have buildings within our towns that are earthquake prone and may need to be rebuilt. It means that if we decide to grow our towns into areas where liquefaction is likely, we’ll need to employ additional engineering methods and processes when we build.

DANNEVIRKE

As the maps show, much of Dannevirke sits within the “Liquefaction Possible” risk area, including the immediate areas surrounding the town. However, it highlights that the areas of lower risk are likely to be towards the west of town. A Fault Awareness Area runs through the centre of town.

WOODVILLE

Similar to Dannevirke, all of Woodville and the surrounding area is within the “Liquefaction Possible” category, and there are limited options for avoiding potential adverse effects.

However, it’s important to note the identified Fault Awareness Area that runs immediately to the southeast of town.

PAHIATUA

Around Pahiatua, the lower liquefaction risk areas are to the east, within the hills, with most flat land being within the “Liquefaction Possible” category. A fault line is identified to the northeast of the town, and a Fault Awareness Area is located to the north of town.

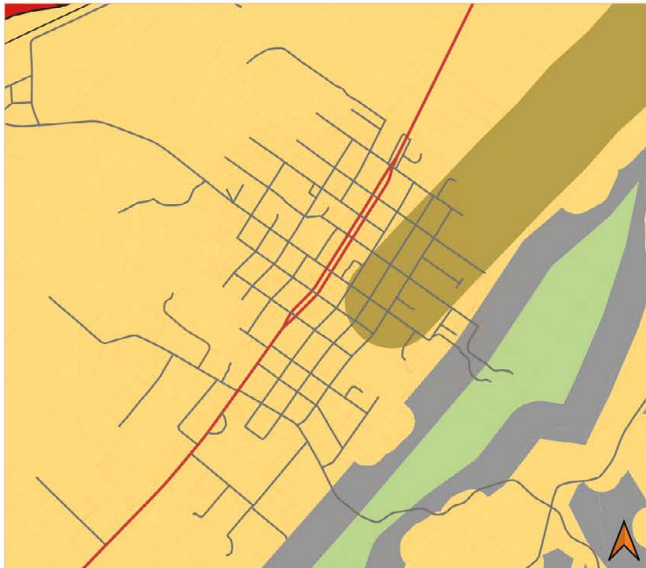
EKETĀHUNA

Eketāhuna has similar characteristics to the other towns, with the flatter land being within the higher liquefaction risk area. A fault line runs along the western boundary of the town.



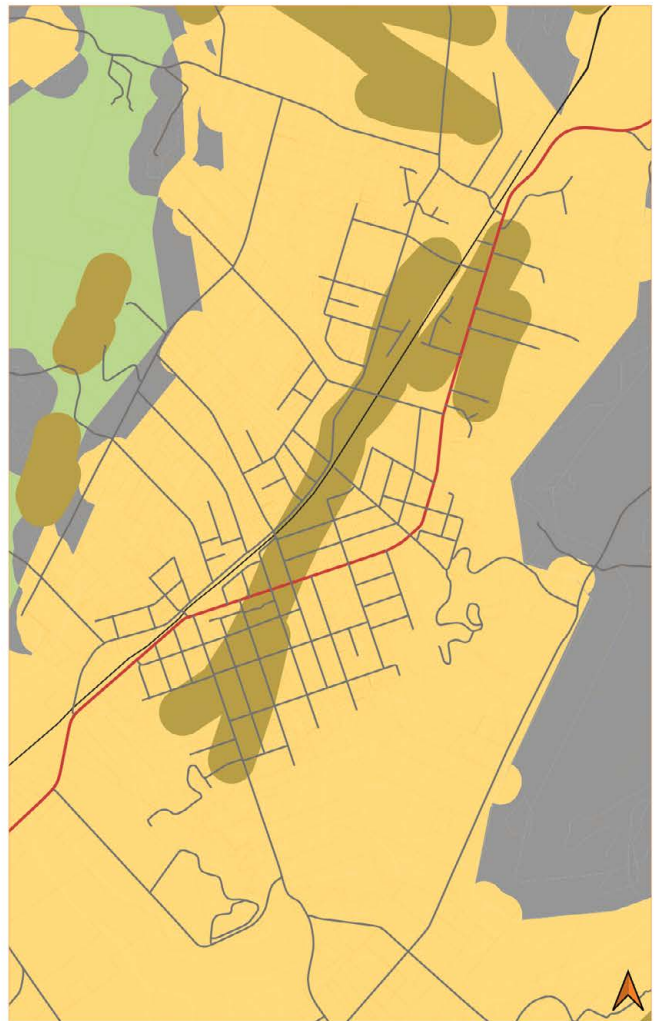
WOODVILLE

1:40,000



PAHIATUA

1:40,000



DANNEVIRKE

1:40,000



EKETĀHUNA

1:40,000

LEGEND

- Liquefaction Possible
- Liquefaction Unlikely
- Liquefaction Undetermined
- Fault Avoidance Zone
- Fault Awareness Area
- State Highway
- Rail Line

WATER SUPPLY

OVERVIEW

All four towns are serviced from Drinking Water Schemes, with water being taken from ground-source bores and some surface water takes.

Like many towns, the reticulation network has developed over many years, and although it is currently functional in a practical sense, there are many weaknesses. It is noted that although we are currently unable to meet the NZ Drinking Water standards, this doesn't necessarily mean our water is unsafe to drink.

Most notably, there is limited usage data within our networks, and so it is difficult to fully understand whether there are leaks within the network. Minimum night flows in some locations are reported to be as high as 50% of the daytime demand, which is considered to be high and unusual.

It is likely that any greenfield expansion of our towns will require significant upgrades to our water supply network. This will include improvements to our water bores, water treatment plants, and capacity increases in various areas of our network. Ideally greenfield development would be near to the main supply lines, and in closest proximity to the water plants. We also recognise that in many areas the available water supply is already fully allocated, and so we will need to work closely with Horizons to determine future availability.

The current National Government (2024) is in the process of making changes to water supply legislation and future policy development at a national level is likely to have critical role in delivering the required upgrades.

DANNEVIRKE

The water source for Dannevirke is located to the west of town on Laws Road. It is fed to town through two inflow pipes that initially pass through private land, before separating and feeding down Taradale Road and Cole Street.

Fire fighting supply is available across the whole network.

WOODVILLE

The Woodville source is located to the north of town with the main inflow pipe crossing private land into McLean Street. Fire fighting supply is available across the whole network.

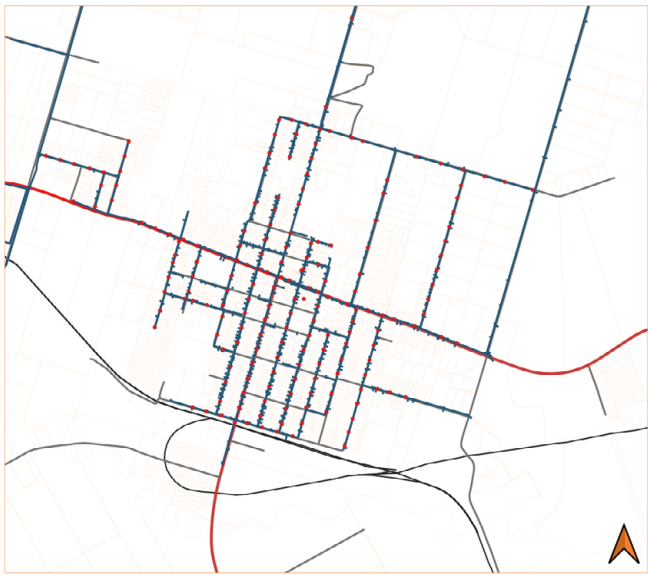
PAHIATUA

The Pahiatua source is located at the end of Boundary Road, with water pumped up from two bore fields located adjacent to the Mangatainoka River. Some southern and western areas of town that are currently zoned residential are not currently serviced by the network.

Fire fighting supply is available across the whole network.

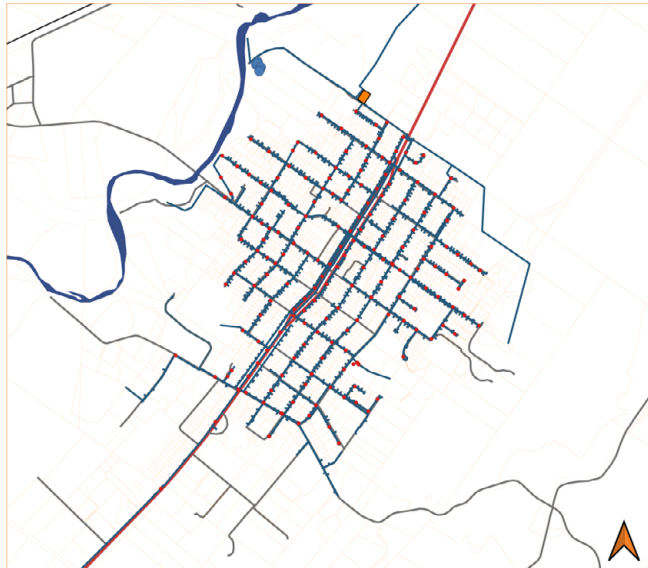
EKETĀHUNA

The Eketāhuna source is located to the southwest of town on Cullen Road. It includes the provision of water and fire fighting to all of town, including some of the undeveloped land on the western side.



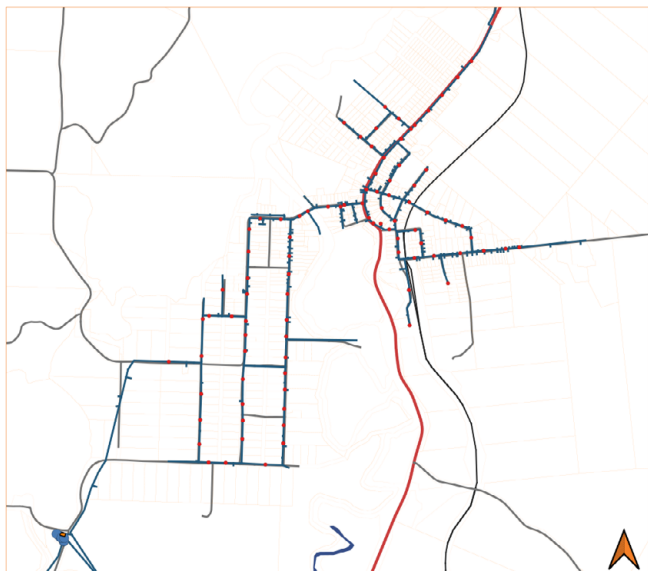
WOODVILLE

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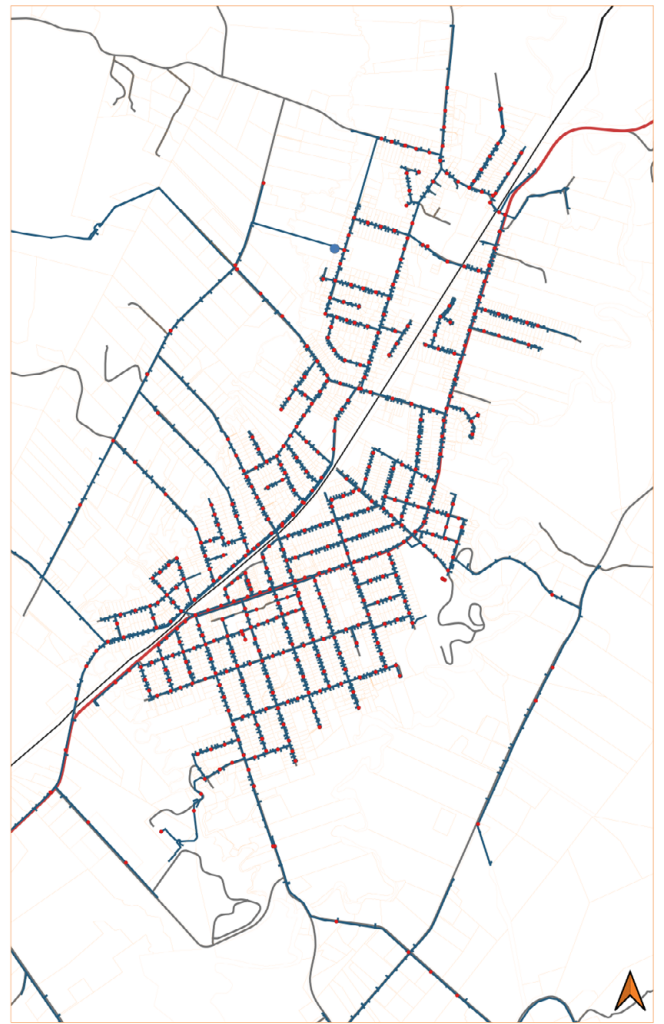
PAHIATUA

1:40,000



EKETĀHUNA







1:40,000



DANNEVIRKE

1:40,000

LEGEND

-  Water Supply Facility
-  Water Supply Pipe Network
-  Water Supply Pump Stations
-  Water Supply Fire Hydrants
-  State Highway
-  Rail Line

WASTEWATER

OVERVIEW

All four towns are serviced by Wastewater Schemes.

Our Wastewater Treatment Facilities are in generally good condition, but are reaching their maximum designed capacities, particularly during wet weather events. The plants are also not all compliant with existing standards for treatment of waste water, and some discharge to water courses.

Our reticulation network has issues in some locations, this largely due to the age of the pipes and connections.

It is likely that any greenfield expansion of our towns will require significant upgrades to our wastewater network. This will include improvements to our treatment facilities, and capacity increases in various areas of our network. Ideally greenfield development would be near to the main supply lines, and in closest proximity to the treatment facilities.

The current National Government (2024) is in the process of making changes to water treatment legislation and future policy development at a national level is likely to have critical role in delivering the required upgrades.

DANNEVIRKE

The wastewater treatment facility for Dannevirke is located at the southern end of town on Makirikiri Road. Both the plant and reticulation network have capacity issues, and therefore upgrades will be necessary to support growth.

WOODVILLE

The Woodville treatment facility is located at the north of town at the end of Station Street. Both the facility and the reticulation network have capacity issues, and therefore upgrades will be necessary to support growth. It is also noted that the treatment plant is located in the flood plain, and so may need to be relocated in the future.

PAHIATUA

The Pahiatua treatment facility is located at the northern end of town on Boundary Road. Both the facility and the reticulation network have capacity issues, and therefore upgrades will be necessary to support growth.

EKETĀHUNA

The Eketāhuna treatment facility is located on the eastern side of Mākākahi River, on Bridge Street. There is current capacity in both the facility and network to support growth.



WOODVILLE

1:40,000



PAHIATUA

1:40,000



DANNEVIRKE

1:40,000



EKETĀHUNA

1:40,000

LEGEND

- Wastewater Pipes
- Wastewater Treatment Facility
- State Highway
- - - Rail Line

URBAN DESIGN CONSIDERATIONS

OVERVIEW

All our towns have their own unique layout, connectivity and urban form. Each of them also have various community facilities, including schools, parks and health centres.

When considering urban growth, it's important to ensure that greenfield development provides the opportunity for connectivity. Tangibly, this comes through finding ways to reduce urban sprawl, and through maximising opportunities for walking and cycling. Connectivity also comes through ensuring that new development can easily access and integrate with existing community facilities.

DANNEVIRKE

Dannevirke is our most linear town, with a tail of residential development extending nearly 6km northwards from the central commercial area. Council owned parks and reserves are scattered through this area, and Dannevirke High School is somewhat centrally located, west of the railway line. Three public primary schools are relatively evenly spread through town.

The existing Industrial Zone largely extends southward, but is well connected to the centre of town by Miller Street. SH2 passes through the centre of town, and the Dannevirke Railway Station is one block from the commercial centre.

The Oringi Industrial Estate is located approximately 10km to the south of town.

WOODVILLE

Woodville has a relatively compact form, with the majority of residential areas being within 2km of the commercial centre.

A single primary school is located on SH2, and four recreational reserves are spread evenly through the east-west axis of the town.

The industrial area is relatively small, but is ideally located to the south of town by the rail sidings, with an easy connection to SH2.

PAHIATUA

Pahiatua also has a relatively compact form, although there is a small tail of residential development to the south of the centre. Two primary schools are located east and west of the centre, and Tararua College is located in the southwest. All schools are located within 2km of the town's residential areas.

A small industrial area is not well serviced or connected, but industrial activity also happens on commercial and residentially zoned land along SH2. A milk processing factory is also located approximately 3km to the west.

EKETĀHUNA

Eketāhuna is separated into two parts by the Mākākahi River, but all the existing residentially zoned land is within 2km of the town centre.



WOODVILLE

1:40,000



PAHIATUA

1:40,000



EKETĀHUNA











1:40,000



DANNEVIRKE

1:40,000

LEGEND

-  School (Primary)
-  School (Secondary)
-  School (Composite)
-  Māori Owned Land (2017 data)
-  Crown Land (LINZ)
-  TDC Parks & Reserves
-  State Highway
-  State Highway Designation
-  Rail Line
-  Transmission_Lines
-  1km Distance Circles

EXISTING ZONING CONSIDERATIONS

OVERVIEW

The existing zoning is set out by the operative District Plan which came into being in September 2012.

The District Plan sets out four broad “Management Areas” (which we refer to in this Strategy as “Zones”). These are the Residential Management Areas, Commercial Management Areas, Industrial Management Areas and the Rural Management Areas. Brief definitions of the characteristics of each area are provided for in the relevant sections of the Plan.

However, zoning within the District pre-dates the current Plan, and has evolved over a long period of time. Whilst the zoning (or Management Areas) generally reflect the character of each area (that is, the residential area is primarily used for residential activity), there are numerous notable exceptions throughout all towns.

In many cases the variety of activities undertaken in each zone has resulted from a long history of relaxed planning - meaning activities have established in areas which they were not really intended for. Other activity is being undertaken by way of resource consents or other historical agreements.

It is not the purpose of this Strategy to identify discrepancies between existing activities and zone rules. Rather, our intention is start applying more considered strategies around zoning so that - over time - activities can be better placed within environments where their effects are best managed.

However, across all towns, we are looking at where existing zoning would ideally be changed to match existing activities and achieve the wider growth objectives outlined in this Strategy.

DANNEVIRKE

The predominant zoning in Dannevirke is Residential, although we are aware that there are a very wide variety of activities being undertaken within this zone (including commercial and industrial).

However, largely the commercial centre of Dannevirke has a commercial zoning. In addition, most heavier industrial activities are contained within (or very close to) the existing industrial zone to the south of town.

WOODVILLE

There is only a very small area of commercial zoning within Woodville, clustered tightly in the centre of town. However, commercial activity has begun to stretch out along State Highway 2.

The small area of industrial zoning is largely unusable due to flooding hazards.

PAHIATUA

Generally activity within Pahiata is consistent with the zoning, although like Woodville there has been lineal growth of both commercial and light-industrial along the State Highway.

The industrial zoned area in Pahiata is very small and constrained by surrounding residential development and a marae.

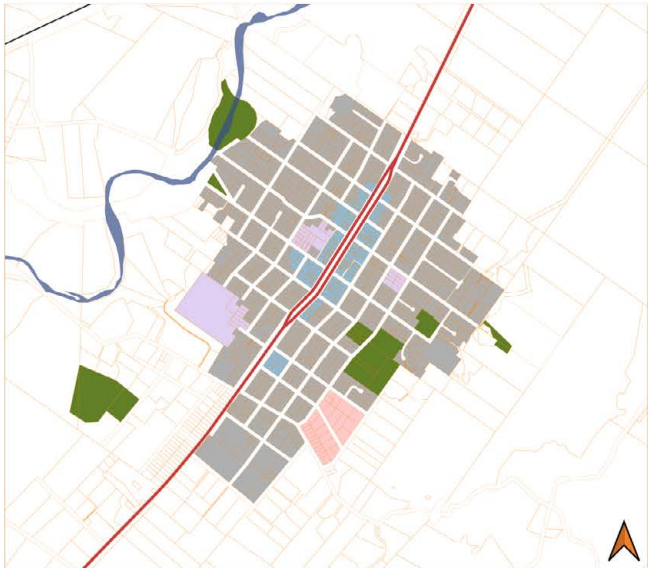
EKETĀHUNA

Despite the paper cadastral layout of Eketāhuna, there is minimal residential zoning and currently no industrial zoning. A small number of properties adjacent to the State Highway are within a commercial zone.



WOODVILLE

1:40,000



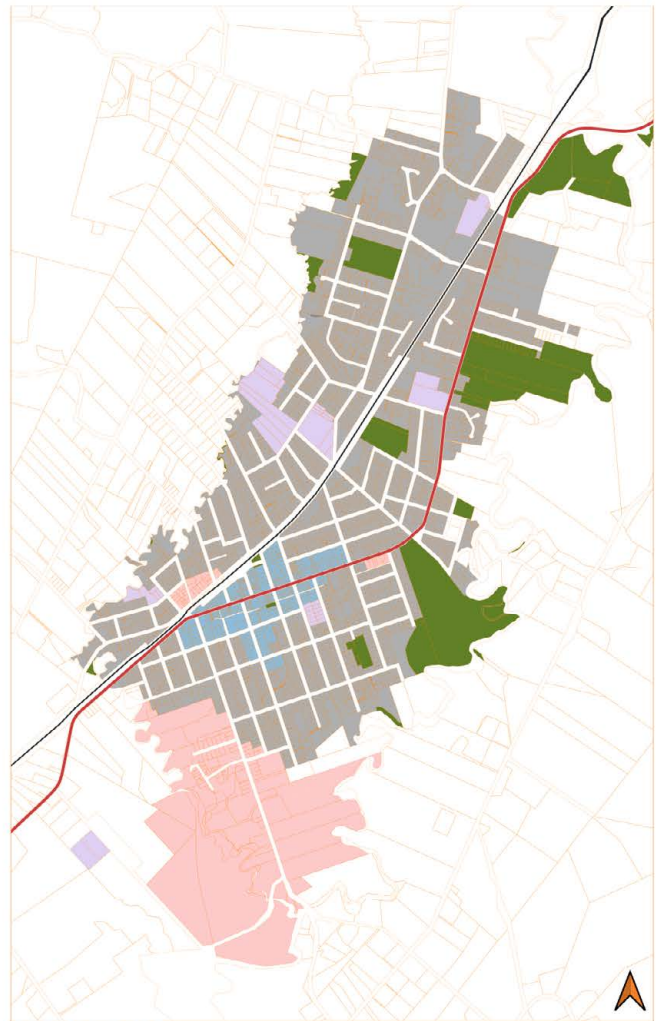
PAHIATUA

1:40,000



EKETĀHUNA

1:40,000



DANNEVIRKE

1:40,000

LEGEND

- Residential
- Commercial
- Industrial
- Rural
- TDC Parks & Reserves
- State Highway
- Rail Line
- Transmission_Lines

DENSITY

OVERVIEW

As identified earlier in this Strategy, one of the desirable attributes of our region is the availability of land. People seeking to move here are attracted by the larger section or lot sizes. Larger sections also have an increased ability to be subdivided, facilitating infill growth through intensification.

But, larger sections can also result in longer-term urban sprawl, especially if the existing pattern of development is extended into greenfield areas. When considering urban growth, it's important to give consideration as to how context will influence future development.

The maps on the page opposite provide a simple colour-code to existing property parcels. They are a guideline only, as they do not take account of ownership or cross-leases.

DANNEVIRKE

Dannevirke generally follows a typical urban form, with the greatest density of land parcels close to the commercial centre. Throughout the built area, there is a significant portion of properties in the 800 to 1,500m² category - these typically appropriate for infill subdivision. There are only a few properties within the urban area greater than 1,500m² - these tend to flank the town to the west.

WOODVILLE

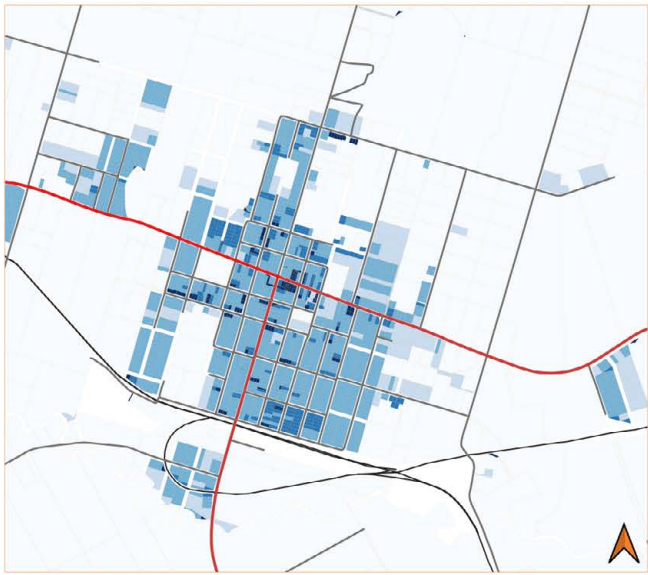
Woodville shows a similar pattern, with numerous sections within town being up to 1,500m² in size. There are relatively few properties in the 1,500 to 5,000m² category, with most land immediately adjacent to town being large properties over 0.5ha.

PAHIATUA

Similarly in Pahiataua, the most common parcel size sits within the 800 to 1,500m² category, with higher density properties tending to be clustered around the town centre and SH2. Again, there are relatively limited properties in the 1,500 to 5,000m² category, with most land immediately adjacent to town being large properties over 0.5ha.

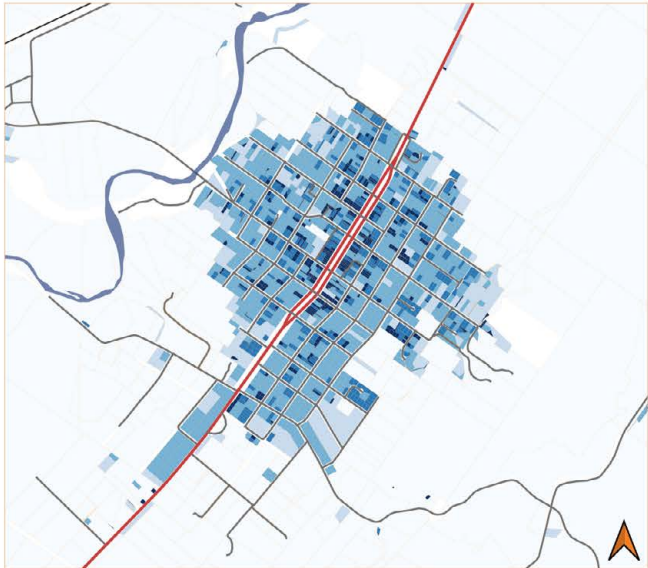
EKETĀHUNA

Eketāhuna has higher density clustered in the centre of town, with most other development being within the 1,500 to 5,000m² category. It is evident that smaller properties have been created through the historical subdivision of these larger lots.



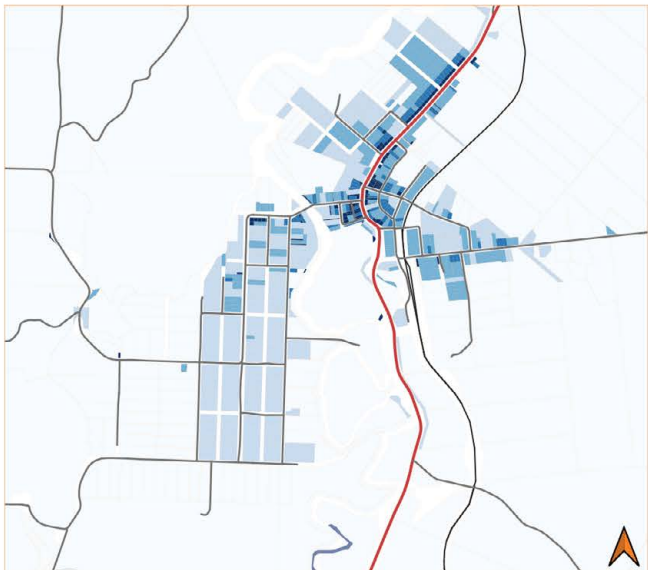
WOODVILLE

1:40,000



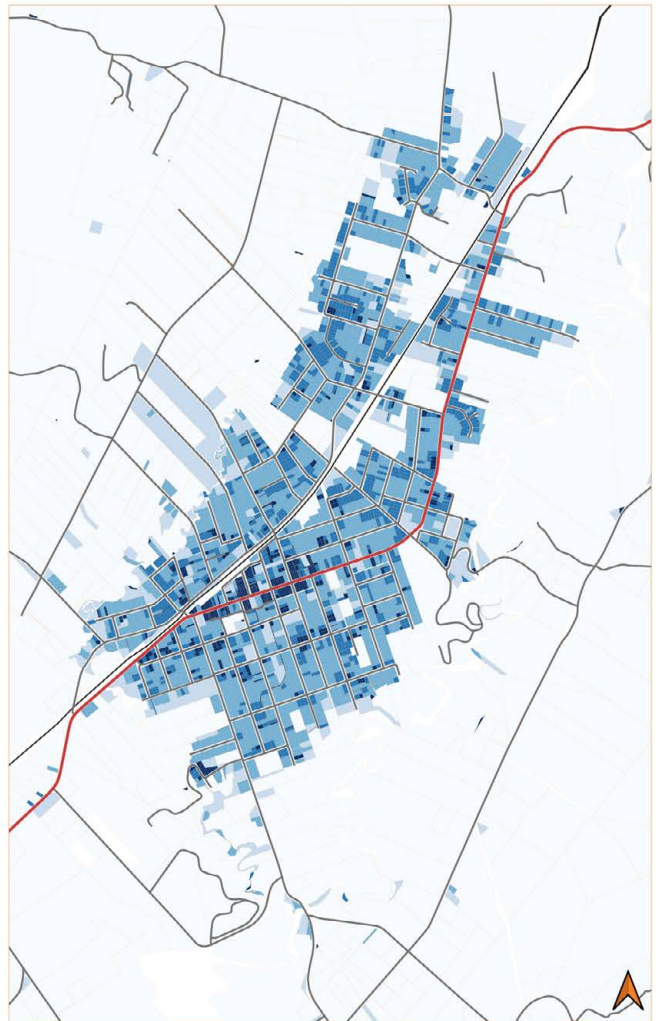
PAHIATUA

1:40,000



EKETĀHUNA

1:40,000



DANNEVIRKE

1:40,000

LEGEND

- Less than 500m²
- 500-1,000m²
- 1,000-2,500m²
- 2,500-5,000m²
- Greater than 5,000m²
- State Highway
- Rail Line

VALUE

OVERVIEW

As identified earlier in this Strategy, another desirable attribute of our region is the affordability of land. People seeking to move here are able to obtain larger or better quality sections, giving them opportunities for improved housing and increased discretionary spend.

This will change over time. Alongside inflationary growth that affects all Aotearoa New Zealand property, value can increase (or decrease) depending on the overall availability of land around (the balance between supply and demand); and the level of investment by Council, developers or the community in amenity,

The maps on the page opposite provide a simple colour-code to existing property parcels and are based on rateable land value only. They are a guideline only, as they do not take account of improvements (such as buildings).

An important context to these maps is the affordability of land in other regions.

In Auckland, average land value in 2023 is \$1,762 per m², in Wellington it is \$913/m², and Tauranga \$1,504/m². In Manawatū and Hawke's Bay, many land prices are within the \$150-500/m² bracket.

DANNEVIRKE

Dannevirke land prices are relatively consistent across town, largely sitting within the \$100-150/m² bracket. Some higher value land is located within the town centre, particularly on smaller land parcels.

WOODVILLE

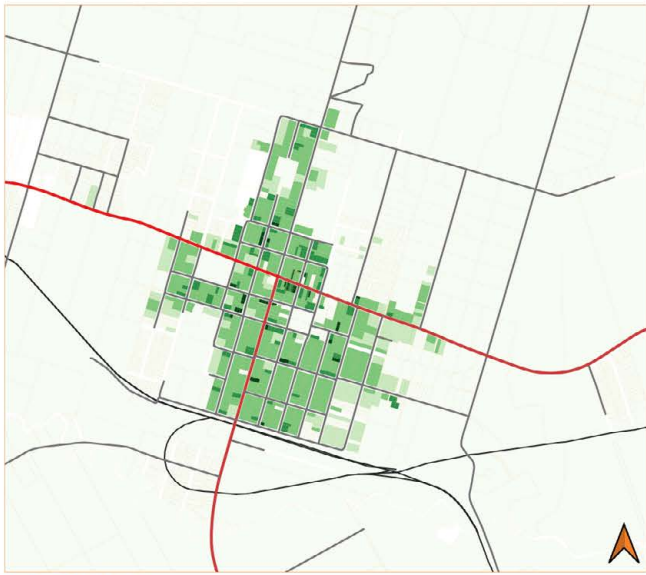
Similarly, most of Woodville sits within the \$100-150/m² value bracket, with only a scattered few properties reaching higher values. Of particular note is the lower value around the town, but within the natural town belt, which has rural zoning and has a land value of less than \$50/m².

PAHIATUA

Pahiatua has a larger proportion of higher land value parcels in comparison to the other towns, but at the same time also a scattering of lower value parcels within town.

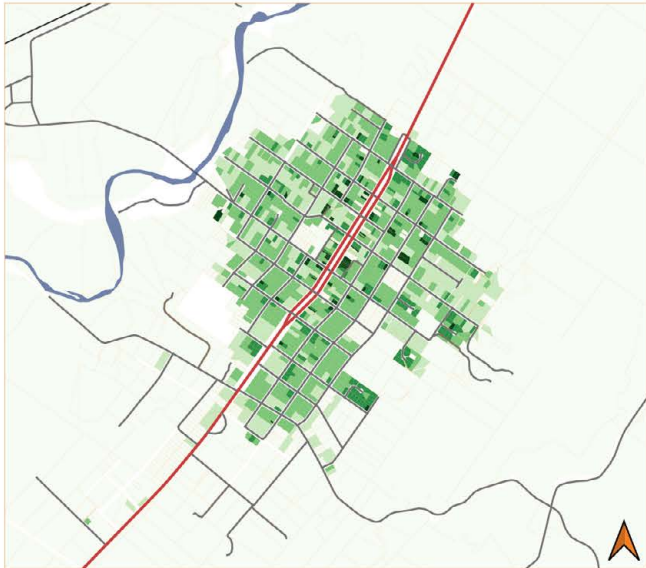
EKETĀHUNA

Land value within Eketāhuna is generally less than \$100/m², although there is increased value in the commercial centre, adjacent to SH2.



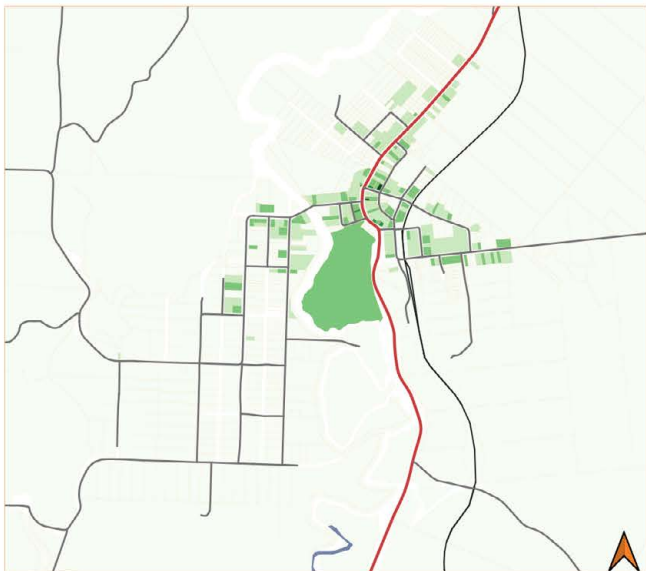
WOODVILLE

1:40,000



PAHIATUA

1:40,000



EKETĀHUNA

1:40,000



DANNEVIRKE

1:40,000

LEGEND

- Less than \$50/m²
- \$50-100/m²
- \$100-150/m²
- \$150-200/m²
- Greater than \$200/m²
- State Highway
- Rail Line

OTHER CONSIDERATIONS

LAND OWNERSHIP

As identified through this Strategy, much of the analysis has ignored land ownership. This is because the purpose of the Strategy is to consider future land requirements for our District as a whole, rather than meet the specific requirements of individuals.

However, land ownership will impact opportunities for growth. It is anticipated that some of the recommended areas for growth will be identified on land whose owners have no interest in development. Likewise, there will be land owners who have a keen interest in subdividing who are not identified within this Strategy. Through our consultation we heard from land owners both in support and in opposition to the recommendations contained in this Strategy.

It's impossible to factor in all scenarios, however the purpose of seeking public input into this document, and its recommendations, has been to help us understand where there is appetite for accommodating growth (and where there is not). Equally, in the next section of the document we identify how we propose to provide flexibility within the planning structures so that we can adapt to opportunities as they arise.

MĀORI LAND

Known Māori land parcels were identified on the Urban Design maps, but there are also many iwi owned land parcels which have not been publicly identified. This includes both Māori Freehold land and Māori Customary Land. Some land transfers as part of land settlements are still in process.

Through the development of this Strategy, we have engaged with Rangitāne-o-Tamaki-nui-a-Rua and Ngāti Kahungunu Tāmaki-nui-a-Rua to consider the specific requirements over the management and potential development of Māori owned land. In particular this includes the addressing of customary rights, but also the consideration of Papakāinga and the development of commercial activities.

Later in this Strategy, recommendations are provided in regard to the establishment of development policy within the District Plan review across Māori owned land.

COMMUNITY INTEGRATION

Urban growth can present challenges in regard to how people integrate with each other in the community. This is particularly apparent in district's like ours where many of our residents have been here over several generations. New people in town can sometimes find it difficult to connect with the community, and are sometimes seen as outsiders.

How urban development is managed can help with community integration. Developing residential areas that promote connectivity (especially walking and cycling), reduce "us and them" barriers (avoiding gated communities), or provide new community facilities that everyone can use (such as recreational infrastructure).

These concepts are captured in the recommendations later in this Strategy.

CLIMATE CHANGE

The effects of Climate Change and how we build in resilience to these effects has been inherently considered throughout this Strategy. Most notably this will be the likely changes in land use that may result from changing weather patterns.

But, equally, future development will need to consider how it can respond to Climate Change events. This is likely to require larger setbacks from waterways, increased space provisions for green canopies, and enhanced management of stormwater.

These requirements are detailed further in the recommendations towards the end of this Strategy, and will be included in recommended development policy within the District Plan review.

FUTURE TECHNOLOGIES

Technology continues to innovate at an exponential rate. Today electric modes of transport are becoming more widespread, increasing micro-mobility opportunities. Autonomous vehicles are being trialled, and although it may be some time before they are widespread in our District, ultimately driverless vehicles will lead to less vehicle ownership and reduced roading requirements.

At the same time, as outlined earlier in this Strategy, fibre and 5G technology is enabling more people to work remotely and connect electronically.

It's impossible to fully understand what our future towns will look and function like. However, the consideration of future technologies has been in the background of developing the growth recommendations contained in this Strategy.

COMMUNITY FACILITIES

It is beyond the scope of this Strategy to consider the impact of growth on community facilities, such as parks, community centres, health and social services centres, etc.

However, as part of the District Plan review process and the development of the Long Term Plan, we will be considering how the recommendations in this Strategy might impact such facilities.

The recommendations within this Strategy also consider how future development might contribute to the expansion or development of community facilities, either through the provision of land (such as the creation of new parks) or through development levies.

SPECIFIC SITE CONSTRAINTS

It is impossible when considering a District-Wide growth strategy to fully understand and account for specific site constraints, such as contaminated land, the National Grid, localised topographical features, wetlands or waterways.

Nevertheless, these specific constraints are an important consideration as they may affect potential development yield.

Within this Strategy, allowance has been made in the recommendations for specific site constraints. This includes identifying larger areas for re-zoning, and recommendations for development policies within the District Plan review. These guidelines will provide advice to developers and decision makers on how to work around particular constraints, or even turn them into opportunities.



PHOTOGRAPH: MILLA BOWIE

SECTION 5

PLANNING FOR GROWTH



land *of*
ranges

DESIRED OUTCOMES

PROVIDE FOR DEMAND

The primary outcome sought, and the key reason for developing this Strategy, is to understand the projected demand for residential property in our District.

The recommendations over the following few pages set out how this demand can be satisfied, and a series of maps in the next section is designed to feed directly into the rezoning process that will be undertaken through the District Plan review.

It is important to recognise that demand has been mapped over time, whereas the rezoning recommendations provide for projected, aspirational targets in 30 to 50 years time.

The District Plan review process will need to prioritise which areas are rezoned within the next District Plan (which has a life of approximately 10 years), and which is put aside for future development beyond this time-frame.

DESIGN FOR RESILIENCE

As has been addressed throughout this Strategy, over the next 30 to 50 years we are likely to experience the effects of Climate Change. It's important that we consider these effects and design our future growth areas to be resilient.

Ultimately it will be up to individual land owners to consider how their development projects will be resilient. However, the development policies that will be included within the District Plan review will outline certain requirements, including increased set backs from waterways, the use of integrated storm water management systems, and the use of planting to provide shade.

Some of this resilience will also come through allowing diversification of activities through integrated design. We will be introducing a Mixed Use zone across all our towns that allows for a variety of activities to cohabit and support each other.

CELEBRATE OUR IDENTITY

Planning and allowing for growth doesn't mean changing who we are. The character and amenity of our towns, and our District, reflect who we are and why we enjoy living here. It will be important to ensure that any new development reflects our collective identity.

Primarily this will be achieved through the establishment of development policies for inclusion in the District Plan review, a key recommendation of this Strategy. These policies will set out the key characteristics of each of our towns, and set parameters for the design and consenting of development proposals.

However, it's also important to recognise that development and change isn't necessarily a bad thing. Over time we will all need to adapt to increased growth and the impacts that has on the way we currently live and work in our District.

RETAIN AFFORDABILITY

A key reason people are interested in living in our District is because of its affordability compared to other areas in Aotearoa New Zealand. While the housing market ultimately controls pricing, it's important that we ensure that our future development areas can be appropriately serviced without unduly burdening us with infrastructure costs.

Primarily this can be achieved by carefully considering the placement of growth areas close to existing services and roads, reducing the need for lengthy upgrades. We'll also need to ensure that developers consider how they can manage infrastructure within their proposals to lessen the effects of growth on our existing networks.



PROMOTING INTENSIFICATION

Not all growth requires new, greenfield or rural land. For many years property owners and developers have undertaken subdivision of existing properties, either splitting single lots in half, or combining several adjacent lots and re-distributing the boundaries to create a greater number of smaller lots.

In more recent years, the Government has been promoting intensification, largely to help reduce the spread of our towns and cities. As the urban boundary increases, infrastructure has to expand, and travel times can increase. Also, urban expansion often results in the loss of productive land, or can put pressure on existing rural activities and businesses.

By contrast, usually infill development is well connected to existing community facilities, allowing better walking and cycling outcomes. Infrastructure such as water, electricity and fibre tend to be in place already, and capacity can usually be increased incrementally rather than building from new.

Infill often allows the replacement or renovation of poor quality buildings, and are usually located within areas with an established green network (such as mature street trees). It can also provide for adaptive re-use of buildings or land that is no longer needed for other activities. Delivered well, it can rejuvenate urban areas, leading to a knock-on effect whereby other property owners follow suit.

In this regard, intensification of our towns is considered to be a positive way to meet our urban growth requirements. From a residential perspective, it helps us retain the compact urban form of our towns, and from a commercial and industrial perspective it helps promote economies of scale - where companies can work together to attract business.

But, not all infill is desirable. To maintain healthy, resilient communities we need to ensure that properties, particularly residential properties, are designed well. This includes considering light and shade, solar gain and warmth, access to green spaces, and the provision of privacy. The need to be safe, designed to help prevent crime and reduce the risk of accidents.

At a larger scale, we need to retain (or ideally enhance) connectivity, particularly to and from community facilities, and between commercial and residential environments. This may mean considering upgrades to existing roads to allow for better traffic flow, or to enhance walking and cycling opportunities.

We also need to consider the impacts of the intensification of buildings on the urban character of our towns. This may mean setting height limits or considering architectural form.

Achieving these outcomes requires a balance between control mechanisms (set within the District Plan) and the opportunity for creativity. Every site is different, requiring different design outcomes to achieve its full potential. In order for us to promote intensification, we need to encourage land owners to seek out the best solutions that work for their particular site and meet the target market requirements.



PHOTOGRAPH: LISA SEATOR

INTENSIFICATION RECOMMENDATIONS

OVERVIEW

We wish to promote intensification of our existing towns as a method to accommodate population growth.

However, we want to ensure that developments are designed to achieve our desired outcomes, particularly in regard to resilience and safety of our communities, and the celebration of the unique identity of our towns.

We are also aware that some buildings in our towns, including in the town centres, are considered earthquake prone and may need to be redeveloped in the future. This is particularly likely to present new opportunities for intensified commercial spaces.

We will therefore be introducing a Mixed Use zone across all our towns, including rezoning some existing commercial and industrial areas. The Mixed Use zone will promote a range of activities to be developed in an integrated manner, such as residential accommodation above commercial spaces, or tourism businesses in association with light industrial activities.

The concept of a Mixed Use zone was widely talked about during consultation with the community, and we consider it will give landowners the confidence to rebuild within our town centres in the knowledge that they are not restricted to providing for a single activity.

We also anticipate residential intensification, and will prepare various mechanisms to enable and control this, as detailed in the column opposite.

DEVELOPMENT POLICY

Through the District Plan review, we will prepare development policies that will cover residential, commercial and industrial expansion. The purpose will be to maintain and enhance the wellbeing of our communities, including the occupiers, neighbours and wider community. They will be developed within the context of our existing urban environments, promoting the retention of our existing character.

The development policies will be designed to be accessible with achievable outcomes. They will provide clear guidance to developers and Council decision makers on how to achieve our desired outcomes through different levels of activity status, with a focus on promoting good development and restricting development that does not achieve the desired outcomes.

URBAN CONNECTIVITY STRATEGY

We will create a unified Urban Connectivity Strategy that combines our walking, cycling and road-transport opportunities into a single document.

This will start with a review of our roading strategy, identifying the key road upgrades that need to be considered over the next 30-50 years. To achieve this we will need to work closely with the NZ Transport Agency and key stakeholders to understand future transport requirements.

In addition, we will review our existing walking and cycling strategy, with a focus on in-town multi-modal opportunities. This will include the consideration of wider footpaths, cycling lanes, and increased pedestrian safety around our main roads.



PHOTOGRAPH: MILLA BOWIE

PLANNED URBAN EXPANSION

OVERVIEW

While intensification will help accommodate our growth, densification alone cannot meet our broader aspirations. In addition, intensification usually results in smaller dwellings on smaller properties, but we know that one of the attractions of our District is its open space and larger section sizes. It's important we provide choice to our community, allowing the opportunity for well planned greenfield expansion.

Planning urban expansion essentially means rezoning rural land, whether this is for residential activity (including traditional suburban residential, or larger lot "lifestyle" or rural-residential development), or for commercial or industrial expansion.

For commercial and industrial expansion, the preference is to keep these activities closely connected with our existing zoned areas. We are keen to avoid fragmentation, aware that large format opportunities can often leave town centres struggling to attract customers. Equally, we see strength in businesses being able to leverage off each other, keeping the supply chain localised and connected.

Similarly to our Intensification recommendations, we are recommending the introduction of a Mixed Use zone to accommodate both industrial and commercial activities. This includes rezoning some existing residential land near to our town centres for light industrial and commercial expansion.

It's also important that our commercial and particularly our industrial zones have good transportation access. All our towns are well serviced by both road and rail, but we need to ensure that connections to these networks can be easily achieved, are not detrimental to other urban growth outcomes, and minimise adverse effects on our residential communities.

Much of the analysis throughout this Strategy has considered the existing constraints of our infrastructure, the restrictions placed on us by Government policies (such as the Land Use Classification policy), or the physical limitations of the landscape surrounding our towns (in particular storm and flood water). It has also considered how best to respond to our existing urban form, location of existing community facilities, and our urban character.

Considering these in combination, the approach to identifying locations for residential urban expansion considers the following:

- ▲ Avoid known flood inundation areas, or where necessary consider whether appropriate protection measures can be installed.
- ▲ Favour development areas that minimise the impacts on the existing Council infrastructure network, particularly in regard to water supply and wastewater management.
- ▲ Ensure that there is available space to provide for well designed, connected communities, factoring in recreational spaces, green networks, stormwater management, and connectivity to existing community facilities.
- ▲ Avoid, where possible, encroachment onto land that is known to be highly productive.
- ▲ Promote compact urban form rather than lineal spread, to help reduce impacts on our road networks and to promote walking and cycling opportunities.
- ▲ Ensure development can be serviced with electricity and telecommunications but development avoids a buffer corridor either side of National Grid transmission lines.
- ▲ Ensure that the land is suitable for development, that the topography is workable.
- ▲ Avoid land that has significant cultural, landscape or ecological value.

It is also important to ensure that we carefully match the rezoning of land to the projected demand. Landowners seeking to develop land that has been zoned have expectations on the level of service that can be provided by Council, and as such the rezoning process immediately places a burden on Council to supply appropriate infrastructure.

We need to be assured that we can accommodate this burden - that we have the funding and resources available to provide the necessary upgrades. In particular, we need to ensure that we are not unduly affecting our agreed service levels for our existing community in our goal to attract new development.

In this regard, the engineering team at Council has reviewed this Strategy and the rezoning recommendations. We have also discussed the proposals at a broad level with our two electricity network providers. But they will need more time to ensure that their development strategies align with the growth recommendations, and so some changes to the rezoning may be required through the District Plan Review process. It's also likely that the rezoning will be staged across several iterations of the District Plan, allowing for controlled expansion that has less immediate impact on our infrastructure.

As has been identified, a draft version of this document and preliminary zone recommendation maps were made available to our community, and we received a variety of verbal and written comments. Where appropriate, we have made changes to the document to reflect this feedback - but in some instances certain requests have not been taken forward because we deliberately wanted to prioritise broader, community outcomes. This Strategy provides that overview, but the final decisions on rezoning will be made through the District Plan Review process.



PLANNED EXPANSION RECOMMENDATIONS

REZONING MAPS

The next section of this Strategy contains a series of rezoning maps for each town. These maps identify the recommended areas for urban expansion of industrial, commercial and residential land.

For residential land, the maps indicate areas recommended for more traditional, medium density suburban development and areas recommended for rural-residential or lifestyle development. In addition, further areas are identified for future growth, beyond the life of this Strategy. It is intended that providing this longer term outlook will allow better decisions to be made on the placement and development of infrastructure.

As identified, we are also introducing a Mixed Use zone which will accommodate for much of the industrial and commercial demand requirements.

As has been identified, the rezoning maps are recommendations only. The final outcome of rezoning will be determined through the District Plan Review process.

DEVELOPMENT POLICY

Through the District Plan review, we will prepare development policies that will cover residential, commercial and industrial expansion. The purpose will be to maintain and enhance the wellbeing of our communities, including the occupiers, neighbours and wider community. They will be developed within the context of our existing urban environments, promoting the retention of our existing character.

The development policies will be designed to be accessible with achievable outcomes. They will provide clear guidance to developers and Council decision makers on how to achieve our desired outcomes through different levels of activity status, with a focus on promoting good development and restricting development that does not achieve the desired outcomes.

URBAN CONNECTIVITY STRATEGY

We will create a unified Urban Connectivity Strategy that combines our walking, cycling and road-transport opportunities into a single document.

This will start with a review of our roading strategy, identifying the key road upgrades that need to be considered over the next 30-50 years. To achieve this we will need to work closely with the NZ Transport Agency and key stakeholders to understand future transport requirements.

In addition, we will review our existing walking and cycling strategy, with a focus on in-town multi-modal opportunities. This will include the consideration of wider footpaths, cycling lanes, and increased pedestrian safety around our main roads.



PHOTOGRAPH: OLLIE BOWIE

SATELLITE DEVELOPMENT

OVERVIEW

As much as we can plan for potential future growth, there will always remain opportunities or development proposals that we've not considered. As much as possible, we'd like to see these accommodated either as infill development or within our recommended rezoning areas, however we accept that specific opportunities may arise in alternative locations due to a wide range of reasons.

A good example of this is the Oringi Hub south of Dannevirke, which today provides for a range of businesses within an old meat processing facility. Other such developments could occur in other parts of the District, either within dis-established facilities or as new greenfield developments targeted to specific activities.

Residential development could follow a similar path. Certain land constraints may have an impact on the productive use of land, or there may be particular attributes that promote more efficient outcomes.

The biggest challenge with satellite development such as this is that it can be very difficult for Council to provide appropriate services and infrastructure. Unlike planned expansion, where impacts on infrastructure are considered and strategies are developed, satellite developments are often located on land that is too challenging or too expensive to be serviced by community infrastructure.

Additionally, satellite development has the potential to fragment our towns, moving business away from existing areas or increasing the reliance on vehicle transportation.

Nevertheless, there remains an opportunity for satellite development to provide quality environmental and wellbeing outcomes that help us meet our aspirational growth targets (identified in Section 3), particularly if we wish to promote

our rural sector through the establishment of processing plants or additional transportation hubs. Indeed, it might be beneficial for such proposals to be located out of town, either closer to raw materials, the road or rail network, or where potential adverse effects can be appropriately mitigated.

Therefore, we wish to better guide and enable satellite development, particularly related to industrial activity. By its nature, this doesn't mean identifying areas in which it can be undertaken, but rather by setting up parameters, guidelines and performance standards within the District Plan review process that promote quality outcomes.

This will include parameters around the management of highly productive land, such that we give support to appropriate development within the context of national policy - recognising under the NPSHPL that satellite development on LUC Class 1, 2 or 3 can only be enabled through a Plan Change enacted by Council, rather than Resource Consents.

For development on LUC 4 or above, landowners will need to demonstrate, through the resource consent process, that they are able to provide and maintain the required infrastructure, and ensure the ongoing wellbeing of our community.

We also acknowledge that the current Government (March 2024) have indicated changes to the NPSHPL including removing restrictions on LUC 3 land.



PHOTOGRAPH: MOIRA FERGUS

MĀORI MULTI-PURPOSE ZONE

OVERVIEW

Through our partnership agreement with Rangitāne-o-Tamaki-nui-a-Rua and Ngāti Kahungunu Tāmaki-nui-a-Rua, and to meet our obligations set by Government Policy (including Te Tiriti o Waitangi), we are keen that the District Plan Review enables cultural development of Māori owned land.

Māori land is identified under the Te Ture Whenua Māori Act 1993. However, we also recognise that a number of land titles were taken by the Registrar as a Status Declaration under Part 1 of the Māori Affairs Amendment Act 1967, which allowed the Crown to change the status of Māori owned land if it was not deemed to be “suitable for effective use and occupation”. Often this change of status was undertaken without the knowledge of the owners.

Both Rangitāne-o-Tamaki-nui-a-Rua and Ngāti Kahungunu Tāmaki-nui-a-Rua have agreed settlements with the Government and are working through a redress process whereby some land is being returned to Māori ownership.

Papakāinga is a unique type of development that evolves over time depending on whānau needs. Regularly it involves the establishment of dwellings on commonly owned land, allowing members of the hapū to have a safe place of their own to raise whānau. Typically such development is closely connected to the hapū marae.

However, in more recent times, both Rangitāne and Ngāti Kahungunu have indicated a desire to broaden activity on Māori owned land to include other activities that are connected with historical cultural use. This may involve carving or weaving industry, types of food processing, or hospitality and tourism initiatives.

We wish to support Rangitāne-o-Tamaki-nui-a-Rua and Ngāti Kahungunu Tāmaki-nui-a-Rua in their desire to pursue the traditional relationship with their land. This includes enabling the settlement and productive use of their land, while ensuring that the broader outcomes sought by our community to appropriately manage effects on the environment are also met. Allowing development of Māori land helps us meet our aspirational growth targets.

Papakāinga development on Māori owned land may broadly align with the growth aspirations and responses set out in this document, but the path to design outcomes is often somewhat different. Often Māori owned land is held in multiple ownership rather than as freehold titles, and therefore the standard resource consent process can be difficult to achieve.

We will therefore establish a Māori Multi-Purpose Zone that enables culturally led development on both traditional and freehold Māori land. The development of this kind of zone is aligned with nationally led discussions and the direction taken by other Councils within the country. We will work closely with both Rangitāne-o-Tamaki-nui-a-Rua and Ngāti Kahungunu Tāmaki-nui-a-Rua to ensure that the policy recommendations for the District Plan review align with the intentions of this type of zoning.



PHOTOGRAPH: TARA SWAN



PHOTOGRAPH: TONY BELCHER

SECTION 6

RECOMMENDATIONS



land *of*
ranges

OVERVIEW OF MAPS

This section provides a series of maps that are intended to inform the District Plan Review process.

For Dannevirke, Woodville and Pahiatua, we have considered the Projected Land Requirements based on our aspirational growth targets. In the context of the detailed analysis we have undertaken, we then project our recommended areas to be rezoned.

Each of these three towns is given two two-page spreads. The first spread provides a summary of the analysis maps that were presented in Section 4, combined with a “clean” map showing the recommended rezoning areas. The second spread then provides a commentary on the rationale for the recommendations, with additional annotations on the map to help demonstrate some of the key constraints that guided the process.

Each map provides for the following recommended zones:

- ▲ Residential Zone - this being typical medium density suburban development.
- ▲ Mixed Use Zone - this allowing a mix of land uses, including light industrial, commercial, residential, tourism and hospitality, developed together in an integrated manner.
- ▲ Industrial Zone - this being land set aside for industrial activities only (including medium and heavy industrial activity).
- ▲ Commercial Zone - this being land set aside for commercial activities, including tourism or hospitality activities.

We have also identified on the maps areas we think are best suited for rural-residential development and intensification.

We do not have sufficient up-to-date data to identify all Māori owned land on the maps, but will continue to consult with iwi on the appropriate locations for the Māori Special Purpose Zone.

The maps follow, as closely as possible, the aspirational land requirements that are set out in Section 3. However, they are not exact representations, as it is anticipated that some growth will occur by other means (as we explored in the previous section), and there are likely to be specific site constraints that affect potential development yield.

We note that the aspirational growth targets include the provision of up to 55ha for “Rural Land” industrial development. As we have outlined, the purpose of enabling Satellite development is to provide flexibility in regard to where this can be developed within the rural zone. As such, the maps do not show any preferred areas for industrial satellite development.

As has been iterated throughout this report, the maps provide a recommendation only. In preparing the maps we have deliberately avoided the consideration of land ownership, and understand that some land owners, including those who have already provided us with feedback, may oppose the recommendations. We also recognise that any rezoning may have implications on how rates are calculated on individual land parcels.

All land owners - indeed our whole community - will have the opportunity to engage with the District Plan Review process before any rezoning is undertaken.

Finally, we note that the maps present a projected “end goal” and do not provide any recommendations for staged rezoning. When and how much of the mapped areas is rezoned will be determined through the District Plan Review, also taking into account any Council infrastructure constraints or requirements.

PLAN OF DAIRY FARM

Part of the **ORINGI ESTATE** the Property of HENRY GAISFORD, Esquire

WOODVILLE COUNTY. HAWKE'S BAY DISTRICT

FOR SALE BY AUCTION—DAIRY FARMS, PART ORINGI ESTATE.

BAKER & TABUTEAU

with DALGETY & CO., LIMITED, NAPIER AND WELLINGTON AND TRUST AGENCY COMPANY OF AUSTRALASIA, LIMITED, WELLINGTON, ON

WEDNESDAY, 27th MAY, 1903. At 3.30 o'clock.
ORINGI, MATAHIWI, HAWKE'S BAY.

7 CLEARED, WELL-GRASSED, AND WELL-WATERED.

DAIRY F

In Areas of from **60 to 145 Acres** All Excellent Arable
THESE Farms are situated between the Oringi and Matahiwi Railway Stations on the Napier line, being 5 miles from Dannevirke and 8 miles from Woodville to each farm.

DESCRIPTION OF FARMS.

- SECTION 1.**—All level land. Ring fenced. Part adjacent to Oringi Railway Station clear ploughable land. Part cleared and grassed bush land.
 - SECTIONS 2, 3, 4, and 5.**—All level land. Fenced in road frontages and back lines. A portion of each farm fronting the Oringi road is open ploughable cropping land. The rest is alluvial bottom, and is well-cleared and grassed bush land.
 - SECTION 6.**—All cleared and grassed bush land. Has drainage to main road. Over two-thirds of the section is level alluvial land, the rest being gently undulating arable land.
 - SECTION 7.**—Adjacent to the Matahiwi Railway Station. More than two-thirds of this section is rich, level, cleared and grassed bush land, the balance being gently undulating arable cleared bush land.
- There is permanent water on each farm.

A CREAMERY will be built at Matahiwi ready to receive milk by the 1st September next, and as soon as sufficient cows are guaranteed, a factory will be erected by the vendor which can afterwards be formed into a Co-operative Factory.

Purchasers must bind themselves to supply all their milk to the Matahiwi Factory or Creamery, all profits from which will be distributed amongst the suppliers on the butter fat percentage after expenses have been deducted, including interest on capital and plant.

TITLE—LAND TRANSFER ACT

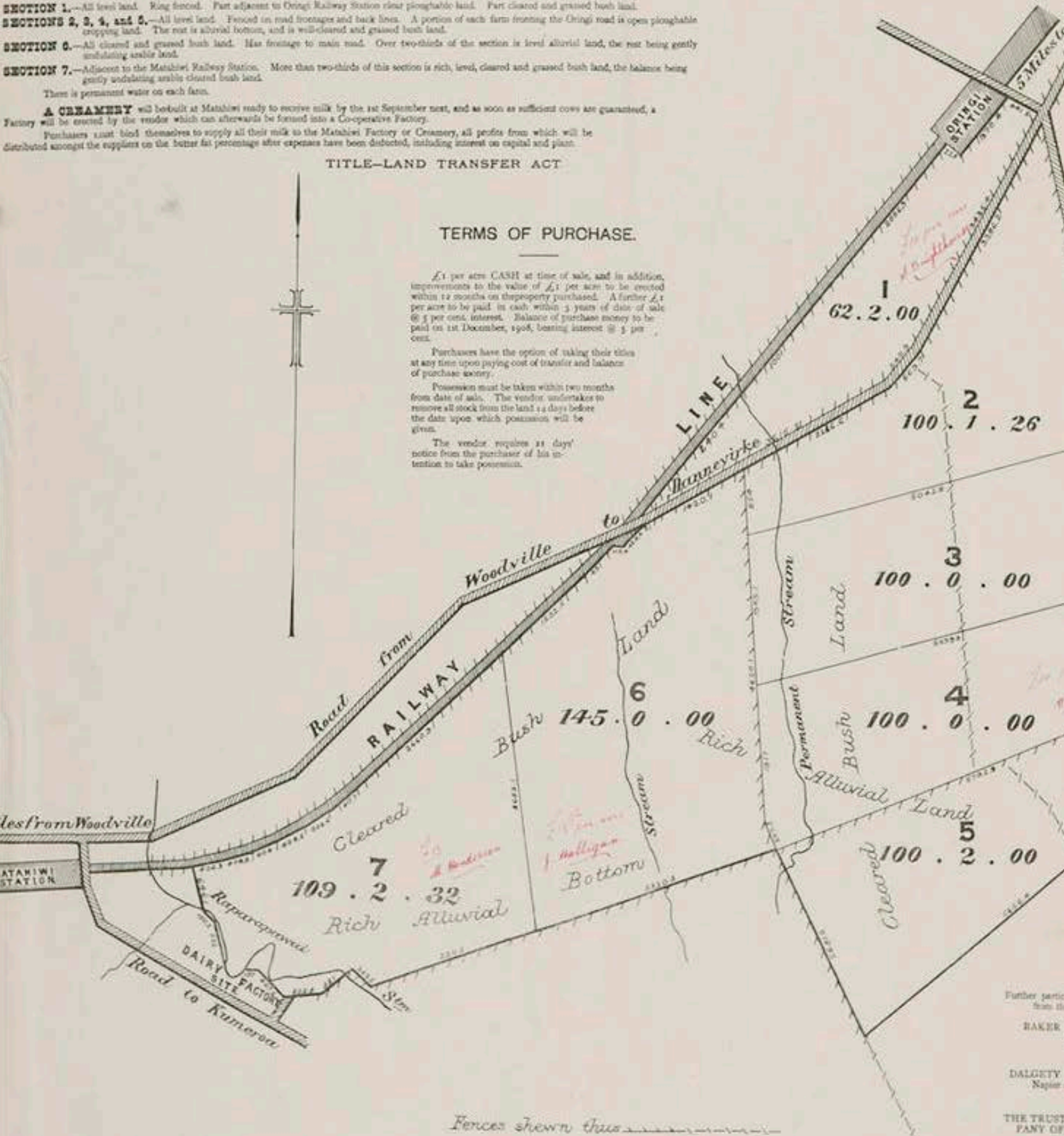
TERMS OF PURCHASE.

£1 per acre CASH at time of sale, and in addition, improvements to the value of £1 per acre to be erected within 12 months on the property purchased. A further £1 per acre to be paid in cash within 3 years of date of sale @ 5 per cent. interest. Balance of purchase money to be paid on 1st December, 1908, bearing interest @ 5 per cent.

Purchasers have the option of taking their titles at any time upon paying cost of transfer and balance of purchase money.

Possession must be taken within two months from date of sale. The vendor undertakes to remove all stock from the land 14 days before the date upon which possession will be given.

The vendor requires 21 days' notice from the purchaser of his intention to take possession.



Further particulars from the
BAKER
DALGETY
NAPIER
THE TRUST
AGENCY COMPANY

DANNEVIRKE CONSIDERATIONS

OVERVIEW

Dannevirke has historically had a relatively compact urban form, however in more recent years commercial activity has tended to stretch in a linear manner along the State Highway.

Key constraints to new development in Dannevirke is topography, with the steep escarpment to the east, and the gentle landform changes to the north and south providing natural containment boundaries. Therefore, the most logical expansion of the town is to the west.

Further, the wastewater facility is located at the southern end of town. Increasing development at the northern end would require significant upgrading of our pipe networks, and likely the installation of pumping stations - all likely to be a cost to our community.

RESIDENTIAL

We are keen to promote new residential development close to Dannevirke's CBD in order to retain a compact urban form, promoting walking and cycling opportunities. Keeping the zoning in the southern part of town also favours our existing water infrastructure, particularly in regard to wastewater management.

We recognise that some of the land between the existing urban boundary and Adelaide Road has already been developed, and there are some restrictions due to topography and waterways - meaning that we've had to allow an overall greater area than the aspirational requirements. We consider that there will be opportunities through detailed design to enhance and better manage the waterways and that they could become important public open space - and have started working with Horizons on developing more detailed flood mapping for this area.

COMMERCIAL & INDUSTRIAL

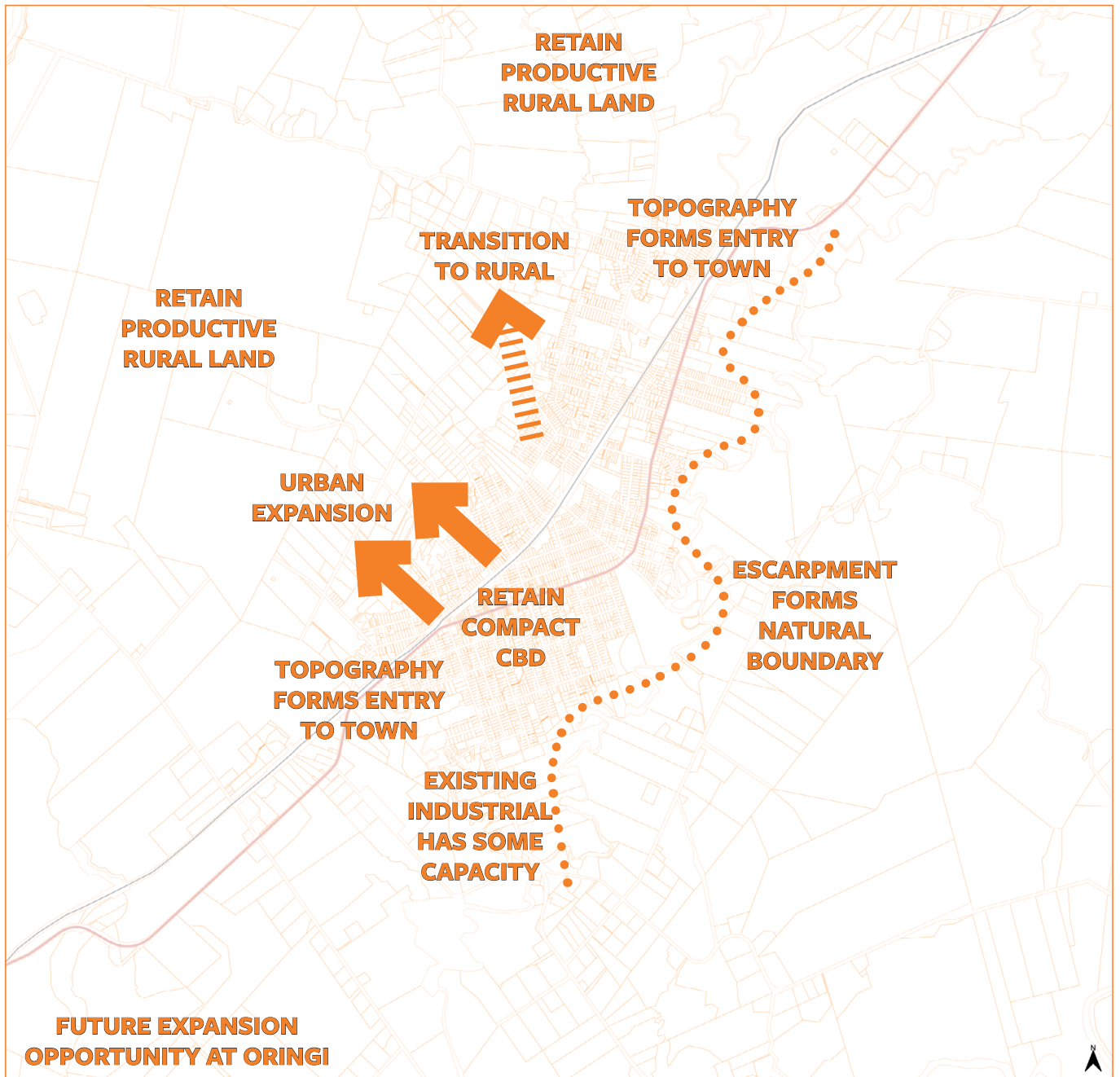
Finding 15ha for new commercial activity within the existing built environment of Dannevirke is challenging, although we are aware there are several earthquake prone buildings which could be redeveloped to create new opportunities.

We are also cognisant that over time, commercial and light-industrial activity within Dannevirke has crossed paths and become scattered throughout the CBD and some residential areas. Community consultation indicated a strong desire to retain flexibility and to allow a mix of activities to occur within the CBD.

Therefore, our recommendations for rezoning largely focus on changing existing commercial zones to Mixed Use. Further, we think it necessary (and useful) to expand this type of zoning across some residential zones close to town where there is already signs of commercial activity being undertaken. We consider it really important to support our existing town centre by avoiding the creation of an overly extended CBD, or by promoting a second commercial area.

For heavier industrial activity, we consider that the existing Dannevirke industrial area could be more efficiently used, despite some of the constraints around topography. We also recognise that there could be opportunity within the existing stock yards to free up additional land, subject to how these are proposed to be used in the future.

However, through the consultation process, we were unable to find new potential areas for industrial activity. As such, the maps on the following pages do not include any recommendations for rezoning to industrial, although we have noted in the table the anticipated aspirational demand. We will continue to work with landowners through future planning processes to find suitable locations for industrial activity. This could also include Oringi, which is well placed to accommodate considered expansion.

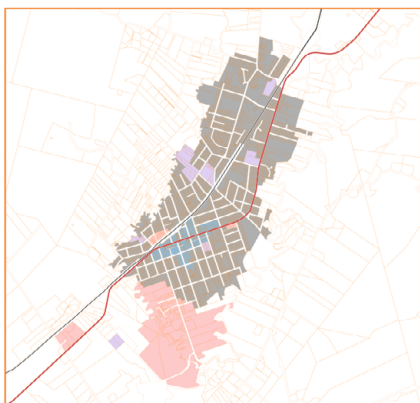


DANNEVIRKE URBAN GROWTH KEY CONSIDERATIONS

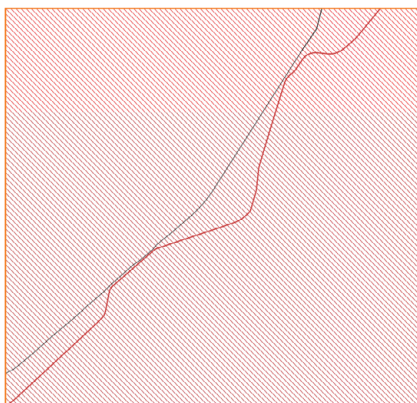
Scale: 1:40,000

ACTIVITY	ASPIRATIONAL
New Residential	51.7ha
Rural Residential	29.5ha
New Commercial	15ha
New Industrial	8.8ha

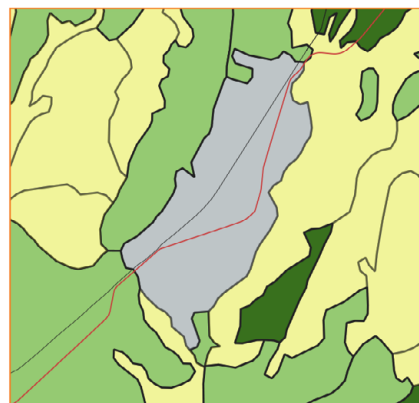
DANNEVIRKE MAPS



EXISTING ZONING



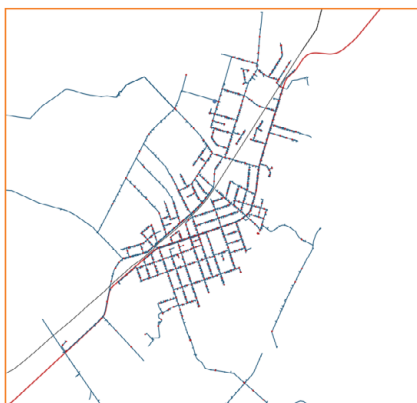
FLOOD MODELLING



LAND USE CAPABILITY



LIQUEFACTION & FAULT AVOIDANCE



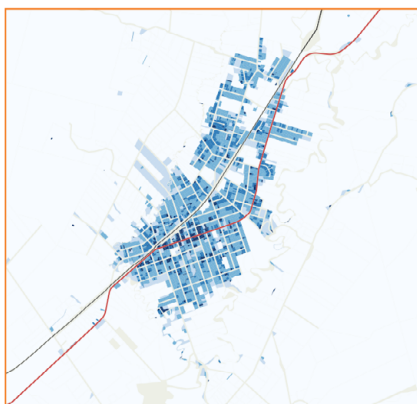
WATER SUPPLY



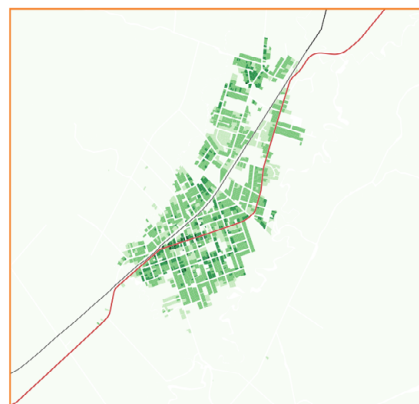
WASTEWATER




CULTURAL & URBAN OPPORTUNITIES



DENSITY



LAND VALUE

Scale 1:100,000 

For larger maps and legend refer to Section 4



RECOMMENDED ZONING MAP: DANNEVIRKE

Scale: 1:40,000

ACTIVITY	EXISTING	ASPIRATIONAL	TOTAL REQ'D	NEW MAPPED	TOTAL MAPPED
Residential	320.6	51.7	372.3	86.8	401.9
Rural Residential	0	29.5	0	37.9	37.9
Mixed Use	0	0	0	25.7	25.7
Commercial	19.6	15	34.6	0	0
Industrial	104.8	8.8	113.6	0	104.2

All areas in hectares

WOODVILLE CONSIDERATIONS

OVERVIEW

Woodville is in prime position to reap the rewards of Te Ahu a Turanga: Manawatū Tararua Highway, providing a faster, safer connection to Palmerston North. It is also ideally placed at the intersections of SH2 and SH3, with the addition of excellent rail connectivity. These attributes are reflected in the growth aspirations for the town.

Unfortunately, Woodville is located adjacent to a large and relatively severe flood hazard area. In addition to the low lying areas around the Manawatū River, the west side of town is subject to a large catchment area that extends well into the Ruahine Ranges to the north.

However, there is plenty of room for expansion within Woodville to the northeast, and growing in this direction allows the retention of a compact urban form.

RESIDENTIAL

The ideal expansion area for Woodville is to infill the flatter land within the square formed by Pinfold and Sowry Roads. This keeps the town centre compact, promoting walking opportunities.

This area is generally flat and there are some flooding management requirements that will need to be considered as land is developed.

Beyond this area, rural residential development can transition into the broader rural zone. This may include the future development of the racecourse, although this is privately owned and any such development is outside our control.

We recognise that the Woodville Racecourse could provide future opportunities, but understand that the Board do not have any plans and do not seek any rezoning at this time.

COMMERCIAL & INDUSTRIAL

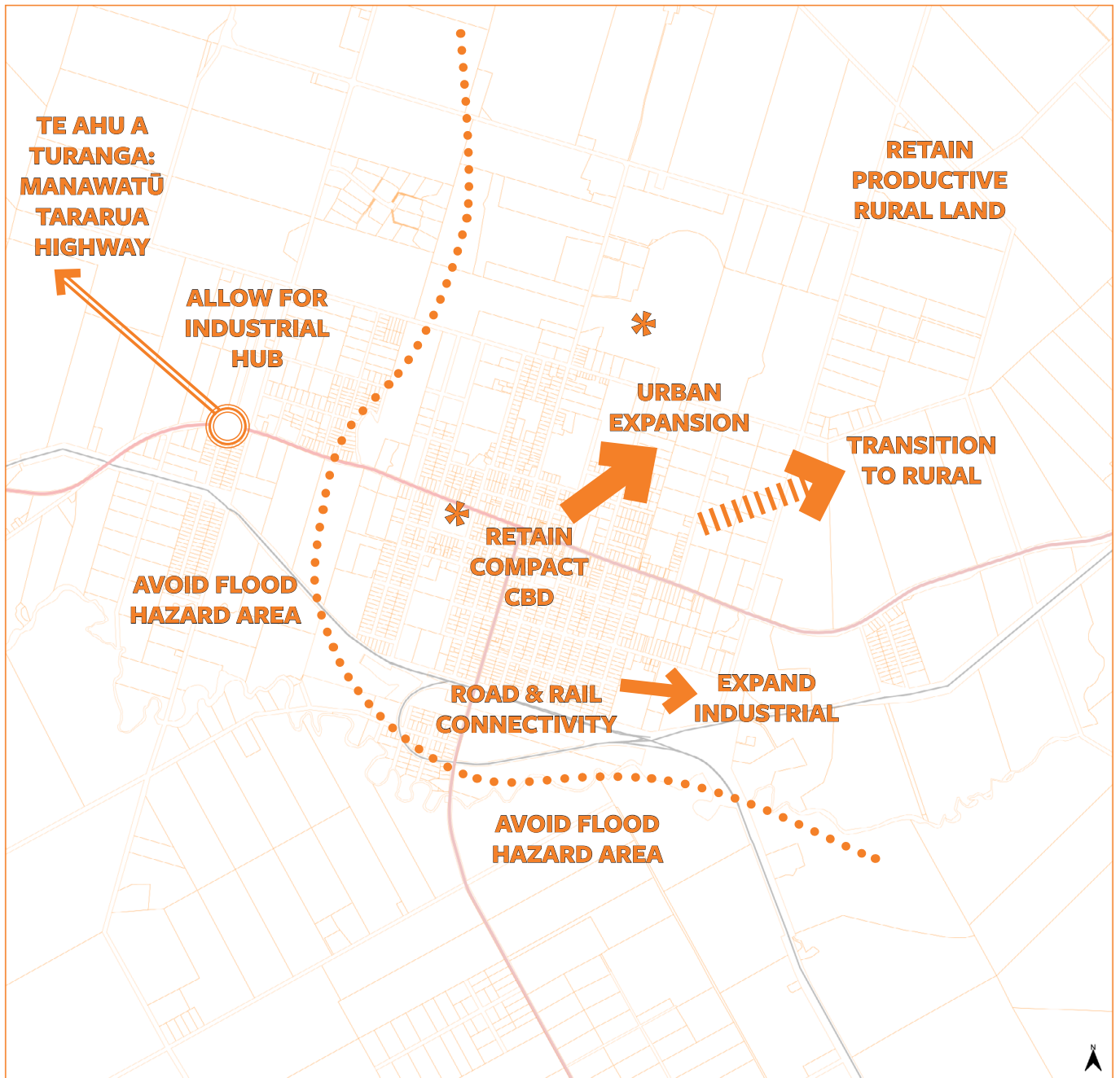
It's important to keep the commercial centre of Woodville compact to ensure that we continue to support existing businesses within the CBD.

As for Dannevirke, there are likely to be opportunities within existing buildings, including redevelopment of earthquake prone buildings. Community feedback indicates that a Mixed Use zone across the CBD would give landowners more options for rebuilding, potentially allowing for multi-level activity or flexibility to change as the town grows.

A further opportunity is the existing sports ground on the main highway. This could be redeveloped to provide for a “drive-into” destination, remaining close to other businesses. To achieve this it will be necessary to relocate the sports ground to another location, likely in the residential expansion area.

Due to the flood hazard areas to the west and south, providing for industrial expansion is relatively limited. The most logical solution is to expand the existing industrial area eastward, as this allows for excellent road and rail connectivity.

We also think there will be opportunities for a satellite industrial development near to Te Ahu a Turanga (similar to Oringi). At the time of writing (April 2024) suitable land for such a facility had not been specifically determined, but we have captured the aspiration for such growth on the map opposite, and included a potential site on the following page. Exact determination of the location of such a hub can be identified through the District Plan Review.



WOODVILLE URBAN GROWTH KEY CONSIDERATIONS

Scale: 1:30,000

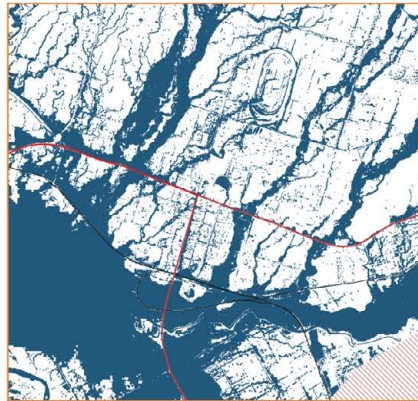
ACTIVITY	ASPIRATIONAL
New Residential	42.9ha
Rural Residential	24.5ha
New Commercial	2.0ha
New Industrial	20.9ha

* The swimming pool and recreation ground could provide opportunities for Mixed Use development subject to these activities being appropriately relocated. The racecourse may present a future opportunity subject to private owner opportunities.

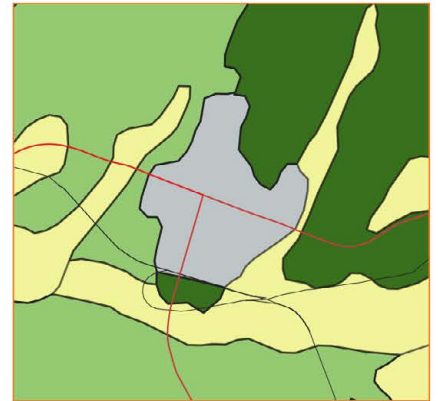
WOODVILLE MAPS



EXISTING ZONING



FLOOD MODELLING



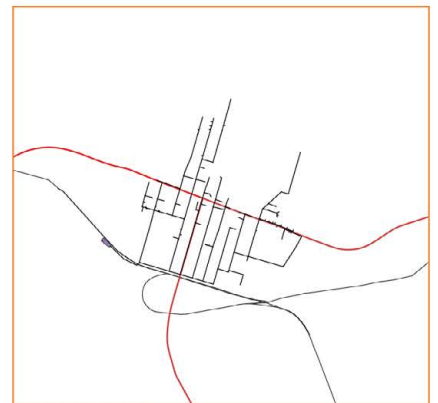
LAND USE CAPABILITY



LIQUEFACTION & FAULT AVOIDANCE



WATER SUPPLY



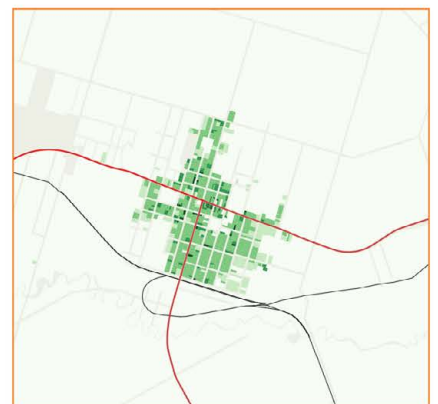
WASTEWATER




CULTURAL & URBAN OPPORTUNITIES



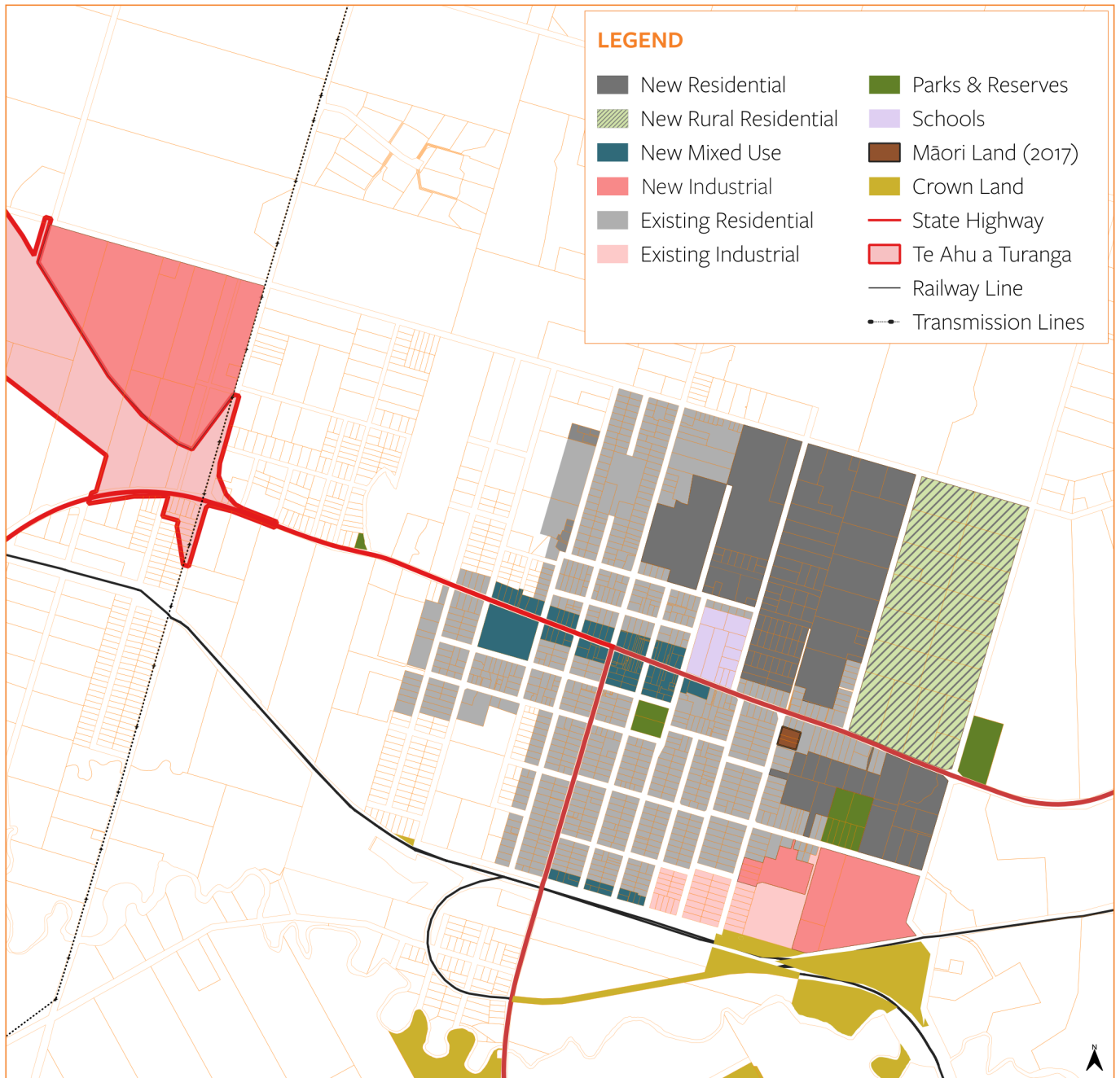
DENSITY



LAND VALUE

Scale 1:75,000 

For larger maps and legend refer to Section 4



RECOMMENDED ZONING MAP: WOODVILLE

Scale: 1:20,000

ACTIVITY	EXISTING	ASPIRATIONAL	TOTAL REQ'D	NEW MAPPED	TOTAL MAPPED
Residential	93.6	42.9	136.5	55.1	142.7
Rural Residential	0	24.5	0	31.5	31.5
Mixed Use	0	0	0	9.3	9.3
Commercial	3.7	2	5.7	0	0
Industrial	7.4	20.9	28.3	41	48.4

All areas in hectares

PAHIATUA CONSIDERATIONS

OVERVIEW

The biggest challenge for urban expansion in Pahiatua is the flood hazard areas, which restrict most development to the west and south. Topography to the east of the town also makes efficient suburban development more challenging.

The flood modelling and analysis indicates that wherever urban expansion is undertaken, it will be necessary to develop flood protection and mitigation schemes, including potentially constructing stormwater infrastructure that conveys stormwater from the east of town to the river on the west, and includes upgrades to the Huxley waterway.

RESIDENTIAL

Residential expansion of Pahiatua could either go to the north or to the south.

We have selected growth to the north as the preferred option because our analysis indicates that mitigating flood and stormwaters in this area is likely to be more economical. In addition, residential activity in this area remains close the centre of town, with good existing connectivity.

The hills to the east of town are ideally suited to rural residential development.

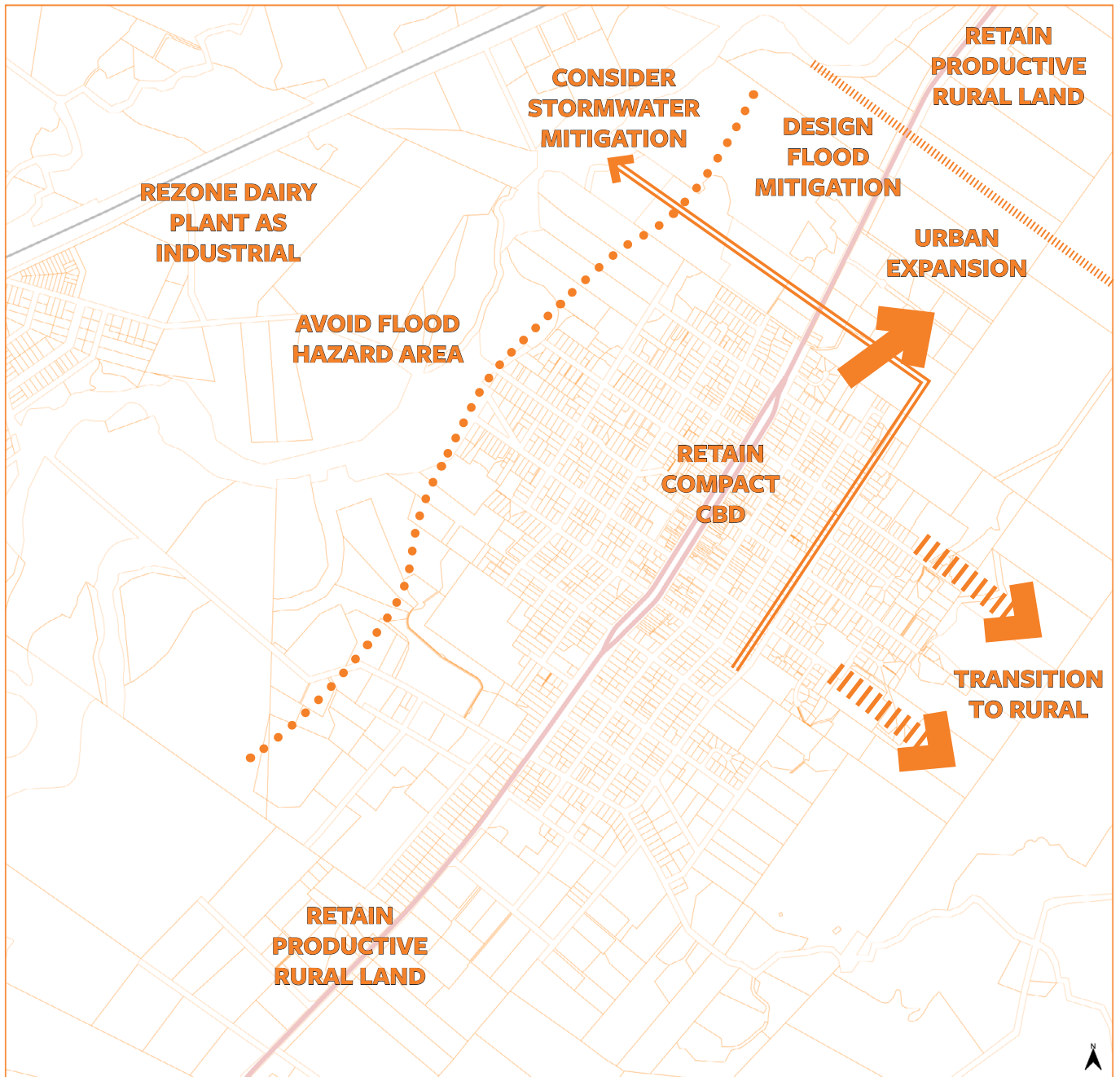
COMMERCIAL & INDUSTRIAL

Pahiatua has a unique town centre, with significant opportunities for upgrading. There also appears to be available buildings to allow expansion of commercial activity without needing to expand out of town.

In our analysis work, we considered how the highway could be redeveloped to enhance the central town experience. Further work on how this might be achieved, and what it might look like, is being scoped as a separate project to follow this Strategy.

Again, we see the opportunity to introduce a Mixed Use zone in Pahiatua, and this was well supported in our discussions with community. Over time, we think that additional design changes to the town centre might also promote a range of commercial and light-industrial activities, whilst also retaining a compact CBD.

Medium and heavy industrial expansion in Pahiatua is more challenging due to the proximity of the existing industrial area to residential properties and a marae. Therefore, we consider the key opportunity for such expansion is satellite to the town, and the area in the immediate vicinity of (and including) the Fonterra dairy plant is considered ideal due the existing activity and proximity to the rail line.

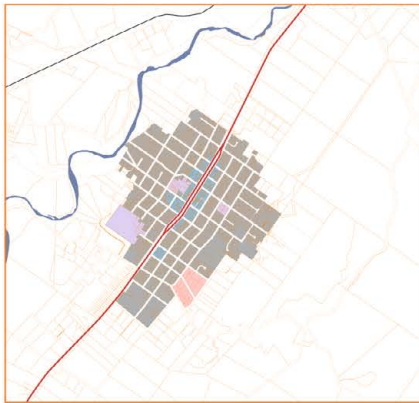


PAHIATUA URBAN GROWTH KEY CONSIDERATIONS

Scale: 1:20,000

ACTIVITY	ASPIRATIONAL
New Residential	48.2ha
Rural Residential	27.5ha
New Commercial	7.0ha
New Industrial	9.9ha

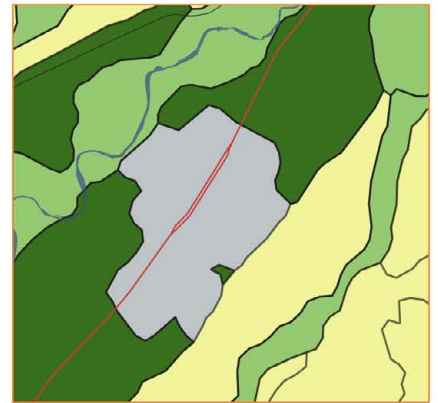
PAHIATUA MAPS



EXISTING ZONING



FLOOD MODELLING



LAND USE CAPABILITY



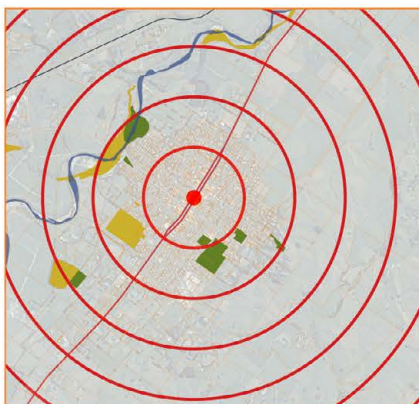
LIQUEFACTION & FAULT AVOIDANCE



WATER SUPPLY



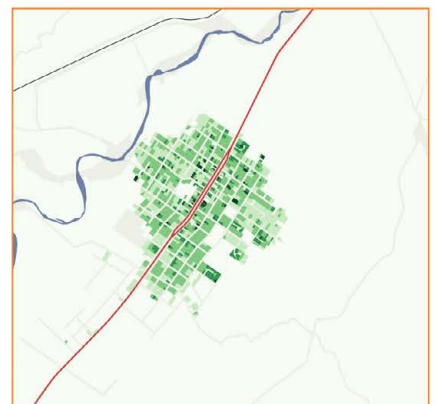
WASTEWATER




CULTURAL & URBAN OPPORTUNITIES



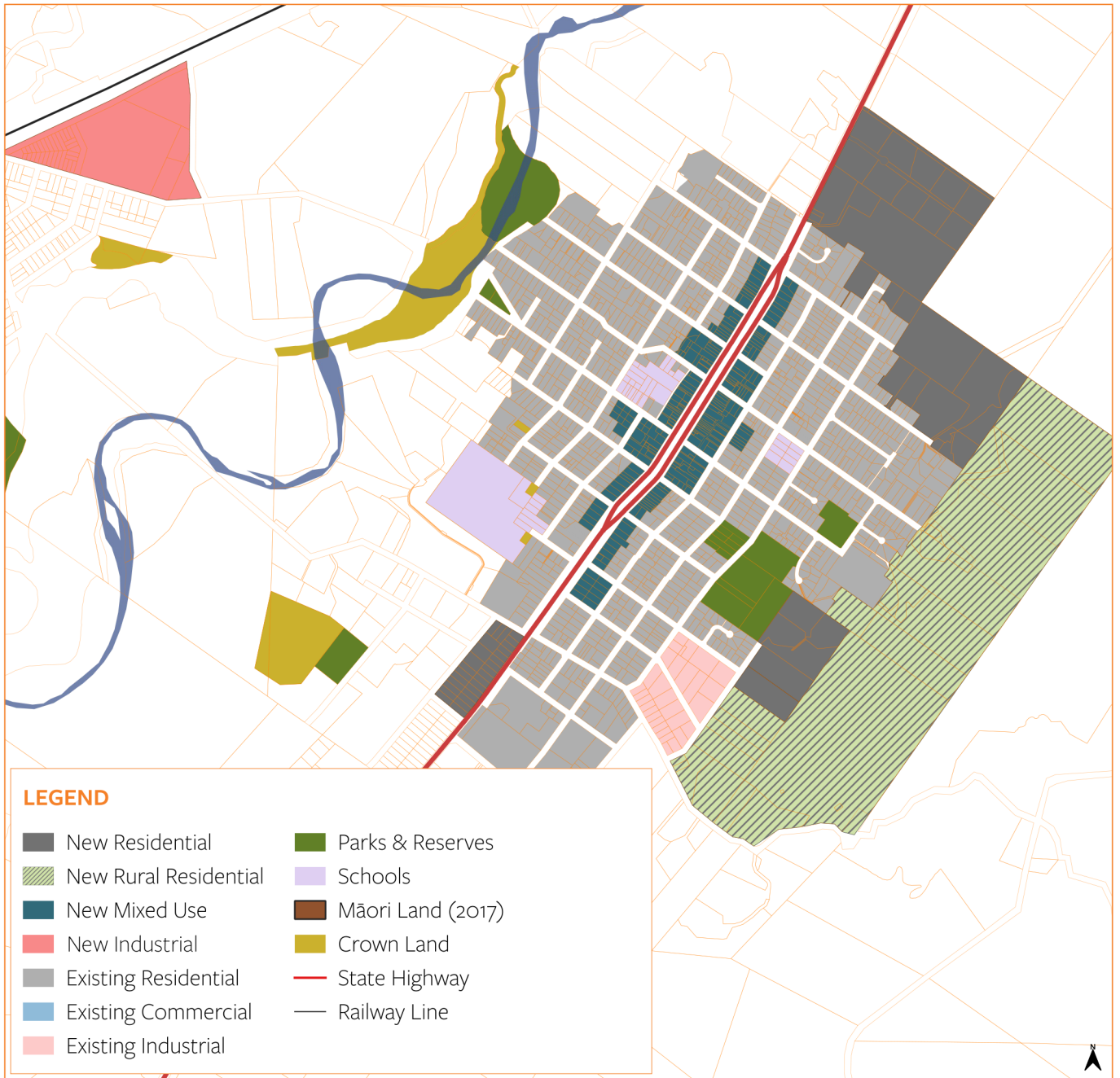
DENSITY



LAND VALUE

Scale 1:75,000 

For larger maps and legend refer to Section 4



RECOMMENDED ZONING MAP: PAHIATUA

Scale: 1:20,000

ACTIVITY	EXISTING	ASPIRATIONAL	TOTAL REQ'D	NEW MAPPED	TOTAL MAPPED
Residential	150.3	48.2	198.5	46.5	193.1
Rural Residential	0	27.5	0	74.7	74.7
Mixed Use	0	0	0	15.2	15.2
Commercial	11.5	9.9	21.4	0	0
Industrial	6.5	7	13.5	14.6	21.1

All areas in hectares

EKETĀHUNA & NORSEWOOD MAPS

EKETĀHUNA CONSIDERATIONS

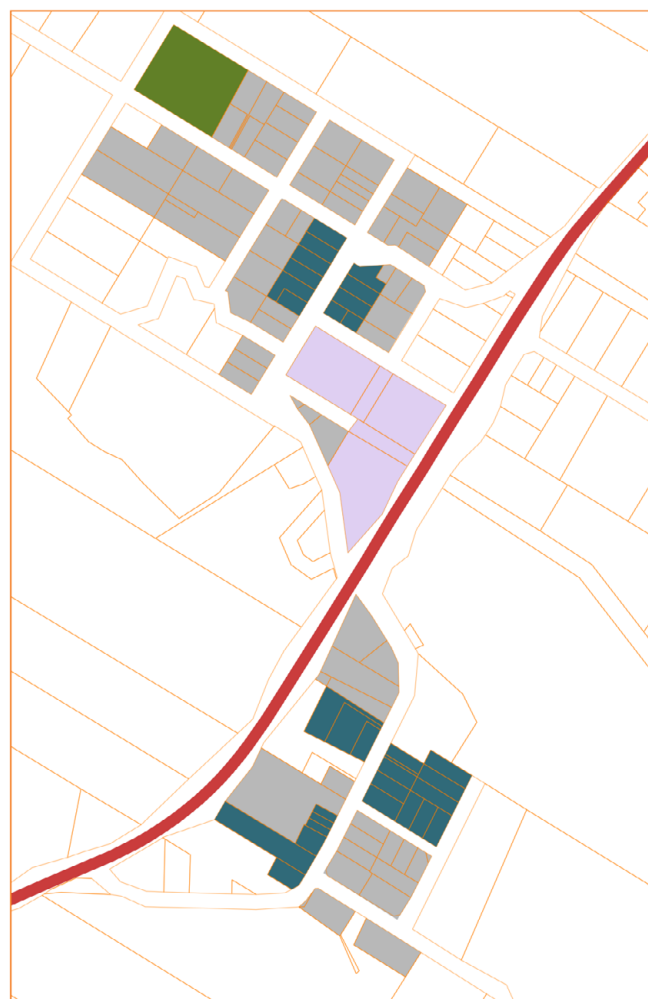
Growth within Eketāhuna is considered to be relatively easily managed due to the historical layout of the town, particular on the western side.

Residential expansion can naturally take place on the western side flat terrace, as well as potentially just to the northeast of the town centre. The area to be rezoned is limited somewhat by the fault avoidance and awareness areas (refer to Section 4), but can be expanded to the south in the future if required.

There is space within the town for accommodation of the growth of commercial and industrial activities. Due to the smaller scale of Eketāhuna, we propose that both of these activities be catered for through a Mixed-Use zone. We propose that this will include re-zoning the existing Commercial areas to Mixed Use.

NORSEWOOD

Some relatively minor but important changes are needed in Norsewood to reflect the existing commercial and light industrial activity currently being undertaken on residential land. We propose a “Mixed Use Zone” will allow for these activities to take place without the need for retrospective resource consents.



RECOMMENDED ZONING MAP:
NORSEWOOD

Scale: 1:10,000

LEGEND	
	Mixed Use
	Existing Residential
	Parks & Reserves
	Schools
	State Highway



RECOMMENDED ZONING MAP: EKETĀHUNA

Scale: 1:15,000

ACTIVITY	EXISTING	ASPIRATIONAL	TOTAL REQ'D	NEW MAPPED	TOTAL MAPPED
Residential	36.1	11.8	47.9	24.2	58.4
Rural Residential	0	6.8	0	13.9	13.9
Mixed Use	0	0	0	5.5	5.5
Commercial	3.2	3	6.2	0	0
Industrial	0	2.2	2.2	0	0

All areas in hectares

FINAL COMMENTS & SUMMARY

DISTRICT PLAN REVIEW

We have prepared this Strategy to provide overall recommendations to the District Plan Review process. This has included identifying our aspirational growth forecasts, considering these within the context of relevant national, regional and district policy, and within an analysis of potential infrastructure and environmental constraints.

The key recommendations set out four key areas in which urban growth can be considered, as follows:

- ▲ Intensification
- ▲ Urban Expansion
- ▲ Satellite Development
- ▲ Māori Multi-Purpose Zone

It is intended that the discussion contained within this Strategy will identify the proposed objectives and policies within the new District Plan.

The maps included in this plan have been updated since we engaged with the community, with some changes potentially affecting a different set of landowners. We will seek further feedback on these changes over the coming months, so that this Strategy can be fed directly into the District Plan review.

In addition, we are seeking to strengthen the development policies within the District Plan, and over the next few months will begin preparing preliminary advice on how these policies should be shaped.

The intention is that they will cover residential, commercial and industrial expansion across the four urban growth areas, including Papakāinga which will be prepared in collaboration with Rangitāne-o-Tamaki-nui-a-Rua and Ngāti Kahungunu Tāmaki-nui-a-Rua.

The development policies will be designed to be accessible with achievable outcomes. They will provide clear guidance to developers and Council decision makers on how to achieve our desired outcomes through different levels of activity status, with a focus on promoting good development and restricting development that does not achieve the desired outcomes.

URBAN CONNECTIVITY STRATEGY

We will create a unified Urban Connectivity Strategy that combines our walking, cycling and road-transport opportunities into a single document.

This will start with a review of our roading strategy, identifying the key road upgrades that need to be considered over the next 30-50 years. To achieve this we will need to work closely with the NZ Transport Agency and key stakeholders to understand future transport requirements.

In addition, we will review our existing walking and cycling strategy, with a focus on in-town multi-modal opportunities. This will include the consideration of wider footpaths, cycling lanes, and increased pedestrian safety around our main roads.

INFRASTRUCTURE PLANS

A key outcome of preparing this Strategy is informing our infrastructure plans, particularly in regard to increasing capacity over time. We recognise that there is the potential for a large amount of work to be undertaken to meet our growth aspirations, and therefore it will be necessary for our teams to understand where we can achieve easy-successes.

TOWN CENTRE UPGRADE PROJECTS

Delivering our aspirational growth will require investment in our town centres, principally in terms of amenity and urban design.

To achieve this, we will prepare a Town Centre Upgrade Strategy which will build on the rezoning plans contained within this Strategy, providing a series of recommended upgrade projects across our four towns and our rural villages.

Any upgrade projects we identify will need to be costed and approved through the Annual Plan process, and will need to demonstrate that it will promote urban growth.

STRATEGY REVIEW

As this Strategy has identified, it has been prepared based on current knowledge and analysis, and it sets out various aspirational goals. Whilst we have done our best to project growth as accurately as possible, we accept that things may change. We might find that we have under-estimated our growth, or that population increases take longer than anticipated.

It will therefore be important for this strategy to be periodically reviewed and updated.



WAITING ROOM

TICKETS

WOO

ROYAL MAIL



Prepared for: Tararua District Council

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Revision	Date	Prepared By	Reviewers
A	July 2023	S Bray	M McBain
B	September 2023	S Bray	M McBain
C	November 2023	S Bray	A Charmley & D Batley
D	December 2023	S Bray	A Charmley
E	March 2024	S Bray	A Charmley
F	April 2024	S Bray	A Charmley

Prepared by: Wayfinder Landscape Planning & Strategy Ltd

Supported by: Dan Batley - Evergreen Consulting Ltd
Aimee Charmley - Tararua District Council

Approved by: Tararua District Council



FARVEL

PLEASE DRIVE SAFELY

