



# *Pae Tawhiti*

## RANGITIKEI BEYOND

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# COMMUNITY SPATIAL PLAN

Proud of our places and spaces

## *Kaupapa kōrero*

### **What does Pae Tawhiti Rangitīkei Beyond represent?**

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**Pae Tawhiti** translates to distant horizons, long term or future.

**Rangitīkei** comes from the ancestor Haunui ā Nanaia who named the Rangitīkei River as he went in pursuit of his wife Wairaka. The event is recorded in the Oriori mō Wharaurangi (Lullaby for Wharaurangi) composed by Dr Te Rangitakoru of Ngāti Apa:

*“Ka tiikeitia te waewae, ko Rangitīkei.”*  
*“He strode across the land, hence Rangitīkei.”*

**Beyond** focuses on the future, looking towards a future time and distant horizon. It signifies the district will move beyond what it is now and, with changes likely that are more than what we think is possible.

*“Ko te pae tawhiti, whaia  
kia tata, ko te pae tata,  
whakamaua kia tina.”*

*“Seek out the distant  
horizons, and holdfast to  
those you attain”.*

Dr Whakaari Te Rangitakuku (Rangi)  
Mete-Kingi of Ngāti Hauiti

# Rārangi Take

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# Summary

## Rangitikei Priority Areas



### Thriving Communities

Thriving communities are vibrant, growing, diverse, innovative and have an economy that benefits everyone.

- > A diverse rural economy
- > Vibrant town centres
- > Growing businesses



### Healthy Communities

Healthy Communities have natural and physical environments that are sustainable, resilient, and meet community needs.

- > Healthy natural environment
- > Climate resilience
- > Emissions reduction
- > Connection with nature
- > Housing that meets a variety of needs
- > Supporting infrastructure



### Connected Communities

Connected communities are linked with each other and the wider world physically, socially and digitally.

- > Urban accessibility
- > Transport networks
- > Digital connection
- > Social Interaction
- > Access to community facilities



### Unique Communities

Unique communities are built from their sense of place, culture and heritage and quality physical environments.

- > Sense of place
- > Natural and cultural heritage
- > High quality towns

## VALUES



**Kotahitanga** Unity and strength



**Manaakitanga** Caring for each other



**Kaitiakitanga** Guardianship and caring for the environment



**Mātauranga** Knowledge and understanding



**Tika me te Pono** Doing the right thing and in good faith



**Whakapapa** Belonging and connection

## PRINCIPLES



**History**



**Accessibility**



**Partnership**



**Inclusivity**



**Connectivity**



**Diversity**



**Nature**



**Sustainability**



**Resilience**



**Safety**



**Revitalisation**

## Key Spatial Moves

- IH Industrial Hub**  
Marton, Taihape, Bulls.
  - MX Mixed Use Town Centre**  
Marton, Taihape, Bulls.
  - D Destination**  
Taihape, Mangaweka, Hunterville, Bulls.
  - P Papakāinga**  
Moawhango, Utiku, Mangaweka, Rātā, Kauangaroa, Rātana, Opaea / Kaiewe.
- Rural Rangitikei
  - Growth Towns
  - Rural Villages
  - Coastal Communities



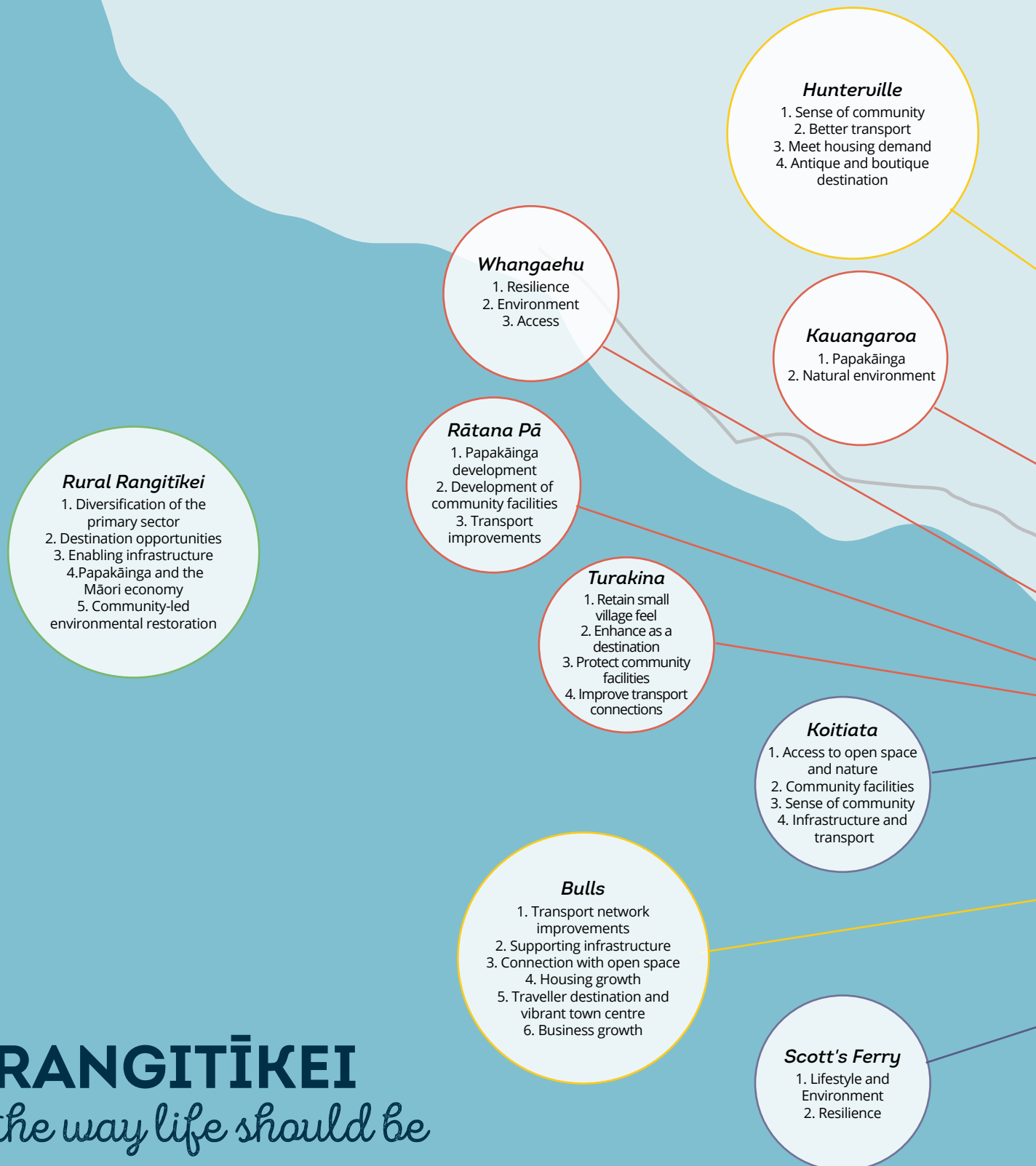
**RANGITĪKEI**  
the way life should be

## Key Community Themes

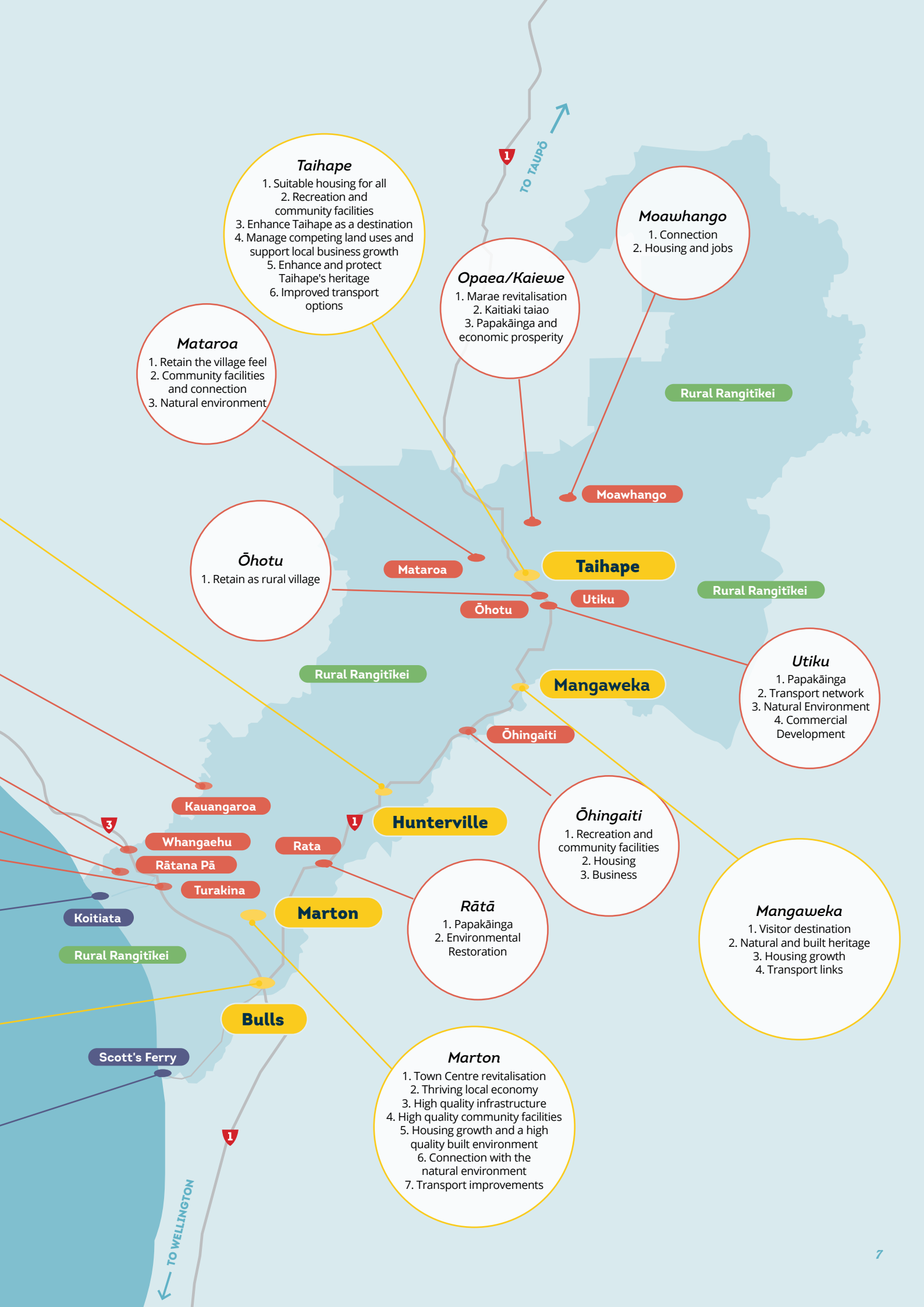
We undertook community engagement on what is important for future growth.

From this engagement, we've identified key themes that are important to our communities.

Each theme is explained in more detail in Section 2 of this plan.



**RANGITIKEI**  
*the way life should be*



**Taihape**

1. Suitable housing for all
2. Recreation and community facilities
3. Enhance Taihape as a destination
4. Manage competing land uses and support local business growth
5. Enhance and protect Taihape's heritage
6. Improved transport options

**Mataroa**

1. Retain the village feel
2. Community facilities and connection
3. Natural environment

**Ōhotu**

1. Retain as rural village

**Opaea/Kaiewe**

1. Marae revitalisation
2. Kaitiaki taiao
3. Papakāinga and economic prosperity

**Moawhango**

1. Connection
2. Housing and jobs

**Taihape**

**Utiku**

1. Papakāinga
2. Transport network
3. Natural Environment
4. Commercial Development

**Mangaweka**

**Ōhingi**

1. Recreation and community facilities
2. Housing
3. Business

**Huntermville**

**Rātā**

1. Papakāinga
2. Environmental Restoration

**Marton**

**Marton**

1. Town Centre revitalisation
2. Thriving local economy
3. High quality infrastructure
4. High quality community facilities
5. Housing growth and a high quality built environment
6. Connection with the natural environment
7. Transport improvements

**Bulls**

**Mangaweka**

1. Visitor destination
2. Natural and built heritage
3. Housing growth
4. Transport links



IV  
ATA  
BLOCKS  
REG. DIST.

VI  
DIST  
REG. DIST.

2  
SANDY  
8

RANGITIKEI

RANGITIKEI AGRIC. RES.  
REG. DIST.

RANGITOTO  
REG. DIST.

RANGITIKEI  
REG. DIST.

TOWNSHIP OF SANDON  
REG. DIST.

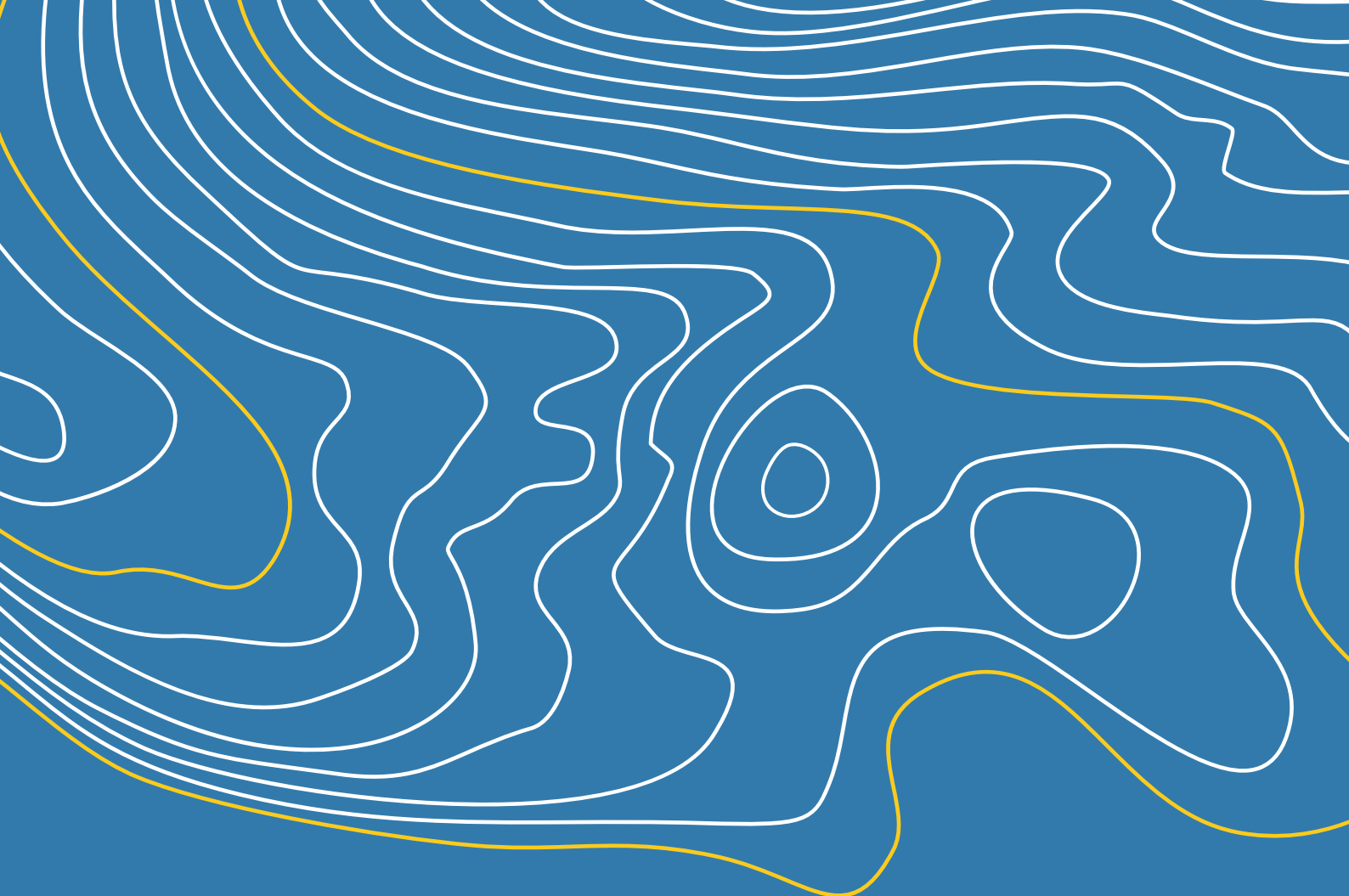
RANGITIKEI RIVER

DOUGLAS

MANCHESTER BLOCKS

STEWART





# *Overview*





## Kupu Whakataki Introduction

The Rangitīkei District is growing, with over 1,300 people moving to the district since 2014. We expect strong growth to continue as more people and businesses discover Rangitīkei as a great place to live and do business. Council is planning to reach a population of over 25,000 people by 2050, which is almost 9,000 more people than live here today.

To ensure there is enough land and infrastructure available and that our urban areas are highly liveable, our rural communities are sustainable and that our natural environment is enhanced, we have created a 30 year spatial plan, Pae Tawhiti Rangitīkei Beyond the Rangitīkei Community Spatial Plan. This document provides the blueprint for the future so that our land use and infrastructure planning is efficient, co-ordinated and community aspirations are achieved.

Pae Tawhiti Rangitīkei Beyond sets out our aspirations for future land use and development. It has been created based on the aspirations of our communities.

The Spatial Plan will ensure that local aspirations of the Rangitīkei community are captured so we are prepared for imminent Central Government reforms of the Resource Management Act, Three Waters and Local Government.

*Pae Tawhiti Rangitīkei Beyond has been developed under the guidance of an Advisory Group made up of Elected Members and iwi representatives. This arrangement reflects Council's commitment to working in partnership with iwi.*

*Pae Tawhiti Rangitīkei Beyond aims to achieve the following objectives:*

|   |   |
|---|---|
|  | Articulate community aspirations for future land use and development.   |
|  | Provide a blueprint of future land use and growth throughout the Rangitīkei.  |
|  | Collaborate with iwi and hapū to embed cultural values into how we plan for growth and development in the Rangitīkei. |
|  | Guide infrastructure investment decisions and enable targeted future proofing.  |
|  | Inform and shape the District Plan Review and Council's other plans and strategies.                                   |
|  | Build confidence and identify potential for industrial, commercial, and residential development.                      |

## *Pēwhea te whakamahi*

### **How to use this document**

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There are three sections in this plan. Users of this document may have specific areas of interest and may simply look at one section of the document e.g. a town/settlement.

#### *Overview*

Provides the overarching vision, values and priority areas that apply for the whole of the Rangitīkei.

#### *Rural, Towns and Settlements*

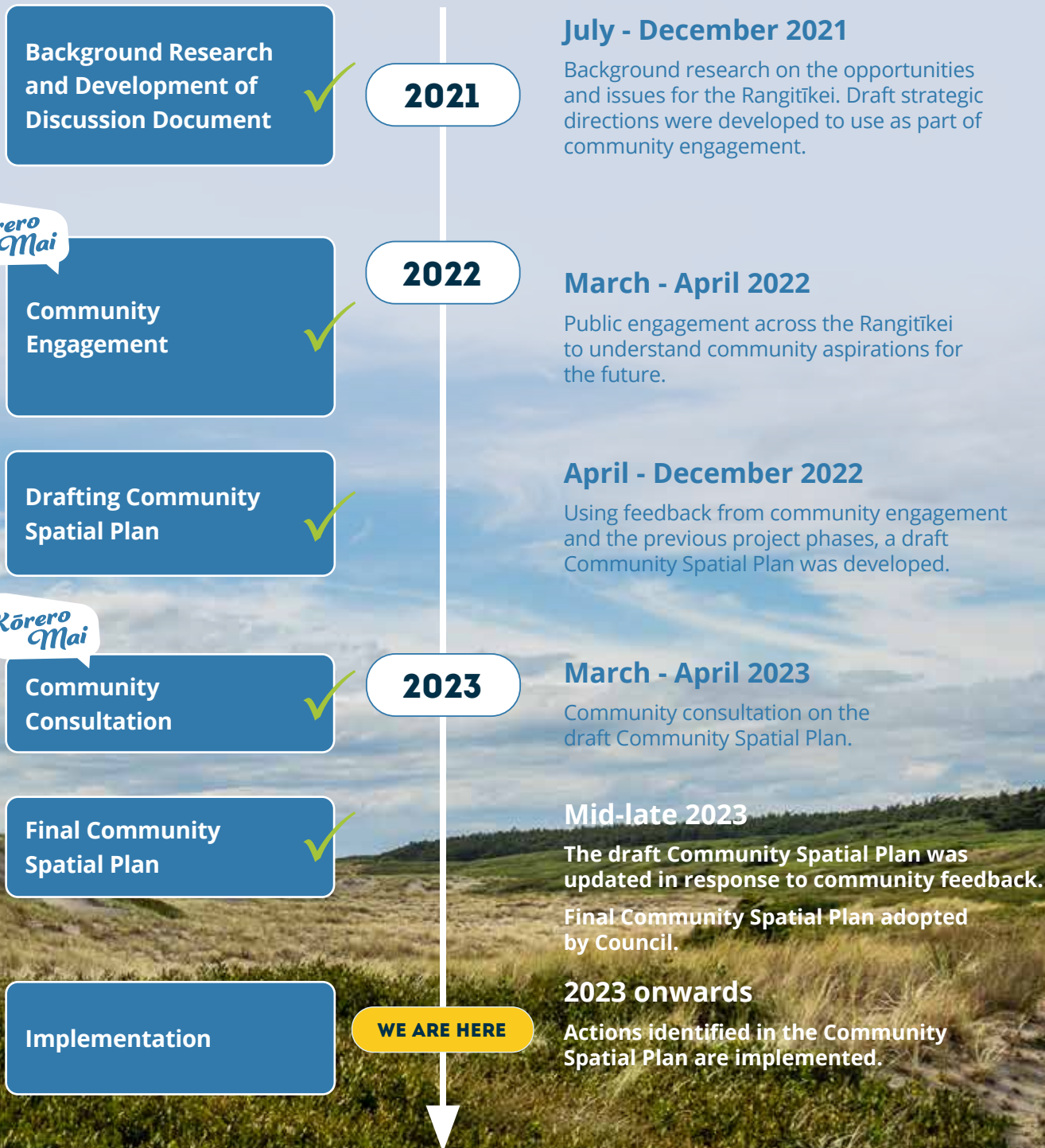
Contains the vision, key themes and action plans for rural Rangitīkei and the towns and settlements across the district.

- Bulls
- Hunterville
- Kauangaroa
- Koitiata
- Mangaweka
- Marton
- Mataroa
- Moawhango
- Ōhingaiti
- Ōhotu
- Opaea / Kaiewe
- Rātā
- Rātana Pā
- Rural Rangitīkei
- Scott's Ferry
- Taihape
- Turakina
- Utiku
- Whangaehu

#### *The Detail*

Provides the detail sitting behind sections 1 and 2 including context, community engagement summary and information on the district's growth strategy.

# Te Whakawhanake Community Spatial Plan Development

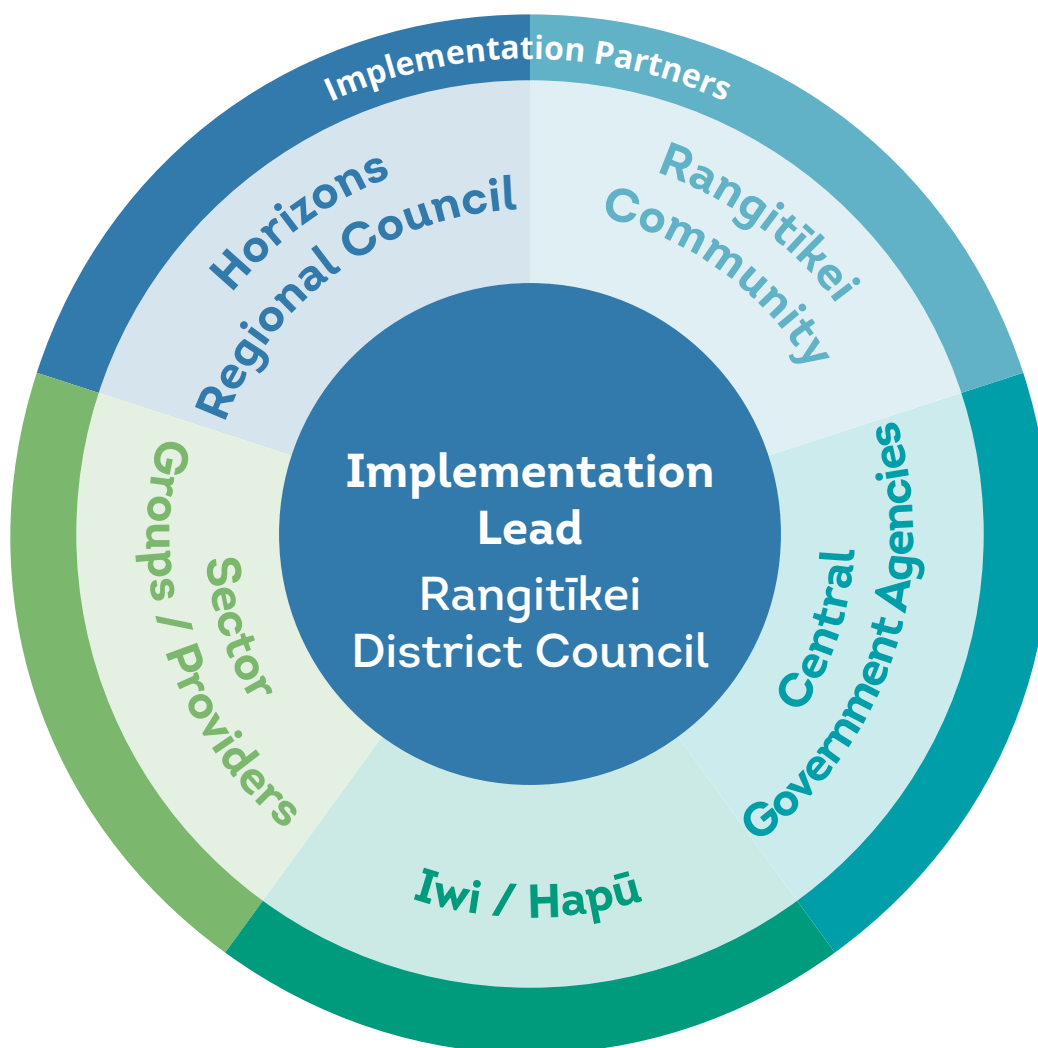


## Ngā Whakahāngai Implementation

*The aspirations and actions identified in this document represent our goals for the future.*

For the implementation of the identified aspirations to be successful collaboration is essential – with our communities, iwi and hapū, Horizons Regional Council, Central Government and its agencies such as Waka Kotahi NZ Transport Agency, the new Three Waters Entity, and infrastructure providers.

An action in 2023 will be the development of an implementation plan to guide how the aspirations and actions identified in this document will be implemented.



## Ngā moemoeā, Ngā Whanonga Pono me ngā Whakaarotau Vision, Values and Priority Areas

Our vision, values and priority areas articulate our aspirations for Rangitikei in the future.

They show what we are aiming to achieve, what is important to us and what will inform our decision-making for the future.

Our vision **Rangitikei – the way life should be** reflects our aspiration that Rangitikei is sought after for the lifestyle it provides.

We have a strong sense of place, with unique and varied communities that provide a range of options to everyone.



## Ngā Whanonga Pono Values

Our values are our  
guiding compass.

They outline how we will act and support our  
decision-making so that we can create the future  
we want for our communities.

| VALUES   |  |
|--|--|
|  <p><b>Kotahitanga</b> <i>Unity and strength</i></p>                              | We are unified in our identity and work together to achieve the best future possible, making us stronger   |
|  <p><b>Manaakitanga</b> <i>Caring for each other</i></p>                        | We care for our people and communities in a way that reflects our strong sense of community, and we encourage and support one another  |
|  <p><b>Kaitiakitanga</b> <i>Guardianship and caring for the environment</i></p> | We consider the environment holistically, recognising the deep connection between people and the environment and use resources in a way that is sustainable for future generations |
|  <p><b>Mātauranga</b> <i>Knowledge and understanding</i></p>                    | We use knowledge to make decisions and take learnings from the past to make better decisions for the future  |
|  <p><b>Tika me te Pono</b> <i>Doing the right thing and in good faith</i></p>   | We are bold and courageous in decision-making, setting out an aspirational vision for our future generations while respecting tikanga and kawa                                     |
|  <p><b>Whakapapa</b> <i>Belonging and connection</i></p>                        | We acknowledge the generations that have come before us, ensuring a place for those to come after us and create communities where people love to live and feel like home           |



## **Ngā Whakaarotau o Rangitīkei** **Rangitīkei Priority Areas**

*This section contains the priority areas that apply across the whole of the Rangitīkei.*

Each priority area identifies the outcomes sought for sub-areas and how that outcome will be achieved.



*Thriving  
Communities*



*Healthy  
Communities*



*Connected  
Communities*



*Unique  
Communities*





## **Thriving Communities**

Thriving communities are vibrant, growing, diverse, innovative and have an economy that benefits everyone.



### **A DIVERSE RURAL ECONOMY**

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The Rangitikei rural economy is a diverse powerhouse for the Rangitikei:

- > A leader in sustainable and high value primary production opportunities supported by the rural service sector.
- > Iwi-led businesses that are thriving.
- > A strong boutique tourism economy, leveraging off and improving our natural assets.
- > A forestry sector that is aligned with the 'right tree in the right place' approach.

### **HOW WE GET THERE**

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- > Support iwi in gaining access to landlocked land.
- > Recognise the role tourism and rural service activities play in the rural environment.
- > Protect our highly productive land to ensure it is available for primary production activities.
- > Identify suitable locations for forestry activities, and land which should be protected.
- > Work with sectors in the rural environment to support ongoing growth, diversification and resilience.
- > Recognise the importance of multi-generational living and the ability for population growth to contribute to vibrant rural communities.
- > Provide a safe and efficient transport system and freight network that supports rural economic activity.



## VIBRANT TOWN CENTRES

Rangitīkei town centres are the heart of our communities - fully occupied, attractive spaces that celebrate the unique character of each settlement. They are green, inclusive, easy to get around, mixed-use areas providing access to services, businesses, community facilities, health services and residential activities.

### HOW WE GET THERE

- > Enable a diverse mix of activities to establish in our town centres, while ensuring different uses are located appropriately to achieve a dynamic environment – e.g. retail/hospitality/health services directly fronting the street, residential activities above, commercial activities on the periphery.
- > Lead streetscape design and redevelopment of our town centres.
- > Work collaboratively with building owners to facilitate solutions to strengthen earthquake-prone buildings.
- > Implement changes to ensure our town centres are age friendly and accessible to everyone.
- > Work in partnership with the community on placemaking initiatives that promote the use of the space, increase safety and amenity, community connection and pride.
- > Provide a range of transport choices to increase accessibility of our town centres (walking, cycling, e-scooters).



## GROWING BUSINESSES

Businesses establish and grow throughout the Rangitīkei that support the needs of our communities, and leverage off our natural assets, primary products, and location at the heart of the Central North Island.

### HOW WE GET THERE

- > Ensure sufficient land is available in the right place to accommodate future business growth and housing to support workers. 'In the right place' means able to access infrastructure, such as the transport network and three waters, not impacted by natural hazards, near to labour markets, etc.
- > Consider the needs of businesses in the rural environment for worker accommodation.
- > Prioritise investment in economic development and district promotion activities that support business growth.
- > Support businesses navigate regulatory processes.
- > Ensure infrastructure (three waters, roads, electricity, internet) is future-proofed to support business growth.





## **Healthy Communities**

Healthy Communities have natural and physical environments that are sustainable, resilient, and meet community needs.



📍 *Hautapu River - Taihape*

### **HEALTHY NATURAL ENVIRONMENT**

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Our natural environment – the flora, fauna and entire ecosystems are healthy, which supports the health of our people.

### **HOW WE GET THERE**

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- > Support community-led projects focused on environmental enhancement.
- > Ensure urban infrastructure positively impacts the natural environment.
- > Protect our most important ecosystems from inappropriate land use.



2004 Flood - Scotts Ferry

## CLIMATE RESILIENCE

Our communities are resilient and have adapted to ongoing climate impacts.

### HOW WE GET THERE

- > Communities at risk of significant flooding have implemented climate resilience or adaptation projects / plans – Scott’s Ferry, Kauangaroa, Koitiata, Marton, Hunterville and Bulls.
- > New housing development mitigates risks or avoids areas that are at risk from natural hazards, particularly flooding.
- > Support rural communities to become resilient to extreme and changing weather patterns
- > Understand the extent of infrastructure at risk from the impacts of climate change and natural hazards and increase its resilience.
- > Develop a Climate Impact Strategy and Plan.



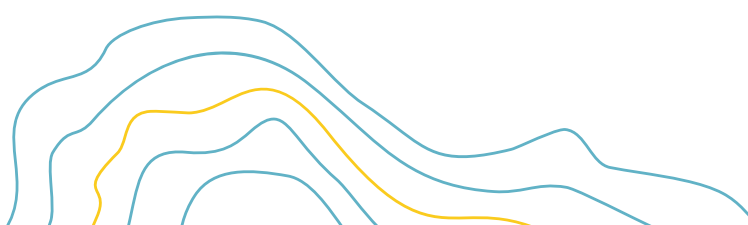
Criterion Street, Bulls

## EMISSIONS REDUCTION

The transition towards a low-emissions economy supports the wellbeing of our communities.

### HOW WE GET THERE

- > Prioritise nature-based solutions in urban environments.
- > Enable mode shift by increased opportunities for active and micromobility, increased public transport, and infrastructure to support changing fuel types (e.g. EV, hydrogen).
- > Leverage off the existing rail networks for freight.
- > Champion early adoption of new lower-emissions technologies e.g. in farming, and fuel (hydrogen).
- > Develop a Climate Impact Strategy and Plan.
- > Recognise the importance of renewable energy in the regulatory system.
- > Ensure emissions reductions are equitable and inclusive for all.





📍 Marton Park

## CONNECTION WITH NATURE

Our communities have easy access to our waterways, parks and open spaces and these spaces are connected through green and blue networks.

### HOW WE GET THERE

- > Connect our green spaces and waterways together and with our communities through the development of nature networks that support recreation, increase amenity, provide biodiversity corridors and improve water quality.
- > Support community-led projects focused on developing nature networks, environmental enhancement or enhancement of our parks and open spaces in an equitable manner.
- > Encourage the development of walking and cycle trails throughout the Rangitikei and maximise benefits to the local economy.



📍 Sample residential streetscape

## HOUSING THAT MEETS A VARIETY OF NEEDS

Our people have access to high quality housing that meets their needs throughout their lifetime.

### HOW WE GET THERE

- > Ensure there is sufficient land available for housing to accommodate projected population growth.
- > Focus residential and rural lifestyle growth in the main centres of Taihape, Marton, Bulls, Hunterville and Mangaweka. Provide small-scale opportunities for growth in other settlements (where appropriate) to give choice.
- > Enable and encourage infill development and medium density housing in our main centres.
- > Recognise and provide for the needs of multigeneration households.
- > Support tangata whenua in realising housing aspirations.
- > Partner with housing providers and central government to support the delivery of social and community housing.
- > Enable a range of residential activities to be undertaken to meet the needs of the community



Indicative Rain Garden

## SUPPORTING INFRASTRUCTURE

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Our urban communities have access to high quality transport networks, clean drinking water, efficient wastewater networks and stormwater systems that can cope with ongoing climate impacts. Our infrastructure supports community health and wellbeing and enhances the natural environment.

## HOW WE GET THERE

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- > Long term planning of infrastructure required to support growth and future-proof infrastructure upgrades to ensure they can meet future growth.
- > Require new developments to achieve stormwater neutrality.
- > Enable intensification of our urban environments to ensure the efficient use of existing infrastructure.
- > Incorporate low impact infrastructure design where appropriate, such as rain gardens, into future developments and the redevelopment of existing stormwater infrastructure.
- > Work alongside electricity providers to plan for future electricity requirements associated with housing and business growth and transition the transport sector to electric vehicles.
- > Recognise the dominant role renewable energy will play in supporting our energy future.
- > Implement a transport network that provides for high quality multi-modal transport options.



Tutaenu Reservoir



Power Lines



## Connected Communities

Connected communities are linked with each other and the wider world physically, socially and digitally.



Te Matapihi - Bulls Community Centre

### URBAN ACCESSIBILITY

Urban residents in Marton, Taihape, Bulls and Hunterville have access to local employment, town centres, parks and open spaces and education within 10-minutes from home.

### HOW WE GET THERE

- > Enable and encourage intensification within the existing urban footprints for Taihape, Marton and Bulls.
- > Consider accessibility when identifying future residential growth areas.
- > Undertake structure planning to ensure new developments are physically connected with the existing urban environment.
- > Invest in active mobility networks that support all active and micro-mobility transport methods. Identify active mobility pathways for our urban areas and develop an implementation plan for their construction.





Kiwirail Train SH1



Computer station - Marton Library

## TRANSPORT NETWORKS

Our communities have access to and choice of, to a range of affordable transport options that meet their needs and connect to key destinations – including private transport, public transport, micro-mobility and active transport.

### HOW WE GET THERE

- > Development of an active mobility pathway plan to guide the location and implementation of active mobility pathway networks through our urban areas and between settlements.
- > Advocacy and collaboration to facilitate the implementation of public transport services, particularly rail services and the introduction of new technology (autonomous vehicles).
- > Integrate land use planning and transport infrastructure planning to ensure accessible urban environments.
- > Leverage from external funding sources to maximise projects and outcomes for the transport network.
- > Invest in, and collaborate on the implementation of projects that increase safety of transport networks.
- > Leverage off the role the Rangitikei plays in inter-regional connectivity for passenger and freight for the Central North Island.
- > Work collaboratively with all transport partners, including Waka Kotahi and regional local authorities to advocate, plan and implement a high-quality, integrated, safe and efficient transport network.

## DIGITAL CONNECTION

The entire Rangitikei has access to high quality digital connections available (internet & cell phone) which support working from anywhere, rural businesses and enables our remote communities to connect digitally.

### HOW WE GET THERE

- > Advocate to Central Government for improved rural digital connectivity.
- > Inform our communities about emerging digital connectivity opportunities.





◆ Marton Market Day



◆ Te Matapihi - Bulls

## SOCIAL INTERACTION

Our communities have strong social connections that are grounded on a strong identity. Our built environment including, parks and reserves, community facilities, active mobility pathways and civic areas, are designed to encourage and provide opportunities for social interaction and connection.

### HOW WE GET THERE

- > Promote the unique identity of each community.
- > Support community-led development.
- > Promote and encourage local events.
- > Promote connection between public and private spaces that increase opportunities for social interaction.
- > When building or redeveloping public spaces include design elements that encourage increasing social interaction and community connection e.g. places to sit, events spaces.

## ACCESS TO COMMUNITY FACILITIES

Our communities have access to high quality public spaces and community facilities that support social interaction, inclusion, learning and recreation.

### HOW WE GET THERE

- > Implement the civic centre projects for Marton and Taihape.
- > Invest in redevelopment of the Marton and Taihape swim centres.
- > Invest in our green spaces.
- > Enable the development of essential social services and infrastructure.



## Unique Communities

Unique communities are built from their sense of place, culture and heritage and quality physical environments.



Rangitikei River - Mangaweka

### SENSE OF PLACE

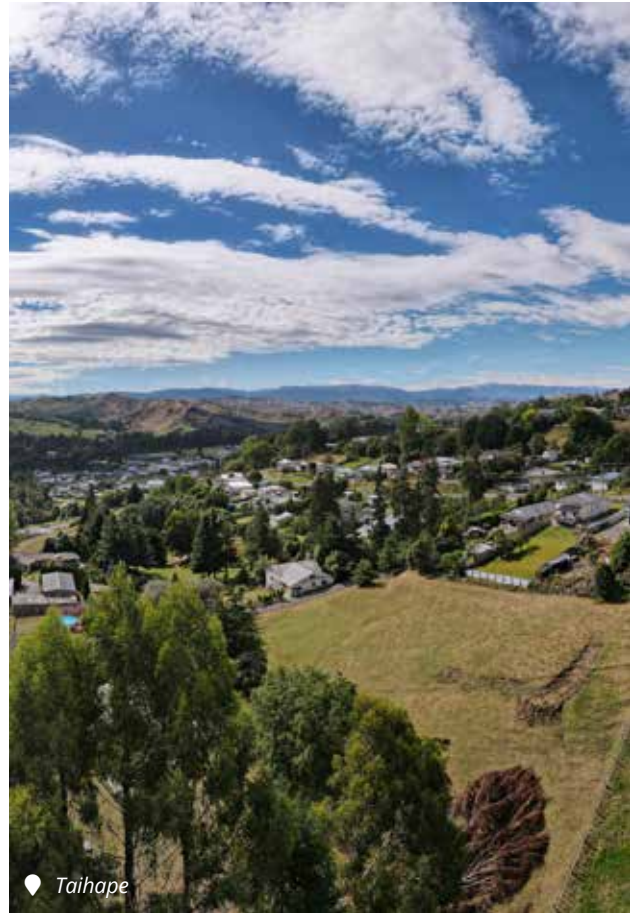
The towns and settlements in the Rangitikei provide an enviable small-town lifestyle. They are connected through a shared identity as being part of the Rangitikei. Our character is derived from both the physical environment and belonging within and connection to the surrounding landscapes. Our waterways connect us together, from our outstanding natural environments in the north, weaving through the Rangitikei to the coast.

### HOW WE GET THERE

- > Identify, protect, and celebrate what makes each of our towns and settlements unique.
- > Focus growth in Marton, Taihape, Bulls, Hunterville and Mangaweka.
- > Strengthen our connection with our natural environments, waterways, green spaces, coastal areas, and landscapes through the development of nature networks.



📍 Marton Memorial Walkway entrance



📍 Taihape

## NATURAL AND CULTURAL HERITAGE

Our history and culture are understood and celebrated alongside our natural environment as what makes the Rangitikei unique.

### HOW WE GET THERE

- > Identify, protect, celebrate, and enhance our Outstanding Natural Landscapes and Features, sites of cultural significance, and built heritage.
- > Work in partnership with iwi and hapū in the protection of cultural sites of significance and environmental restoration projects.
- > Identify opportunities for storytelling.

## HIGH QUALITY TOWNS

The built environment in the Rangitikei supports well-functioning communities that are inclusive and celebrate culture, enable meaningful choices in housing, transport, are resilient and have good accessibility.

### HOW WE GET THERE

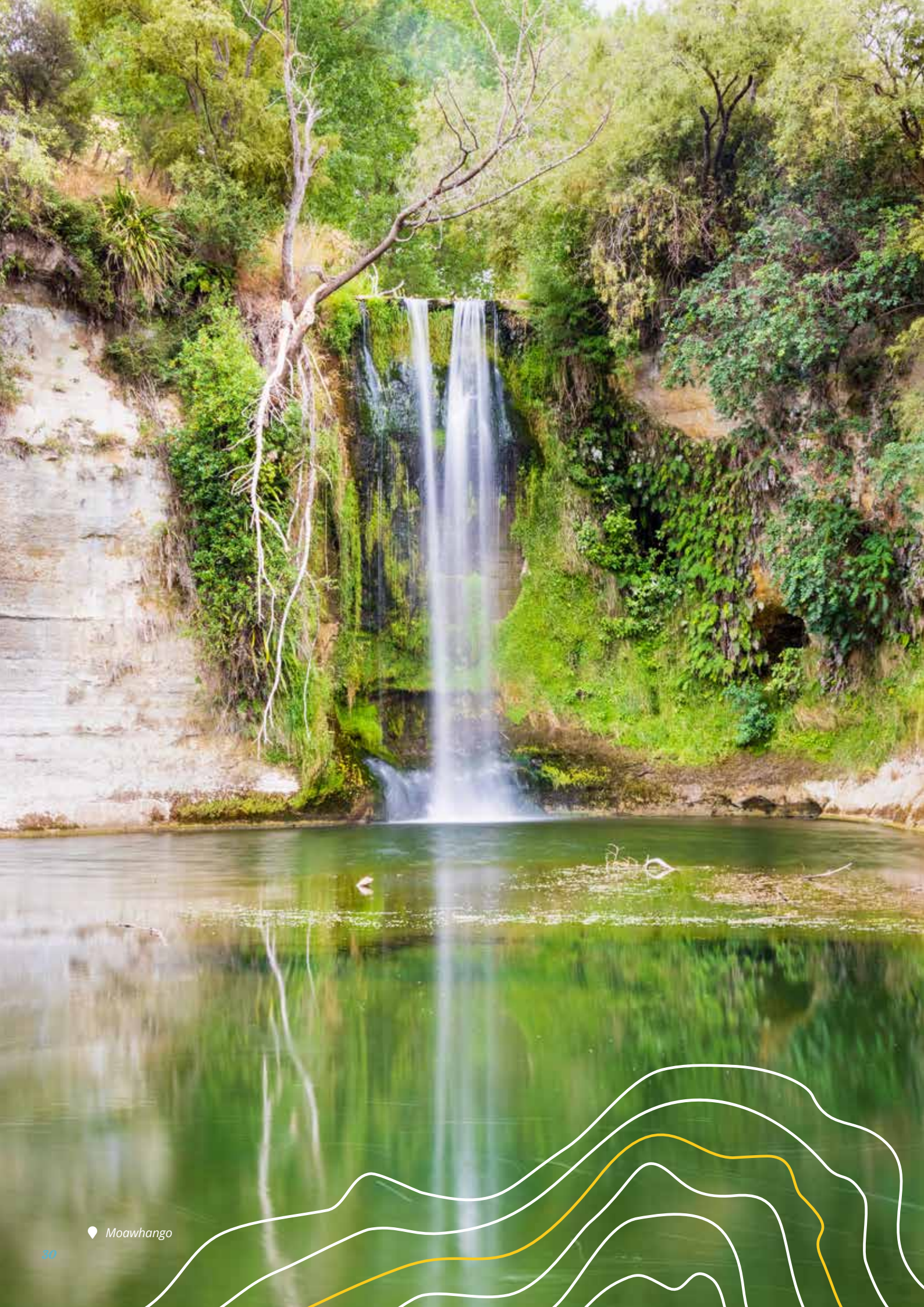
- > Invest in public spaces in a manner that implements high quality urban design and supports connection between public and private spaces, interaction, activation, enjoyment and community pride.
- > Use Crime Prevention Through Environmental Design principles when developing public spaces.
- > Encourage high quality urban design for new development throughout urban environments.
- > Advocate for improved public transport.
- > Enable the development of a range of housing typologies.
- > Develop urban areas to be activity friendly environments – places where making an active choice is easy.

## Mātāpono Hoahoa Design Principles

The principles identified below should be used to guide future land use and development.

They have guided the development of the concepts in this plan, and will be considered and used when undertaking the District Plan review.

| PRINCIPLES  |   |
|---|---|
|  <b>History</b>          | Our dual heritage is celebrated. Mana whenua significant sites and cultural landmarks are acknowledged. Historical narratives are captured and expressed creatively and appropriately. Māori names are celebrated, both traditional and new.  |
|  <b>Accessibility</b>    | Our residential environments are accessible for everyone of all ages and abilities within 10 minutes from home - to our business environments, parks and open spaces, schools, health services and community.   |
|  <b>Partnership</b>    | The mana of iwi and hapū as Mana whenua is recognised and respected. Opportunities are promoted giving effect to Mana whenua kaitiaki roles. Mana whenua are fully empowered through engagement and design processes to ensure tikanga Māori is applied across the project life.                                    |
|  <b>Inclusivity</b>    | Our communities are designed to be inclusive of all of our people and enable everyone to participate and meet their needs.  |
|  <b>Connectivity</b>   | Our communities have a strong spiritual connection to the Rangitīkei. They are also physically connected. Our towns and residential environments are connected in a manner that will allow people to move around however they want. This includes by car, walking, cycling, mobility scooters, e-scooters and more. |
|  <b>Diversity</b>      | Our communities contain a diversity of people that have varying work, play and educational needs that are provided for.   |
|  <b>Nature</b>         | Our towns are connected and integrated with the natural environment. This includes green networks through town, accessibility to parks and open spaces, space for people to have a garden at home, lots of trees. It also includes connection and the health of our blue networks, waterways.                       |
|  <b>Sustainability</b> | Green infrastructure and technology is embraced for new developments and to increase resilience or amenity. Increased density in appropriate locations will maximise the use of existing infrastructure. The natural environment is protected, restored and/or enhanced.  |
|  <b>Resilience</b>     | Resilience to climate impacts and natural hazards. Some towns are already susceptible to the impacts of climate change and flooding. Ensure that future growth areas transition away from high-risk areas and residential intensification in areas subject to flooding will be minimised or avoided.                |
|  <b>Safety</b>         | Our urban areas are designed in accordance with Crime Prevention Through Environmental Design principles.   |
|  <b>Revitalisation</b> | The redevelopment of towns improves the quality of the built environment whilst recognising and embracing local heritage  |



📍 Moawhango



*Rural, Towns  
and Settlements*

---

2







- ***Bulls***
- ***Hunterville***
- ***Kauangaroa***
- ***Koitiata***
- ***Mangaweka***
- ***Marton***
- ***Mataroa***
- ***Moawhango***
- ***Ōhingaiti***
- ***Ōhotu***
- ***Opaea / Kaiewe***

- ***Rātā***
- ***Rātana Pā***
- ***Rural Rangitīkei***
- ***Scott's Ferry***
- ***Taihape***
- ***Turakina***
- ***Utiku***
- ***Whangaehu***

# BULLS

*Bulls is the southern gateway to the Rangitīkei, known for celebrating its name and agricultural heritage with humorous bull signs and statues.*

The population of Bulls has grown significantly in recent years, being an affordable option and a commutable distance to nearby Palmerston North (29km), Whanganui (44km) and the Ohakea Airforce Base (3km).

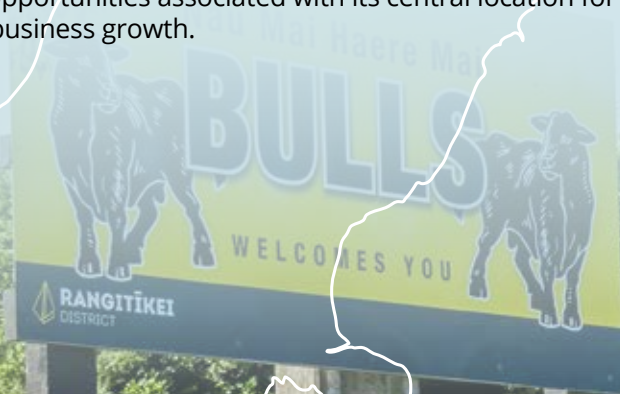
We expect strong growth to continue, with another 2,000 people likely to call Bulls home by 2050. Bulls is expected to see growth in the older age groups which will increase demand for health services, smaller and low maintenance housing and public transport options.

Creating a vibrant town centre, and high quality community and recreation facilities will attract families.

Bulls has many opportunities associated with its central location for population and business growth.



**BULLS**






## VISION FOR *Bulls*

**Bulls** is a growing community, strongly connected to the Rangitikei River and its high quality green spaces. A popular stop for travellers, with vibrant businesses and a transport network that supports the community.


### Key community priorities

- Improving traffic flow and pedestrian safety through town.
- Business expansion and improved wayfinding through town.
- Walkway/cycleway development (Ohakea – Bulls, River loop).
- Bulls Domain development.

### Bulls at a glance


 **2,250** people call Bulls home.


**75** people per year have moved to Bulls since 2014 thanks to its central location between Palmerston North and Whanganui and the growing Ōhakea Airbase.

 **804** houses in Bulls in 2018, 105 of those were unoccupied.

The town's GDP is valued at **63.1M**

The economy was growing strongly before the pandemic, but in 2020 this dropped by more than 5%, more than likely connected to the reduction in motorists.

 **153** businesses in Bulls.

 **801** jobs in Bulls – more than half are employed in manufacturing, accommodation, food services, and construction.





### Key themes

- 1 Transport network improvements
- 2 Supporting infrastructure
- 3 Connection with open space
- 4 Housing growth
- 5 Traveller destination and vibrant town centre
- 6 Business growth

### Key Spatial Moves

- RE Residential Expansion
- RI Residential Intensification
- IH Industrial Hub
- MX Mixed Use Town Centre

### Legend

#### District Plan Zones

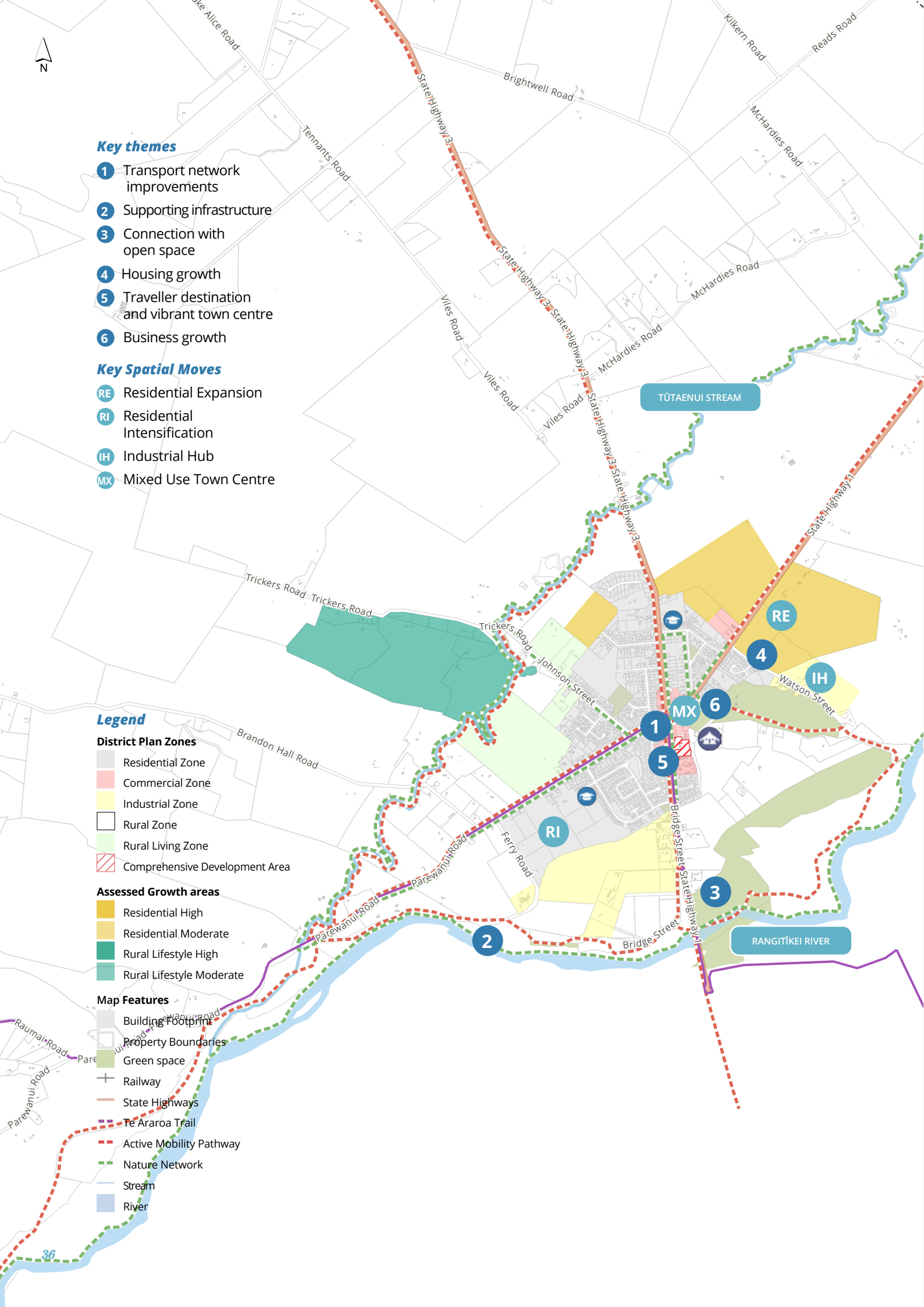
- Residential Zone
- Commercial Zone
- Industrial Zone
- Rural Zone
- Rural Living Zone
- Comprehensive Development Area

#### Assessed Growth areas

- Residential High
- Residential Moderate
- Rural Lifestyle High
- Rural Lifestyle Moderate

#### Map Features

- Building Footprint
- Property Boundaries
- Green space
- Railway
- State Highways
- Te Araroa Trail
- Active Mobility Pathway
- Nature Network
- Stream
- River





SH3 and SH1 intersection - Bulls



Electric vehicle charging station - Bulls

“With the volume of traffic increasing and the trucks aren’t going to get smaller, something should be done about the intersection at SH1 and SH3.”

Community Voice

## 1 Transport network improvements

Located at the junction of State Highway 1 and 3, over 13,000 vehicles<sup>1</sup> travel through Bulls each day.

The volume and type of traffic and multiple intersections can cause traffic flow and safety issues through the town.

Some locals use the back streets to navigate around Bulls to avoid dangerous intersections and congestion. The volume, type and speed of traffic also creates an unsafe environment for pedestrians or other forms of mobility.

Addressing traffic and pedestrian safety issues in the town centre is a top priority for the community.

Public transport or active mobility options are limited, with the residents largely dependent on private vehicles.

### Priorities

- > Make the Bulls town centre safe for pedestrians and improve traffic flow.
- > Develop active mobility pathways around town and that connect with Marton, Ōhakea, and Scott's Ferry that support walking, cycling, e-scooters, mobility scooters and other forms of active and micro mobility.
- > Advocate for improved public transport options.
- > Enable a range of transport types and changing transport technology – e.g. vehicle charging stations, bike racks, hydrogen fuel.
- > Work collaboratively to create a transport network that supports local business growth e.g. easy access, efficiency.

<sup>1</sup> State highway traffic monitoring – annual average daily traffic (nzta.govt.nz)



📍 Old Bulls Water tower

## 2 Supporting infrastructure

High quality infrastructure is needed to support a growing community.

The new Bulls water reservoir is already constructed, and work is underway on the Marton to Bulls Wastewater Centralisation Project.

An additional water source and reticulation upgrades will be needed to meet long term growth projections.

### Priorities

- > Ensure the three waters network is upgraded to support residential, commercial and industrial growth.
- > Work collaboratively with infrastructure providers to plan for future demand.



📍 Infrastructure installation - Bulls

“It is important that all new builds and consents are ensuring that our infrastructure will grow with it.”

Community Voice



### 3 Connection with open space

Bulls has several green spaces across the town, the most significant being the Bulls Domain.

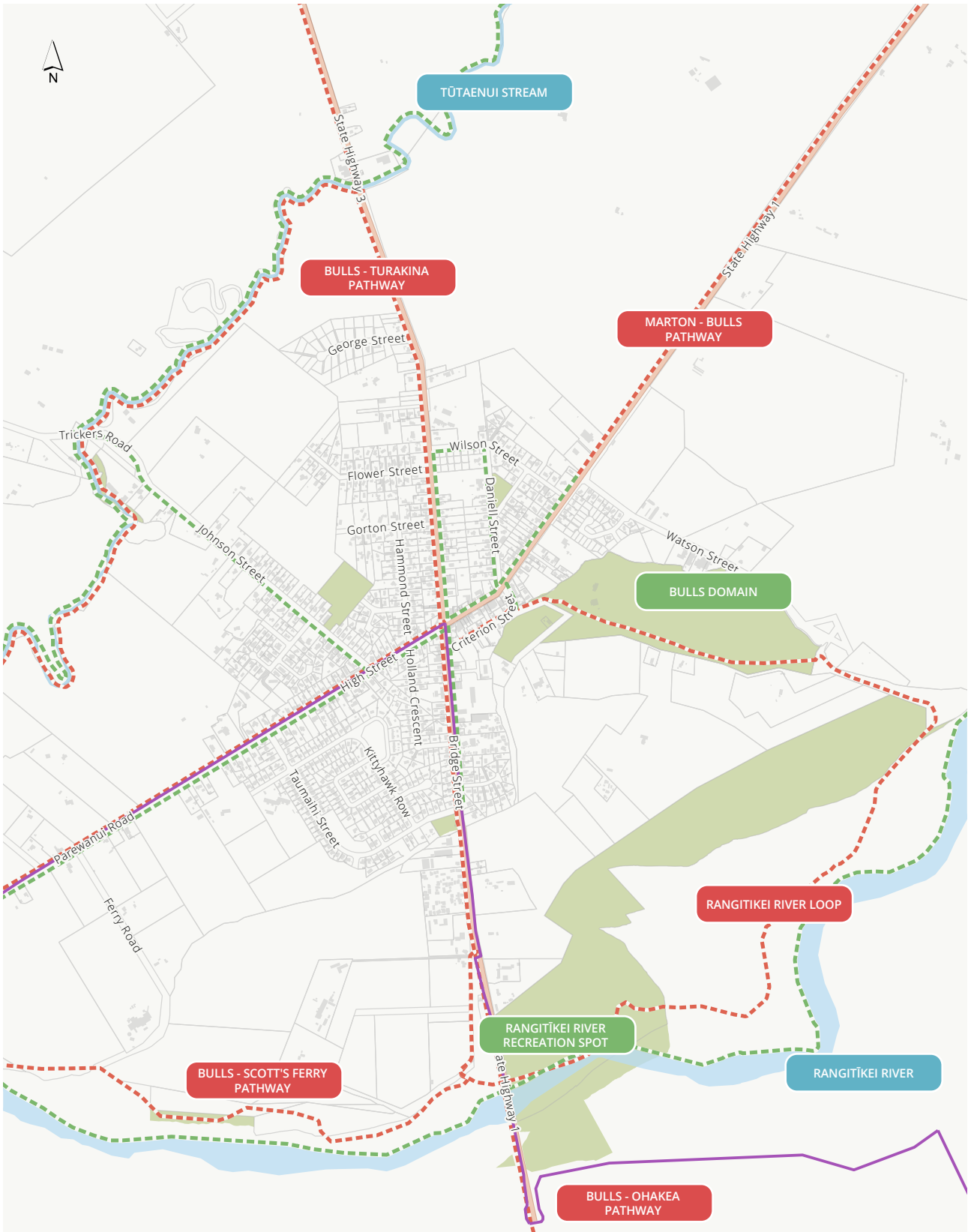
The Bulls community is strongly connected to the Rangitikei River to the east, with the Tūtaenui Stream also located to the west of the town.

There are opportunities to improve the connection between the town, Rangitikei River and Tūtaenui Stream and the recreation activities in the open spaces throughout Bulls.



#### Priorities

- > Develop nature networks between parks, the Rangitikei River and Tūtaenui Stream that provide improved active mobility options, increase connection between the town centre and the Rangitikei River, support wildlife corridors, and green the town centre.
- > Incorporate art and culture into the open space networks.
- > Identify opportunities for the use of green, low impact design, infrastructure.
- > Encourage an increase in canopy cover in Bulls.
- > Develop the access point to the Rangitikei River as a recreation spot with facilities for visitors.
- > Community-led redevelopment of the Bulls Domain.
- > Support improvements to parks and reserves for Bulls that meet the needs of a growing community and are aligned with the Parks, Open Spaces and Sporting Facilities Strategy.



**LEGEND**

**Map Features**

- Building Footprint
- Property Boundaries
- Green space
- State Highways
- Stream
- River
- Active Mobility Pathway
- Te Araroa Trail
- Nature Network





Indicative residential streetscape

4

## Housing growth

Bulls provides a small town lifestyle that is highly connected to the wider region.

The town has grown rapidly recently with 600 more people calling Bulls home since 2013. Affordable housing, location and expansion of the Ohakea Airbase will continue to support a rapidly growing community.

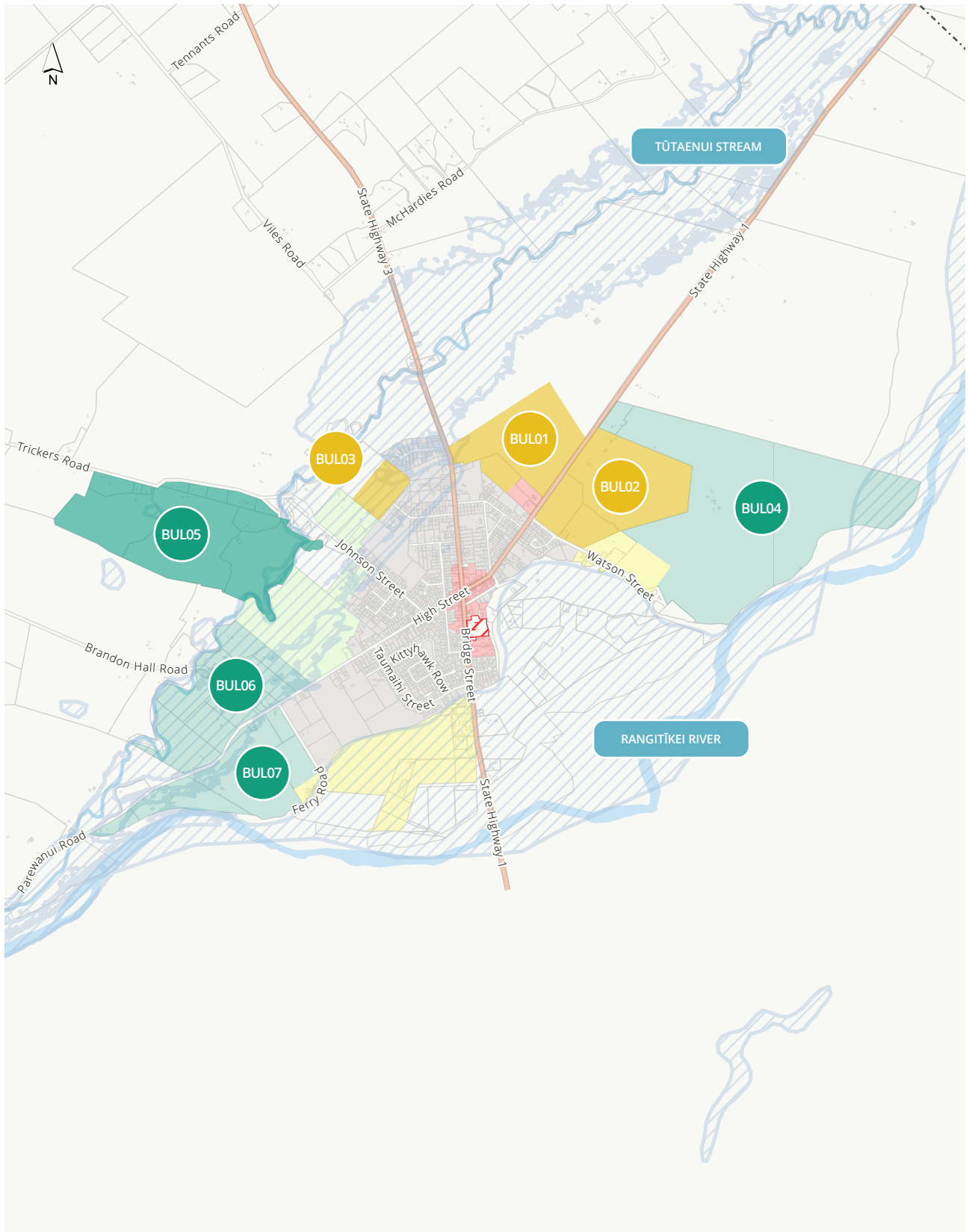
Bulls has two primary schools that have capacity to cope with projected growth.

### Priorities

- > Enable a diversity of well-designed housing that is high quality, low maintenance, a range of sizes, close to town, and provides a high level of amenity.
- > Design future growth areas and redevelop the existing urban area so people are able to access services and amenities (shops, health services, parks, schools) within 10 minutes.
- > Avoid housing development in areas at significant risk of flooding.
- > Connect the community via roads and pedestrian connections, including improved connections across the State Highway network.
- > Ensure infrastructure is available to support housing growth.
- > Develop high quality parks to provide the community access to open space.

“Wherever housing is built there needs to be some green space for people to relax in.”

Community Voice



**LEGEND**

**District Plan Zones**

- Residential Zone
- Commercial Zone
- Industrial Zone

- Rural Zone
- Rural Living Zone
- Comprehensive Development Area

**Assessed Growth Areas**

- Residential High
- Residential Moderate
- Rural Lifestyle High
- Rural Lifestyle Moderate

- Rural Lifestyle Low

**Map Features**

- Flood Zone
- Stream

- River
- Building Footprint
- Property Boundaries
- State Highways

## Future residential and lifestyle growth

Bulls could need an additional 34 houses per year, or 1,001 homes by 2050 to meet our growth aspirations.

We already have some land available for new housing, but anticipate needing up to an additional 61 hectares of Residential land and 50 hectares of Rural Lifestyle land.

|                                   | Residential | Rural Lifestyle | Total        |
|-----------------------------------|-------------|-----------------|--------------|
| 🏠🏠<br>Number of houses – per year | 33 houses   | 2 houses        | 35 houses    |
| 🏠🏠🏠<br>Number of houses – by 2050 | 951 houses  | 50 houses       | 1,001 houses |
| 🌲🌲<br>Additional land required    | 61 hectares | 50 hectares     | 111 hectares |

A range of potential growth areas were assessed to determine their suitability for future development. The areas have been assessed as follows:

| Area  | Size           | Suitability rating |
|-------|----------------|--------------------|
| BUL01 | 33.7 hectares  | Moderate           |
| BUL02 | 45.7 hectares  | Moderate           |
| BUL03 | 7.1 hectares   | Moderate           |
| BUL04 | 132.5 hectares | Low                |
| BUL05 | 79.5 hectares  | Moderate           |
| BUL06 | 47.5 hectares  | Low                |
| BUL07 | 42.5 hectares  | Low                |

*Note: There may also be smaller properties on the fringe of the current Residential zone which may be appropriate for rezoning. These will be assessed through a District Plan change process.*

Further work, including technical assessment, will be completed to refine the assessment of future growth areas, which could change this prioritisation.

*A detailed assessment of the growth areas for Bulls is provided in Section 3.*





High Street - Bulls



Bulls



Rangitikei Junction - Bulls



Bulls



Bulls Medical Centre



**LEGEND**

|                                |                       |                       |             |
|--------------------------------|-----------------------|-----------------------|-------------|
| <b>District Plan Zones</b>     | Rural Zone            | Property Boundaries   | Green space |
| Comprehensive Development Area | Heritage Site         | Precincts             |             |
| Residential Zone               | <b>Map Features</b>   | State Highways        |             |
| Commercial Zone                | Indicative Flood Zone | Nature Network        |             |
|                                | Building Footprint    | Pedestrian Connection |             |

**5 Traveller destination and vibrant town centre**

The volume of traffic going through Bulls and its central location provides opportunity for attracting people to stop, shop and relax, and the Bulls campaign has successfully done this for some time.

The Te Araroa Trail travels through Bulls which represents an opportunity for walkers to refuel, camp and explore the Santoft Domain and what Bulls has to offer.

**Priorities**

- > Enhance Bulls as a key stop for travellers in the Central North Island.
- > Improve traffic flow and pedestrian safety through the town.
- > Celebrate the distinct 'precincts' within the Bulls town centre and create wayfinding connections that encourage residents and visitors to walk around the town centre.
- > Implement greening of the town centre.
- > Enhance the entrances to Bulls as the southern gateway into the Rangitikei.
- > Support the strengthening of earthquake-prone buildings and the establishment of new businesses.
- > Increase visitor accommodation.



Watson Street, Bulls

## 6 Business Growth

Bulls' location in the Central North Island at the junction of State Highway 1 and 3 makes it suitable for industrial development.

Key theme 5 identifies the opportunities for Bulls as traveller destination.

### Priorities

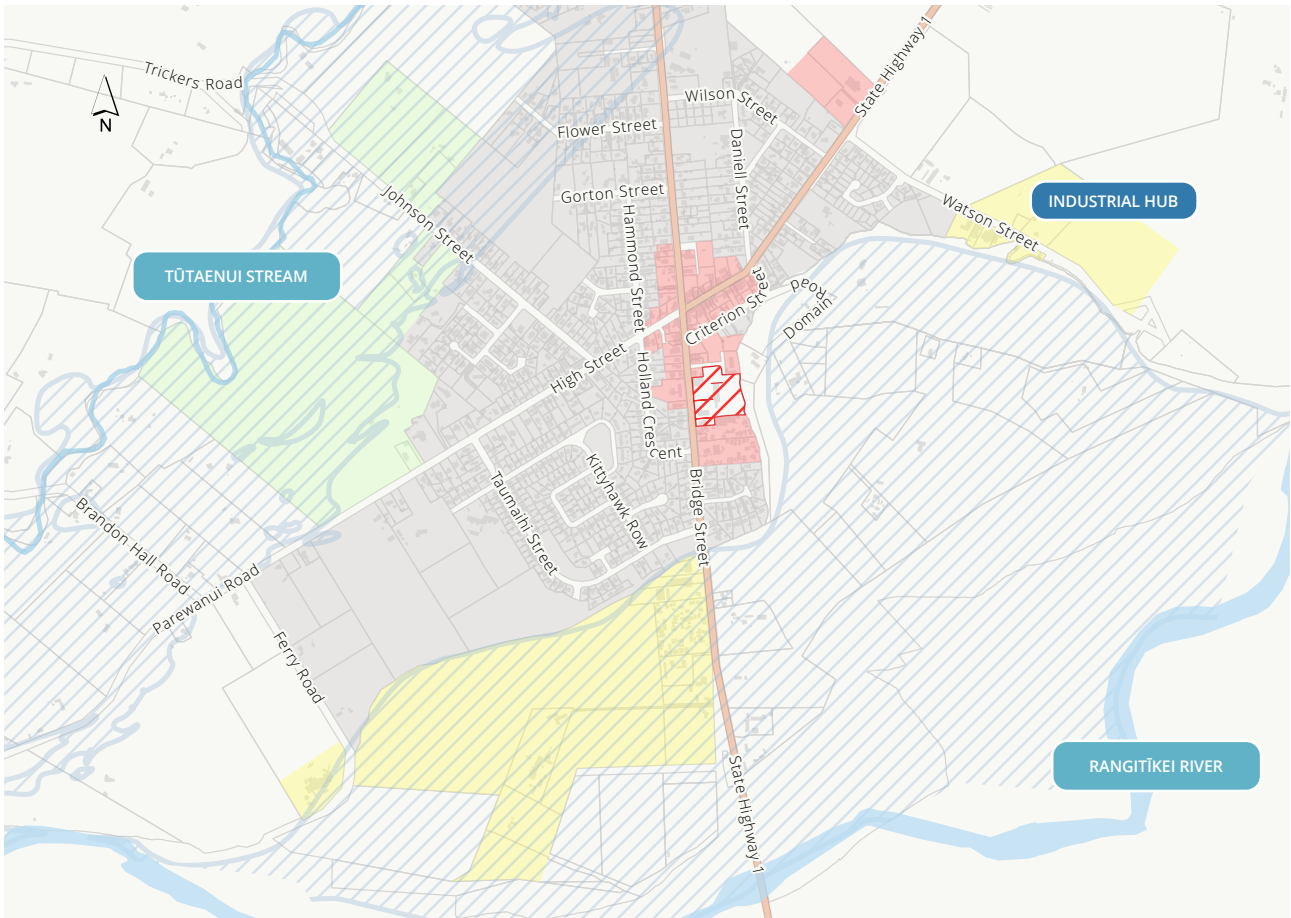
- > Position Bulls as a major food processing, distribution and logistics hub for the Central North Island.
- > Locate the industrial hub of Bulls along Watson Street.
- > Take a facilitative approach to the establishment of new businesses.
- > Town centre events, placemaking and wayfinding to increase foot traffic around the town centre.



Bulls

“Industrial should be on the outskirts. Available access to resources but not impacting on the daily lives of residents.”

Community Voice



**LEGEND**

- |   |   |  |  |
|---|---|--|--|
| <b>District Plan Zones</b>  |   | <b>Map Features</b>  |  |
| <span style="display:inline-block; width:15px; height:15px; background-color:lightgrey; border:1px solid black;"></span> Residential Zone | <span style="display:inline-block; width:15px; height:15px; background-color:lightgreen; border:1px solid black;"></span> Rural Living Zone   | <span style="display:inline-block; width:15px; height:15px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, lightblue 2px, lightblue 4px); border:1px solid black;"></span> Indicative Flood Zone | <span style="display:inline-block; width:15px; height:15px; background-color:grey; border:1px solid black;"></span> Building Footprint |
| <span style="display:inline-block; width:15px; height:15px; background-color:lightcoral; border:1px solid black;"></span> Commercial Zone | <span style="display:inline-block; width:15px; height:15px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, lightgreen 2px, lightgreen 4px); border:1px solid black;"></span> Comprehensive Development Area | <span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> Stream  | <span style="display:inline-block; width:15px; height:15px; border:1px solid black;"></span> Property Boundaries                       |
| <span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span> Industrial Zone     |   | <span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> River   | <span style="display:inline-block; width:15px; height:15px; border-bottom:2px solid orange;"></span> State Highways                    |

### Future Commercial / Industrial growth

We anticipate the existing area zoned for commercial and industrial activities is big enough to meet future business growth needs.

These projections are based on historic trends of business growth, which means additional land could be required to capture unanticipated opportunities.

Vacant industrial land is available along Watson Street and near the Rangitīkei River on Bridge Street.

Demand for business land will need to be monitored to ensure opportunities for business establishment and expansion is achieved within Bulls.

|                                   | Commercial    | Industrial    |
|-----------------------------------|---------------|---------------|
| Projected demand                  | 0.8 hectares  | 2.9 hectares  |
| Expected Capacity (already zoned) | 1.4 hectares  | 8.8 hectares  |
| Land required                     | -0.6 hectares | -5.9 hectares |














## Action Plan

| Rangitikei Priority Area  | Key Themes                     | Project |   |
|---|--------------------------------|---------|---|
| <b>Thriving Communities</b><br><b>Connected Communities</b><br><b>Healthy Communities</b> | TRANSPORT NETWORK IMPROVEMENTS | 1       | 1.1 Work collaboratively with Waka Kotahi to develop and implement solutions for improving traffic flow and pedestrian safety through the Bulls Town Centre.  |
|   |                                |         | 1.2 Develop Active Mobility Pathways: <ul style="list-style-type: none"> <li>• Bulls – Ohakea</li> <li>• Bulls – Marton</li> <li>• Bulls – Scott’s Ferry</li> <li>• Bulls – Rangitikei River Loop</li> </ul>  |
|   |                                |         | 1.3 Advocate for the trial and implementation of innovative public transport options that take advantage of emerging transport technology.  |
| <b>Healthy Communities</b>  | SUPPORTING INFRASTRUCTURE      | 2       | 2.1 Develop a stormwater management plan for Bulls to guide future investment to increase stormwater resilience.  |
|   |                                |         | 2.2 Work alongside Horizons Regional Council to investigate options for increasing resilience for the town from flooding from the Tūtaenui Stream and Rangitikei River.   |
|   |                                |         | 2.3 Implement stormwater resilience projects identified in the stormwater management plan for Bulls.  |
|   |                                |         | 2.4 Implement the Marton – Bulls Wastewater Centralisation project.   |
|   |                                |         | 2.5 Undertake upgrades to the Bulls Water Supply as required to cater for growth.   |
| <b>Healthy Communities</b>  | CONNECTION WITH OPEN SPACE     | 3       | 3.1 Development of Nature Networks: <ul style="list-style-type: none"> <li>• Rangitikei River / Bulls Domain loop</li> <li>• Bulls – Scott’s Ferry</li> <li>• Tūtaenui Stream</li> <li>• Rangitikei River Project – continued development of the recreation area alongside the Rangitikei River near the Bulls Bridge.</li> </ul>   |
|   |                                |         | 3.2 Work alongside the community on the Bulls Domain upgrade project.   |
| <b>Healthy Communities</b><br><b>Connected Communities</b><br><b>Unique Communities</b>   | HOUSING GROWTH                 | 4       | 4.1 Undertake a District Plan Change for urban growth that: <ul style="list-style-type: none"> <li>• Rezones residential and lifestyle growth areas.</li> <li>• Implements structure plans for future growth areas and undeveloped residential areas.</li> <li>• Enables medium density development that meets high quality urban design criteria.</li> <li>• Reviews provisions to ensure they support aspirations associated with developing well-functioning communities and a diverse range of housing.</li> <li>• Investigates flood risk for the existing rural lifestyle zone to determine whether it should be de-zoned.</li> </ul> |
|   |                                |         | 4.2 Work collaboratively with local developers to encourage a variety of housing types.   |
|   |                                |         | 4.3 Develop a prospectus that sets out the housing development opportunities in Bulls.  |

The actions identified in the Action Plan are not guaranteed to be developed. Council will consider which actions are developed through long term planning processes and collaboration with implementation partners.



Quick win <1 year | Short term 1 - 5 years | Medium term 6 - 10 years | Long term 10+


| Timeframe  | Council's role(s)        | Project Partners and Key Stakeholders   |
|--|--------------------------|---|
|  Medium Term  | Advocate Partner         | Community Waka Kotahi   |
|  Long Term    | Service Provider Partner | Community Waka Kotahi<br>Mana whenua Bulls and District Community Development Trust<br>Regional Council             |
|  Long Term    | Advocate                 |   |
|  Short Term   | Service Provider         | Community Mana whenua Regional Council  |
|  Long Term    | Partner                  |   |
|  Long Term   | Services provider        |   |
|  Short Term | Service Provider         |   |
|  Short Term | Service Provider         |   |
|  Long Term  | Service Provider Partner | Community Bulls and District Community Development Trust<br>Regional Council  |
|  Long Term  | Service Provider Partner | Mana Whenua Bulls Domain Upgrade Group<br>Bulls and District Community Development Trust<br>Community Sports groups |
|  Short Term | Strategy / Regulation    | Community Mana whenua Landowners Waka Kotahi Regional Council   |
|  Ongoing    | Service Provider         | Landowners Community  |
|  Quick Win  | Service Provider         |   |

## Action Plan

| Rangitīkei Priority Area   | Key Themes                                    | Project  |   |
|--|---|----------|---|
| <b>Thriving Communities</b><br><b>Connected Communities</b><br><b>Healthy Communities</b><br><b>Unique Communities</b> | TRAVELLER DESTINATION AND VIBRANT TOWN CENTRE | <b>5</b> | <b>5.1</b> Enhance the entrance to Bulls to increase amenity and the sense of arrival at a destination, encouraging travellers to stop.   |
|  |   |          | <b>5.2</b> Identify and leverage from the distinct precincts in the Bulls town centre - retail/health, hospitality, community.  |
|  |   |          | <b>5.3</b> Implement streetscape improvements to increase vibrancy, improve the pedestrian experience and provide linger opportunities (shelter, seating, photo opportunities, outdoor dining). |
|  |   |          | <b>5.4</b> Encourage the co-location of similar businesses to the different precincts.  |
|  |   |          | <b>5.5</b> Improve pedestrian connections / wayfinding between each of the precincts to encourage visitors to walk around the town. Invest in signage that encourages travellers to stop.       |
|  |   |          | <b>5.6</b> Celebrate Te Matapihi as the heart of the town centre. Encourage the use of the venue (indoor/outdoor) for local events.   |
|  |   |          | <b>5.7</b> Investigate the implementation of incentives and/ or support for building owners to strengthen or redevelop earthquake-prone buildings - particularly for the retail precinct.       |
|  |   |          | <b>5.8</b> Position the information centre to feature local and regional attractions.   |
|  |   |          | <b>5.9</b> Invest in and maintain infrastructure that supports travellers (seating, toilets, interregional bus stop, charging stations, convenient parking).                                    |
|  |   |          | <b>5.10</b> Develop a Parking Management Strategy to future-proof the Bulls Town Centre's parking availability.   |
|  |   |          | <b>5.11</b> Develop a business case for visitor accommodation needs in Bulls.   |
| <b>Thriving Communities</b>  | BUSINESS GROWTH                               | <b>6</b> | <b>6.1</b> Develop a prospectus to promote Bulls as a desirable location for logistics / food processing.   |
|  |   |          | <b>6.2</b> Monitor demand for industrial land to accommodate growth.  |

The actions identified in the Action Plan are not guaranteed to be developed. Council will consider which actions are developed through long term planning processes and collaboration with implementation partners.

Quick win <1 year | Short term 1 - 5 years | Medium term 6 - 10 years | Long term 10+

| Timeframe   | Council's role(s)          | Project Partners and Key Stakeholders  |
|---|----------------------------|--|
|  Short Term    | Partner                    | Community<br>Mana whenua<br>Waka Kotahi<br>Bulls and District Community Development Trust                    |
|  Short Term    | Strategy / Regulation      | Community<br>Mana whenua<br>Waka Kotahi<br>Business owners<br>Bulls and District Community Development Trust |
|  Medium Term   | Partner                    |  |
|  Short Term    | Facilitation / Information |  |
|  Short Term    | Partner                    |  |
|  Short Term   | Service Provider           |  |
|  Short Term  | Funder                     |  |
|  Short Term  | Service Provider           |  |
|  Ongoing     | Service Provider           | Community<br>Business owners<br>Bulls and District Community Development Trust                               |
|  Medium Term | Strategy / Regulation      |  |
|  Short term  | Service Provider           | Business community   |
|  Medium Term | Facilitation / Information | Business community   |
|  Ongoing     | Strategy / Regulation      |  |

# PĀRAEKARETU HUNTERVILLE

*Hunterville, the Huntaway capital of the world, is a strongly connected village that services the rural hinterland.*

The rural environment contains a mix of agricultural and forestry activities.

State Highway 1 and the North Island Main Trunk Rail Line both split the village in two, offering both opportunities and challenges for the settlement.

The Pourewa Stream is an important waterway running through the village.

## **Key community priorities**

- Enhancing Hunterville as a destination – with great local retail and food options.
- Retaining the strong sense of community.
- Supporting community services and facilities – clubs, service agencies and groups.
- Environmental improvements.



# VISION FOR Hunternville

Hunternville is special because of the strong sense of community and exceptional destination opportunities for visitors.

Hunternville

## Key themes

- 1 Sense of community
- 2 Better transport
- 3 Meet housing demand
- 4 Antique and boutique destination

## Key Spatial Moves

- RE Residential Expansion
- RI Residential Intensification

## Legend

### District Plan Zones

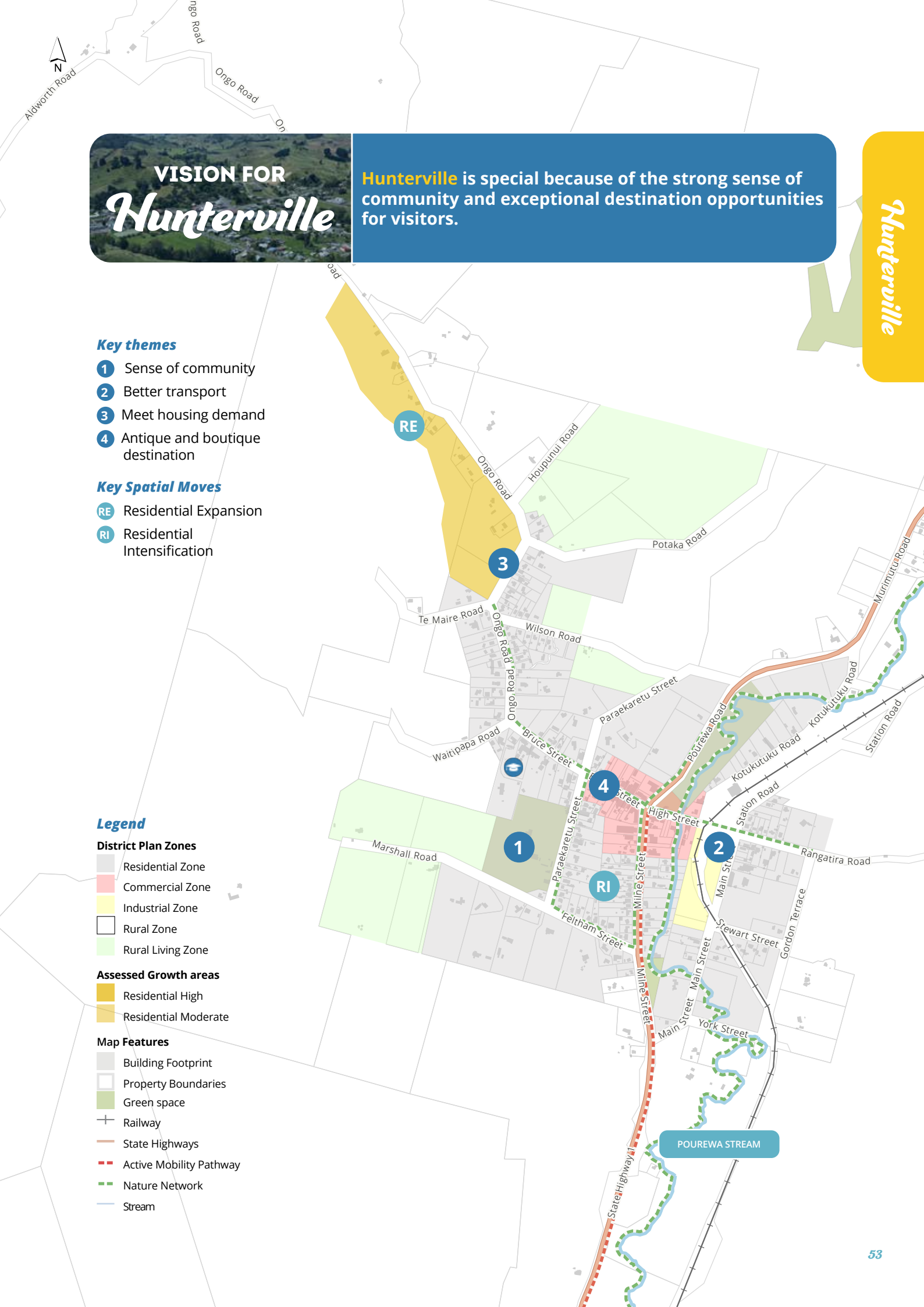
- Residential Zone
- Commercial Zone
- Industrial Zone
- Rural Zone
- Rural Living Zone

### Assessed Growth areas

- Residential High
- Residential Moderate

### Map Features

- Building Footprint
- Property Boundaries
- Green space
- Railway
- State Highways
- Active Mobility Pathway
- Nature Network
- Stream



## 1 *Sense of community*

Huntermville is a strongly connected community.

Community groups lead the development and operation of key community and recreation facilities such as the Huntermville Swimming Pool, (Huntermville Community Asset Trust) and Huntermville Community Sports Complex (Huntermville Community Sports Trust).

The most important community facilities include the pool, school, Town Hall, community services, clubs/facilities, infrastructure that supports the visitor economy and parks/green spaces.

The Pourewa Stream is a significant waterway for Huntermville. There are opportunities for improving the health and increasing community connection with the waterway.

### *Priorities*

- > Support community-led development of the Huntermville town centre and parks and reserves.
- > Promote the unique identity of Huntermville, centred around the Huntaway.
- > Support local events that promote Huntermville and encourage community wellbeing.
- > Incorporate design elements into public spaces that encourage community interaction.
- > Improving connection with, and the health of the Pourewa Stream.

## 2 *Better transport*

The Huntermville community is dependent on private vehicle use as there are no public transport or active transport options available.

Located on State Highway 1, and with the North Island Main Trunk Line running through the settlement there are opportunities for improved public transport options.

### *Priorities*

- > Advocate for the implementation of innovative public transport options.
- > Advocate for Huntermville to become a stop on the rail network for tourists and commuters.
- > Develop active mobility pathways that encourage active recreation and link Huntermville with Marton.



Huntermville Town Hall

"Great opportunity for the quiet life"

"All of our community facilities, they are widely used and enjoyed by many people."

Community Voice

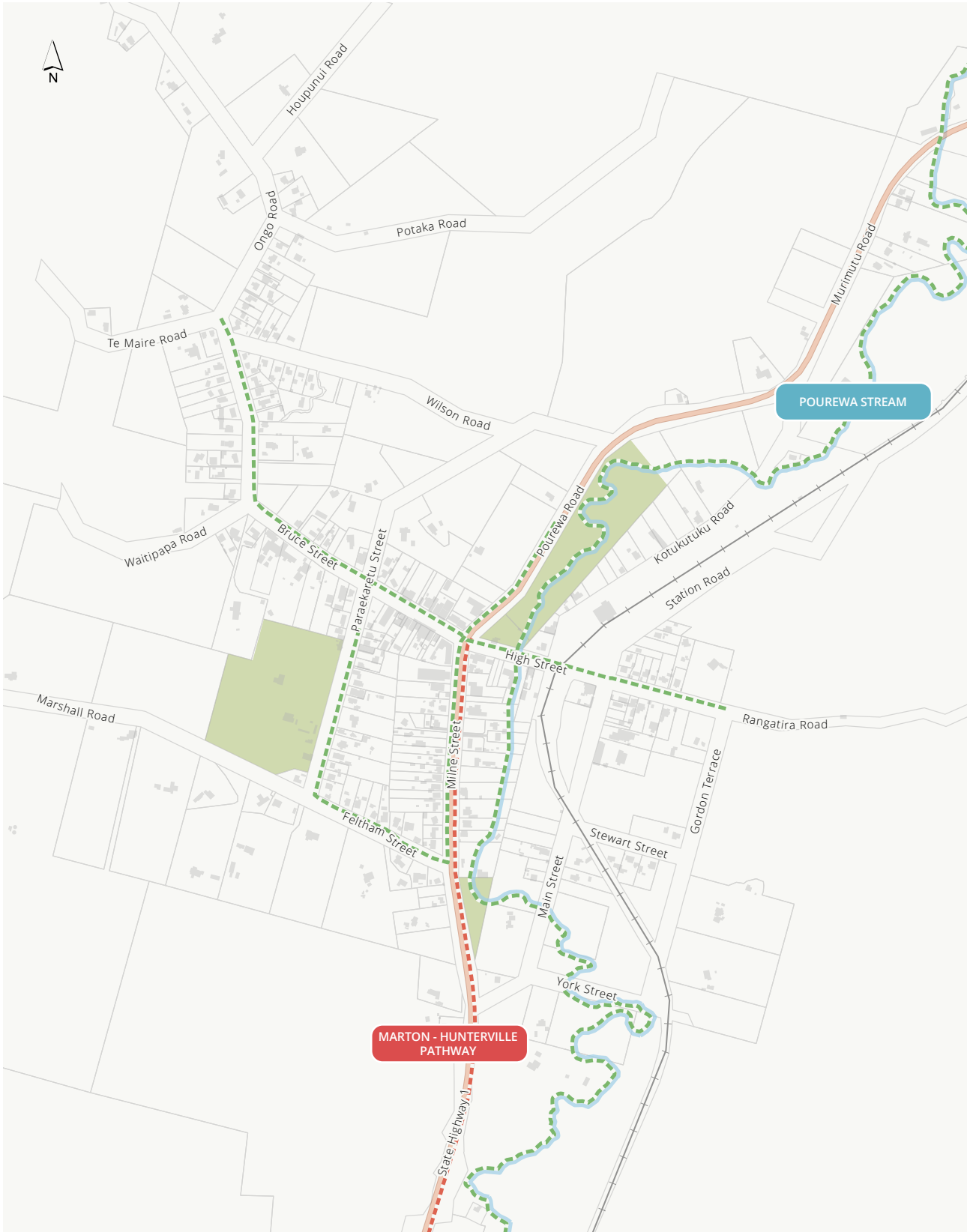


Huntermville

"Bus contact with Palmerston North and Whanganui more regularly."

Community Voice

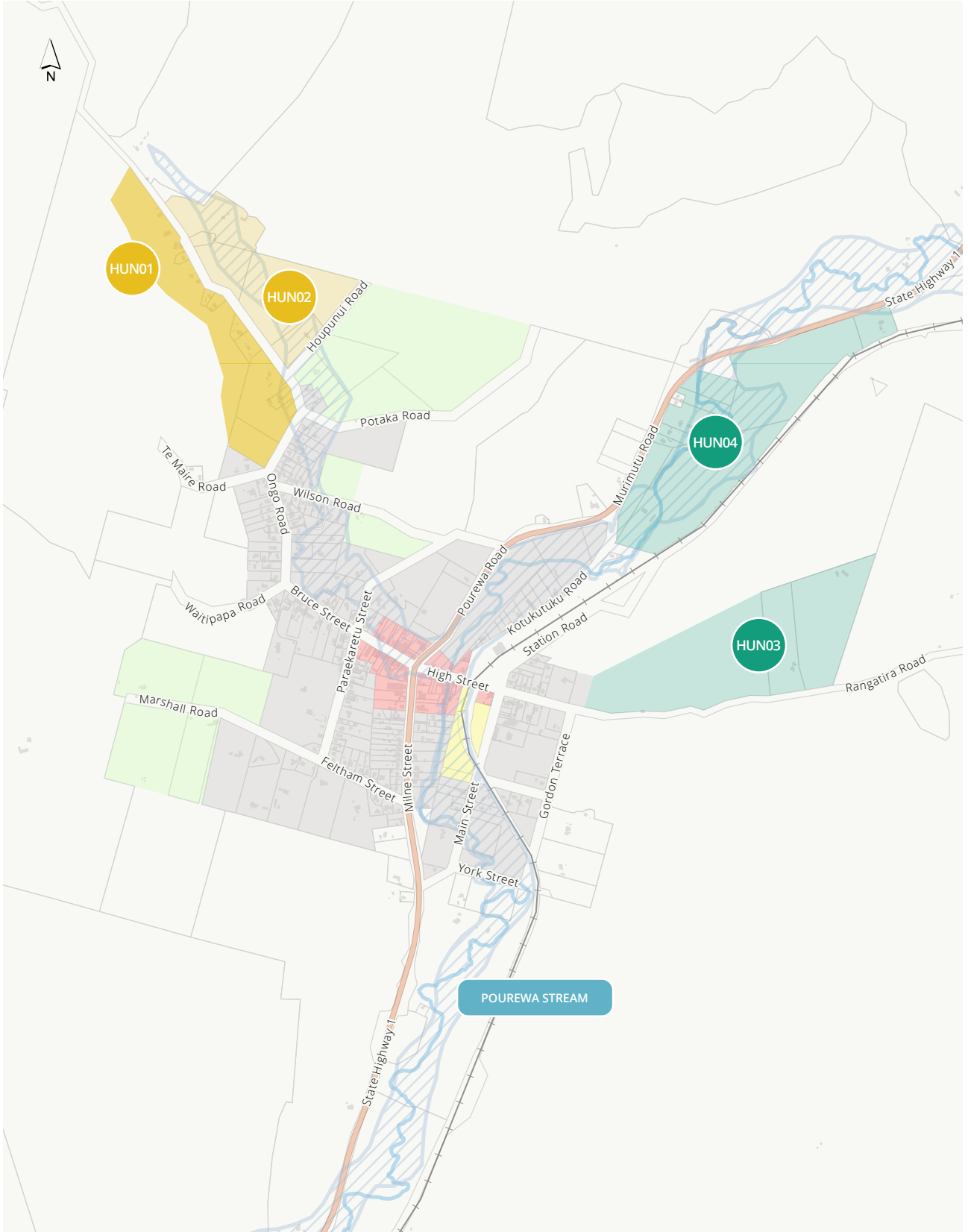




**LEGEND**

**Map Features**

- Building Footprint
- Property Boundaries
- Green space
- Railway
- State Highways
- Stream
- Active Mobility Pathway
- Nature Network



**LEGEND**

- |   |   |   |  |  |
|---|---|---|--|--|
| <b>District Plan Zones</b>  | <span style="display:inline-block; width:15px; height:15px; background-color:#d9ead3;"></span> Rural Living Zone    | <span style="display:inline-block; width:15px; height:15px; background-color:#f4cccc;"></span> Residential Low          | <b>Map Features</b>  | <span style="display:inline-block; width:15px; height:15px; background-color:#d9ead3;"></span> Green space           |
| <span style="display:inline-block; width:15px; height:15px; background-color:#cfe2f3;"></span> Residential Zone | <b>Assessed Growth Areas</b>  | <span style="display:inline-block; width:15px; height:15px; background-color:#e67e22;"></span> Rural Lifestyle High     | <span style="display:inline-block; width:15px; height:15px; border:1px solid #ccc; background: repeating-linear-gradient(45deg, transparent, transparent 2px, #ccc 2px, #ccc 4px);"></span> Flood Zone | <span style="display:inline-block; width:15px; height:15px; border-bottom: 1px solid black;"></span> Railway         |
| <span style="display:inline-block; width:15px; height:15px; background-color:#f4cccc;"></span> Commercial Zone  | <span style="display:inline-block; width:15px; height:15px; background-color:#f1c40f;"></span> Residential High     | <span style="display:inline-block; width:15px; height:15px; background-color:#27ae60;"></span> Rural Lifestyle Moderate | <span style="display:inline-block; width:15px; height:15px; border-bottom: 1px solid blue;"></span> Stream   | <span style="display:inline-block; width:15px; height:15px; border-bottom: 2px solid orange;"></span> State Highways |
| <span style="display:inline-block; width:15px; height:15px; background-color:#f1c40f;"></span> Industrial Zone  | <span style="display:inline-block; width:15px; height:15px; background-color:#f1c40f;"></span> Residential Moderate | <span style="display:inline-block; width:15px; height:15px; background-color:#a6c9ba;"></span> Rural Lifestyle Low      | <span style="display:inline-block; width:15px; height:15px; background-color: #ccc;"></span> Building Footprint  |  |
| <span style="display:inline-block; width:15px; height:15px; border: 1px solid black;"></span> Rural Zone        |   |   | <span style="display:inline-block; width:15px; height:15px; border: 1px solid black;"></span> Property Boundaries  |  |






## Future residential and lifestyle growth

In 2018 there were 210 homes in Hunterville. The village has reticulated water and wastewater systems.

We anticipate the need for up to an additional 4 houses per year, or 116 by 2050 to support growth.

There is significant potential for infill development throughout the village, however we anticipate an additional 7 hectares of Residential land could be required to meet long term demand.

Future residential growth for Hunterville will be dependent on gaining a new resource consent for the wastewater treatment plant.

|  | Residential | Rural Lifestyle | Total      |
|--|-------------|-----------------|------------|
| <br>Number of houses – per year | 3-4 houses  | 0-1 houses      | 4 houses   |
| <br>Number of houses – by 2050 | 110 houses  | 6 houses        | 116 houses |
| <br>Additional land required  | 7 hectares  | 0 hectares      | 7 hectares |

A range of potential growth areas were assessed to determine their suitability for future development. The areas have been assessed as follows:

| Area                    | Size          | Suitability rating |
|-------------------------|---------------|--------------------|
| HUN01 (Ongo Road west)  | 13.7 hectares | Moderate           |
| HUN02 (Ongo Road east)  | 12.5 hectares | Low                |
| HUN03 (Rangatira Road)  | 22.2 hectares | Low                |
| HUN04 (State Highway 1) | 23.6 hectares | Low                |

*Note: There may also be smaller properties on the fringe of the current Residential zone which may be appropriate for rezoning. These will be assessed through a District Plan change process.*

Further work, including technical assessment, will be completed to refine the assessment of future growth areas, which may change this prioritisation. A detailed assessment of the growth areas is provided in Section 3.



“With historic flood plains, I see housing opportunities more out Ongo Road direction perhaps.”

Community Voice

### Rowes Road

A rural lifestyle development, with around 18 lots has been developing at the end of Rowes Road since the mid 2000’s.

The area has challenges with access, as there is a long gravel Right of Way access servicing the properties. The portion of road owned by Council accessing the site is also narrow. Properties on the lower terrace to the south of the site are also potentially impacted by flooding from the Rangitikei River.

Given the rural nature of the area, and significant access constraints, this area is not suitable for further development.





### 3 Meet housing demand

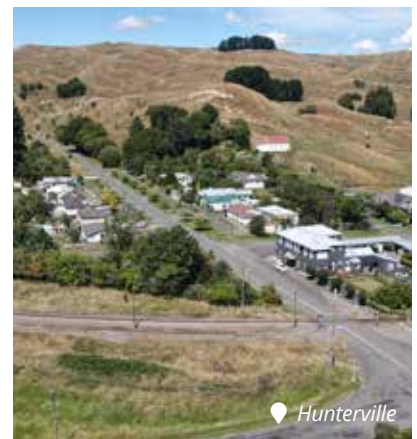
Housing is a key challenge for Hunterville.

Hunterville has had only 3 new homes constructed in the past 5 years. This has created pressure on the local housing market as more people discover Hunterville as a great and affordable place to live.

The community has identified the need for additional housing to support population growth.

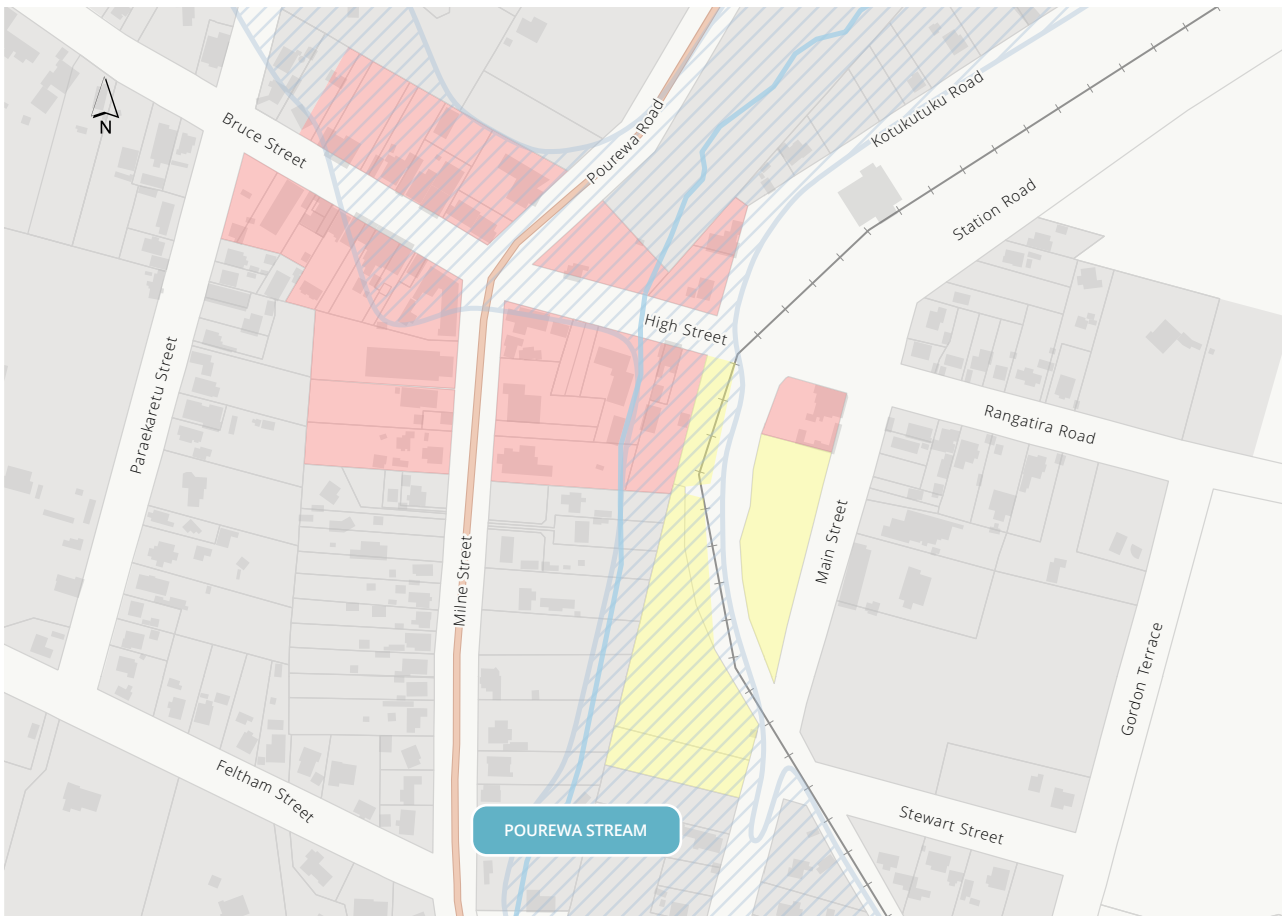
#### Priorities

- > Ensure there is sufficient land available to meet future housing demand.
- > Encourage development of a range of housing densities to provide options for everyone.
- > Restrict the construction of new housing in areas at risk of significant flooding.
- > Ensure infrastructure is available to support housing growth.



“I see the main challenge is that we do not have enough housing for the current demand”

Community Voice



**LEGEND**

- |                            |            |                       |                     |
|----------------------------|------------|-----------------------|---------------------|
| <b>District Plan Zones</b> | Rural Zone | <b>Map Features</b>   | Property Boundaries |
| Residential Zone           |            | Indicative Flood Zone | Railway             |
| Commercial Zone            |            | Stream                | State Highways      |
| Industrial Zone            |            | Building Footprint    |                     |

**Future Commercial / Industrial growth**

We do not anticipate Hunterville will need more commercial land as there is 0.7 hectares of vacant land available, and only 0.2 hectares of projected demand.

Hunterville has a small industrial area adjacent to the Rail Line down Main Street (approximately 2.2 hectares). The Pourewa Stream runs to the west of this area, making 75% of it at risk of flooding.

We anticipate up to 2.1 hectares of industrial land could be needed to meet demand. If the flood risk can be addressed, the existing industrial area will provide sufficient land for projected industrial growth.

|                                   | Commercial    | Industrial   |
|-----------------------------------|---------------|--------------|
| Projected demand                  | 0.2 hectares  | 2.1 hectares |
| Expected Capacity (already zoned) | 0.7 hectares  | 0.0 hectares |
| Land required                     | -0.5 hectares | 2.1 hectares |



St Andrews Church - Hunterville



4

**Antique and boutique destination**

The Hunterville town centre is attractive and has a mix of hospitality, antique and boutique stores which makes it popular for visitors to explore. Queens Park is a great rest or overnight stop, with the playground providing a chance for families to take a break.

There are opportunities to further enhance and build Hunterville's reputation as a destination. The community see opportunities for more shops to be established alongside more planting and green spaces.

The Hunterville Town Centre Plan identified 10 projects as part of a children's adventure trail that would support the village as a destination.



**Priorities**

- > Position Hunterville as an antique and boutique destination for visitors – a stop for people travelling through, a day trip destination of choice, and a popular location for an overnight stopover.
- > Encourage the establishment of additional hospitality, antique and boutique shops to enhance the offering.
- > Invest in infrastructure and open spaces that enhance the visitor experience.
- > Improve wayfinding to encourage visitors to explore the whole town.
- > Develop nature networks that link parks and open spaces and the town.

“Trendy little stop off destination with great shops and food”

Community Voice



📍 Coffee Shop - Hunterville



📍 Historic Building - Hunterville



📍 Hunterville Huntaway Dog Statue










📍 The Old Post Office - Hunterville

Hunterville

## Action Plan

| Rangitikei Priority Area                     | Key Themes                       | Project |     |  |
|--|----------------------------------|---------|-----|--|
| Healthy Communities<br>Unique Communities    | SENSE OF COMMUNITY               | 1       | 1.1 | Connect open spaces via the development of nature networks. Explore opportunities for storytelling along the networks.   |
|  |                                  |         | 1.2 | Support community-led development of parks and open spaces that is aligned with the Parks, Open Spaces and Sporting Facilities Strategy.   |
|  |                                  |         | 1.3 | Support environmental enhancements of the Pourewa Stream including planting, fencing, and removal of wastewater and the work of the RRCC Catchment Group and Nga Puna Rau o Rangitikei / Mokai Patea nui tonu.   |
| Connected Communities<br>Healthy Communities | BETTER TRANSPORT                 | 2       | 2.1 | Development of Activity Mobility Pathways: Hunterville – Marton  |
|  |                                  |         | 2.2 | Advocate for the implementation of innovative public transport options, including via road and rail.   |
| Healthy Communities                          | MEET HOUSING DEMAND              | 3       | 3.1 | Undertake a District Plan Change for urban growth that: <ul style="list-style-type: none"> <li>• Rezones residential and lifestyle growth areas.</li> <li>• Identifies smaller properties on the urban fringe that could be rezoned as residential</li> <li>• Implements structure plans for future growth areas and undeveloped residential areas.</li> <li>• Implement a planning framework to provide for a range of housing types.</li> </ul>                            |
|  |                                  |         | 3.2 | Increase education and provide resources to the community and developers that identifies housing development opportunities and supports infill development throughout the urban area.  |
|  |                                  |         | 3.3 | Work collaboratively to identify opportunities to increase flood and stormwater resilience for Hunterville.  |
|  |                                  |         | 3.4 | Investigate future capacity for the Hunterville wastewater treatment plant and networks and implement upgrade projects where required.   |
|  |                                  |         | 3.5 | Investigate future capacity for the Hunterville water supply and implement upgrade projects where required.  |
| Thriving Communities                         | ANTIQUÉ AND BOUTIQUE DESTINATION | 4       | 4.1 | Develop and implement a signage and wayfinding plan that: <ul style="list-style-type: none"> <li>• Provides for local storytelling.</li> <li>• Provides for iwi, cultural, historical expression to enhance the visitor experience.</li> <li>• Enhances the entrances to Hunterville to increase amenity and the sense of arrival at a destination, encouraging travellers to stop.</li> <li>• Encourages active mobility and visitors exploring the town centre.</li> </ul> |
|  |                                  |         | 4.2 | Encourage retailers and hospitality businesses to engage with the footpath.  |
|  |                                  |         | 4.3 | Explore opportunities for improving infrastructure investment that supports Hunterville as a destination e.g EV chargers, seating.   |
|  |                                  |         | 4.4 | Monitor demand for commercial and industrial land  |

Quick win <1 year | Short term 1 - 5 years | Medium term 6 - 10 years | Long term 10+

| Timeframe   | Council's role(s)   | Project Partners and Key Stakeholders  |
|---|---|--|
|  Long term     | Service provider<br>Partner                               | Mana whenua<br>Community<br>Regional Council<br>Catchment Group<br>Ngā Puna Rau o Rangitikei |
|  Ongoing       | Supporter<br>Funder                                       |  |
|  Ongoing       | Supporter<br>Service Provider                             |  |
|  Long Term     | Partner<br>Service Provider<br>Funder                     | Waka Kotahi<br>Community<br>Mana whenua<br>Kiwi Rail   |
|  Long Term     | Advocate  |  |
|  Short Term  | Strategy / Regulation                                     | Community<br>Landowners<br>Mana whenua<br>Regional Council                                   |
|  Ongoing     | Facilitation / information                                |  |
|  Long Term   | Service Provider<br>Partner<br>Facilitation / Information |  |
|  Short Term  | Service Provider  |  |
|  Short Term  | Service Provider  |  |
|  Short Term  | Partner   |  |
|  Short term  | Partner   | Community<br>Business owners<br>Mana whenua<br>Waka Kotahi                                   |
|  Medium Term | Service provider  |  |
|  Ongoing     | Strategy / Regulation                                     |  |

# KAUANGAROA

*Kauangaroa is a small settlement on the eastern side of the Whangaehu River, with strong connections to both Rangitikei and Whanganui.*

Kauangaroa Marae is at the heart of the settlement, associated with Ngā Wairiki Ngāti Apa

## Key community priorities

- Resilience.
- Papakāinga development.
- Cell phone connectivity.



KAUANGAROA







# VISION FOR *Kauangaroa*

**Kauangaroa** is resilient and thriving community, with papakāinga developed around Kauangaroa Marae at the heart.

### Key Themes




- 1 Papakāinga
- 2 Natural Environment

### Key Spatial Moves




- RV Rural Village
- R Increase resilience

### Legend

#### District Plan Zones

-  Rural Zone
-  Papakāinga
-  Nature Network

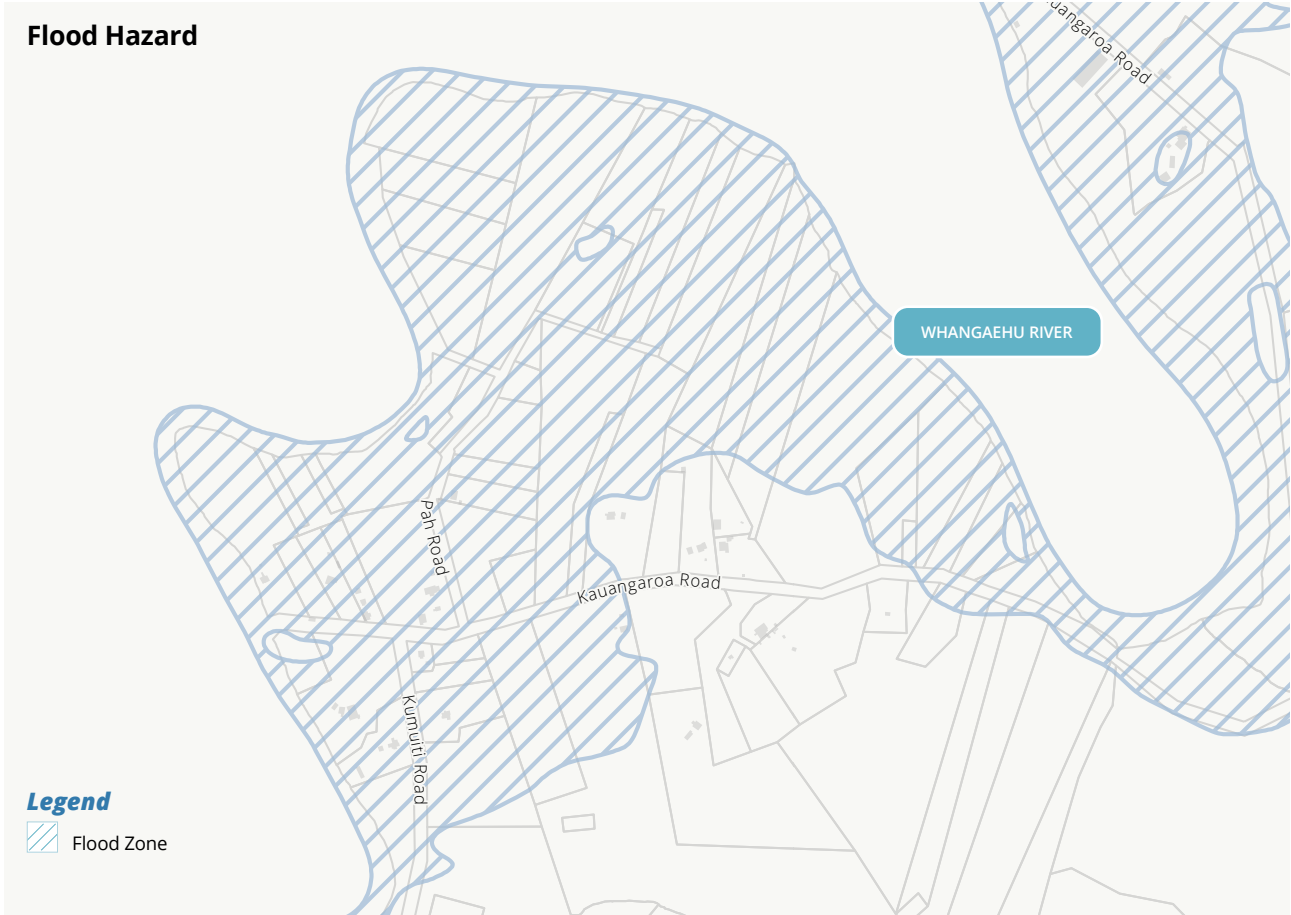
#### Map Features

-  Building Footprint
-  Property Boundaries
-  River

Kauangaroa Road

WHANGAEHU RIVER

*Kauangaroa*



**1** *Papakāinga*

Future housing demand and population growth will be associated with the development of papakāinga housing that enables tangata whenua to return to Kauangaroa.

The area is zoned as Rural, with an area already identified in the District Plan for future papakāinga development. Kauangaroa has been impacted by floods in the past and is at significant risk of future flooding.

The area is also at risk from lahar travelling down the Whangaeahu River from the Ruapehu volcano.

**Priorities**

- > Enable and facilitate the development of papakāinga by Ngā Wairiki ki Uta.
- > Increase resilience and reduce risk to residents and the marae from flooding by the Whangaeahu River.

“Population may have increased by 2050 as tangata whenua are drifting back to their Whenua.”

*Community Voice*

**2** *Natural environment*

The community is connected with the natural environment.

Environmental enhancement projects are already well established.

**Priorities**

- > Support community-led environmental restoration projects.

## Action Plan

Quick win <1 year | Short term 1 - 5 years | Medium term 6 - 10 years | Long term 10+

| Rangitikei Priority Area                  | Key Themes          | Project |     | Timeframe   | Council's role(s) | Project Partners and Key Stakeholders  |
|---|---------------------|---------|-----|---|-------------------|--|
| Healthy Communities<br>Unique Communities | PAPAKĀINGA          | 1       | 1.1 | Support iwi and hapū aspirations for papakāinga   | ⌚ Medium Term     | Strategy / Regulation<br>Facilitation / Information<br>Mana whenua Te Puni Kokiri Regional Council |
|   |                     |         | 1.2 | Work collaboratively to investigate options and implement solutions to increase community flood resilience.   | ⌚ Medium Term     | Partner<br>Mana whenua Regional Council Community  |
| Healthy Communities                       | NATURAL ENVIRONMENT | 2       | 2.1 | Recognise the work being completed by the Rangitikei Catchment Group that support environmental improvements. | ▶▶▶ Ongoing       | Facilitation / Information<br>Catchment Group<br>Regional Council<br>Community                     |

The actions identified in the Action Plan are not guaranteed to be developed. Council will consider which actions are developed through long term planning processes and collaboration with implementation partners.

# KOITIATA

*Koitiata is a small coastal village with a mix of permanent and temporary residents. Located at the mouth of the Turakina River, it is a picturesque weekend destination for those in the know.*

The natural environment, community-focused residents, recreation opportunities and campground are key strengths and opportunities for Koitiata.

The challenges as the community moves forward will be retaining the small village feel, addressing the flooding associated with the lagoon, climate impacts and improving cell phone coverage.

## Key community priorities

- Retaining the Domain.
- Taking care of the environment.
- Recreation opportunities.
- Remaining a small coastal village.
- Campground upgrade.
- Fixing flooding associated with the lagoon.
- Better cell phone coverage.

KOITIATA





TURAKINA RIVER



## VISION FOR *Koitiata*

**Koitiata** remains a quiet traditional coastal village that is connected as a community, with access to nature, green space, and a wide range of recreation opportunities.

### Key themes

- 1 Access to open space and nature
- 2 Community facilities
- 3 Sense of community
- 4 Infrastructure and transport

### Key Spatial Moves

- RE No residential expansion
- PA Papakāinga development
- CE No commercial development
- RC Retain domain for recreation



### Legend

#### District Plan Zones

- Residential Zone
- Rural Zone
- Papakāinga

#### Map Features

- Building Footprint
- Property Boundaries
- Green space
- River
- Active Mobility Pathway
- Te Araroa Trail



1 Access to open space and nature

The Koitiata community is strongly connected with the natural environment. There is easy access to the beach, Turakina River and open spaces.

The coastal area is significant, and is part of the Rangitikei Foredunes Outstanding Natural Landscape, identified as being vital to the contribution of healthy functioning coastal processes, with high aesthetic values of naturalness.

The community leads environmental protection and restoration work in the area, working in partnership with agencies and Councils.



Priorities

- > Community-led restoration of wetlands along the coast.
- > Plant and animal pest management as part of environmental restoration.
- > Walkway development throughout the village and along the coast.
- > Continue to provide and increase access to the beach, river, wetlands, and forest areas.

“The beach is our outstanding and most significant feature It really is the essence of Koitiata, and why everybody lives here”

Community Voice





## 2 Community facilities

Koitiata has access to a wide range of community and recreation facilities and is a popular weekend destination.

The hall, playground, public toilets, campground, green spaces, domain, access to the beach and fire station are important to the community.

The local community take a leadership role in the development of key community and recreation facilities in the village. The Koitiata Residents Association has led the development of the community hall and is a key partner in the regeneration of the local wetlands.

There is strong support from within the community for retaining the 'Koitiata Domain' for recreation purposes. The area is used for a range of activities – horse riding, quads, sports, dog walking, community events, kids, motorbikes, parking.

Visitors come for the natural environment, and walkers on the Te Araroa Trail often use the village as an overnight stop. The campground is popular, but the facilities need an upgrade.

### Priorities

- > Celebrating the community hall as the heart of the community, managed by the community for the community.
- > Retain the 'Koitiata Domain' as an open space.
- > Playground redevelopment.
- > Invest in facilities that enhance Koitiata as a visitor destination (campground, toilets & showers).

### 3 Sense of community

Koitiata is a close community, a place where everyone knows everyone.

The strong sense of community, and small village feel is important to the community to retain.

The sense of community is shown through the strong leadership by the community in the maintenance, development and restoration of community facilities and the natural environment.

Most of the community do not want to lose what makes Koitiata special, and do not want housing or commercial development.

#### Priorities

- > Retain the traditional 'coastal village' feel.
- > Enable at home businesses that contribute to the charm of the village.
- > Recognise community leadership in community and environmental projects.



“The committee have done an amazing job in this area and do a good job of getting people involved in projects and celebrating nature in our area.”

Community Voice



“I think the river, lagoon and beach are the most significant nature networks, and the local community is already involved in taking care of them.”

Community Voice





◆ Koitiata playground and BBQ area

## Future growth

### Commercial

The village does not have a commercial zone and there is no demand for one yet.

The community is generally resistant to new businesses being developed in the village, with concern about the impact businesses could have on the peaceful nature of the village.

There are several locals that run at-home businesses. This type of activity should be enabled.

### Residential and lifestyle growth

The village has approximately 114 homes (2018), with many of them used as holiday homes. The whole of the village is zoned as Residential, however, only a few houses are connected to a reticulated wastewater system. All houses supply their own water. Land to the north of the village has been identified for future papakāinga development, with local hapū Ngā Ariki making plans for its development. In the long term some residents may need to relocate due to rising sea levels and these relocations should be provided for within or on the fringe of the settlement.

Apart from the area identified for papakāinga development, no residential growth areas have been identified at Koitiata for the following reasons:

- As a coastal settlement, the village is vulnerable to climate impacts such as sea level rise, tsunami or flooding from the nearby Turakina River.
- Significant housing growth will require expansion of the reticulated wastewater system and investigation into a reticulated water supply.
- There are limited areas for future growth to occur.
- Much of the community are resistant to future housing development in the village itself.

**“I LOVE the fact that it is a small community, untouched by commercialism and tourists.”**

Community Voice



📍 Turakina Beach



📍 Koitata playground



📍 Turakina Beach



📍 Koitata

#### 4 Infrastructure and transport

The lagoon is causing flooding issues in the village and is a top priority for the community.

The Koitata community is dependent on private vehicles. With a small community and its location on the coast, alternative public transport solutions are needed to support this community – such as an on-demand shuttle service.

The Te Araroa Trail travels through the village. There is the opportunity to create an active mobility pathway along Turakina Beach Road to increase safety, and provide an alternative option for the Koitata community to connect with Turakina and the surrounds.

##### Priorities

- > Addressing flooding issues that are associated with the lagoon.
- > Development of active mobility pathways to increase connections and support active recreation.
- > Advocate for the trial of innovative public transport options.
- > Work alongside the community to understand climate impacts and improve resilience.
- > Improved cell phone reception.

“Sort out flooding from lagoon”

Community Voice

“Lack of sewerage system poor mobile reception power cuts often in bad weather, flooding.”

Community Voice

## Action Plan

| Rangitikei Priority Area                         | Key Themes                      | Project |     |  |
|--|---------------------------------|---------|-----|--|
| <b>Healthy Communities Unique Communities</b>    | ACCESS TO OPEN SPACE AND NATURE | 1       | 1.1 | Support the community-led restoration and promotion of the wetlands and the wider natural environment.                                       |
|  |                                 |         | 1.2 | Investigate opportunities for the development of walkways.   |
|  |                                 |         | 1.3 | Support the community and regional council in pest management.   |
|  |                                 |         | 1.4 | Work alongside the community and key stakeholders to develop a Reserve Management Plan   |
| <b>Thriving Communities</b>                      | COMMUNITY FACILITIES            | 2       | 2.1 | Invest in the redevelopment of the public toilets/showers at the campground.   |
|  |                                 |         | 2.2 | Recommend rezoning of the Koitiata Domain as part of the implementation of an 'Open Space' zone for the Rangitikei District Plan.            |
|  |                                 |         | 2.3 | Support community-led development of the playground in alignment with the Parks, Open Spaces and Sporting Facilities Strategy                |
| <b>Healthy Communities Unique Communities</b>    | SENSE OF COMMUNITY              | 3       | 3.1 | Support Ngā Ariki in their aspirations for the development of papakāinga.  |
| <b>Healthy Communities Connected Communities</b> | INFRASTRUCTURE AND TRANSPORT    | 4       | 4.1 | Advocate to Horizons Regional Council to address flooding issues associated with the Lagoon.   |
|  |                                 |         | 4.2 | Undertake a needs assessment for the development of an active mobility pathway from Koitiata to Turakina.                                    |
|  |                                 |         | 4.3 | When demand requires, advocate for the implementation of innovative public transport solutions.  |
|  |                                 |         | 4.4 | Work with the community to educate about climate resilience, investigate potential impacts, and develop solutions for increasing resilience. |
|  |                                 |         | 4.5 | Advocate for increased cell phone connectivity and share emerging technologies with the community.   |

The actions identified in the Action Plan are not guaranteed to be developed. Council will consider which actions are developed through long term planning processes and collaboration with implementation partners.

Quick win <1 year | Short term 1 - 5 years | Medium term 6 - 10 years | Long term 10+

| Timeframe                | Council's role(s)  | Project Partners and Key Stakeholders                       |
|--------------------------|--|---|
| ▶▶▶ Ongoing              | Advocate<br>Partner  | Community<br>Regional Council<br>Mana whenua                |
| 📅 Long term              | Service provider<br>Partner                                    | Community<br>Mana whenua                                    |
| 📅 Long term              | Service provider<br>Partner                                    | Community<br>Mana whenua<br>Regional Council                |
| 🕒 Short Term             | Partner  | Community<br>Mana whenua<br>Regional Council                |
| 🕒 Medium Term            | Service Provider   | Community<br>Regional Council                               |
| 📅 Long Term              | Strategy / regulation  | Community   |
| 📅 Long Term              | Partner  | Community   |
| 🕒 Short Term             | Strategy / Regulation  | Mana whenua<br>Regional Council<br>Te Puni Kokiri           |
| ▶▶▶ Ongoing              | Advocate   | Community<br>Regional Council<br>Mana whenua<br>Waka Kotahi |
| 📅 Long Term              | Service Provider   |   |
| 📅 Long Term              | Advocate   |   |
| 🕒 Short Term - Long Term | Facilitation / Information<br>Strategy / Regulation<br>Partner |   |
| ▶▶▶ Ongoing              | Facilitation / Information<br>Advocate                         | Community<br>Service providers                              |

# MANGAWEKA

*Mangaweka is a creative settlement on State Highway 1 with a café, petrol station, gallery and electric vehicle charging station.*

The settlement has a primary school, community hall and museum. With easy access to the stunning natural environment and only a 15-minute drive to Taihape Mangaweka is an interesting place to live and visit.

The settlement has existing residential and commercial zoning alongside reticulated water and wastewater.

## Key community priorities

- Being a visitor destination.
- Retaining community facilities – school, hall, museum, toilets, local businesses and community services.
- Developing more housing.
- Access to the natural environment.
- Protecting heritage and historic buildings.





# VISION FOR *Mangaweka*

**Mangaweka** is a prospering settlement with a growing population and school roll, a thriving visitor destination, with easy access to the Rangitīkei River and natural environment.

*Mangaweka*

### Key themes

- 1 Visitor destination
- 2 Natural and built heritage
- 3 Housing growth
- 4 Transport links

### Key Spatial Moves

- RE Residential Expansion
- RI Residential Intensification

### Legend

#### District Plan Zones

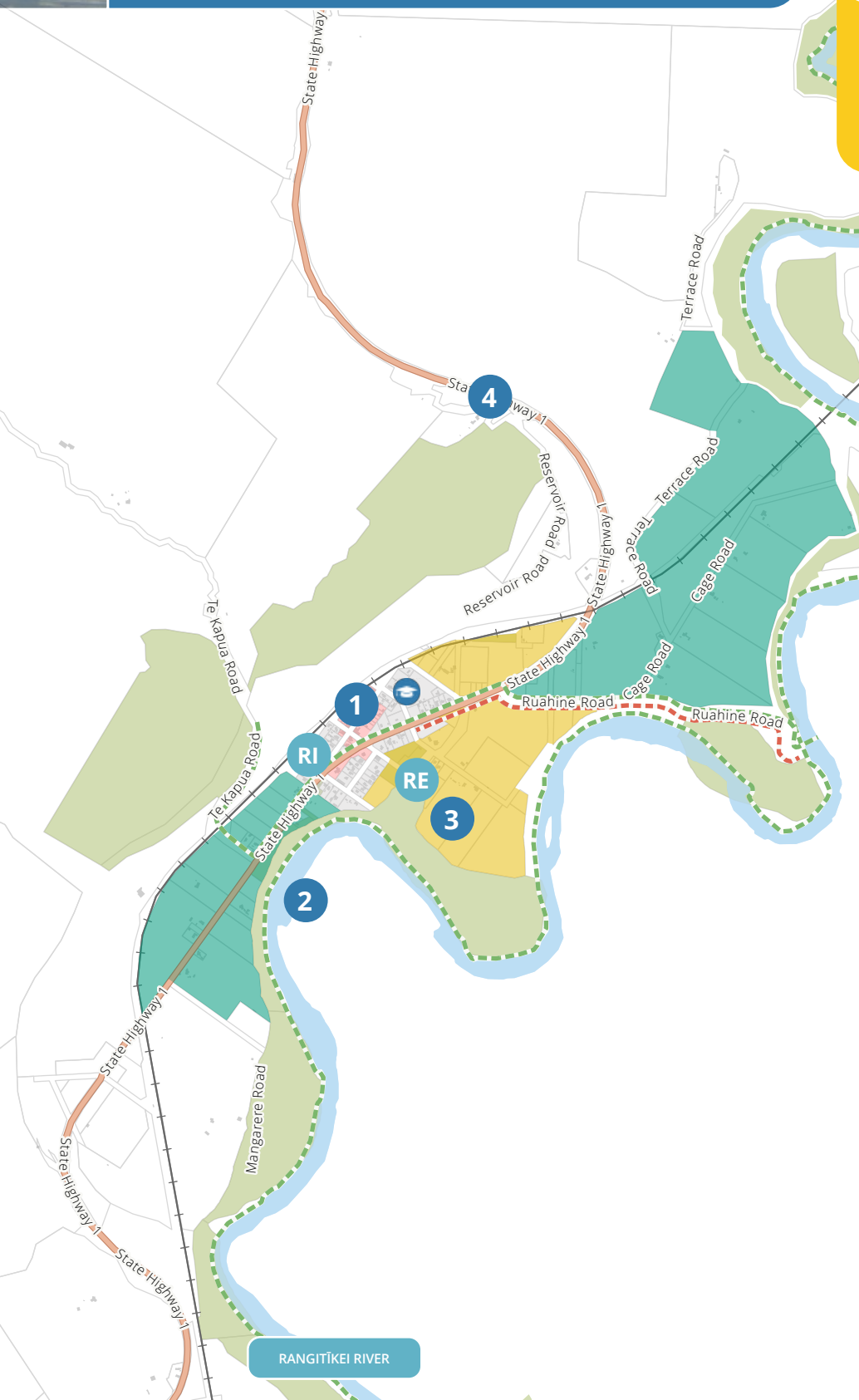
- Residential Zone
- Commercial Zone
- Rural Zone

#### Assessed Growth areas

- Residential High
- Residential Moderate
- Rural Lifestyle High
- Rural Lifestyle Moderate

#### Map Features

- Building Footprint
- Property Boundaries
- Greenspace
- Railway
- State Highways
- Active Mobility Pathway
- Nature Network
- River





📍 Historic Main Street - Mangaweka

1

### Visitor destination

Mangaweka has huge potential to continue to develop as a visitor destination and traveller stop. The settlement already has a popular café, petrol station, electric vehicle charging station, gallery and public toilets. Kayaking and rafting the Rangitikei River is available from nearby Awastone.

The historical buildings in the main street have significant potential to attract more visitors and the stunning natural environment, including bush walks, iconic papa cliffs and Rangitikei River present huge opportunities.

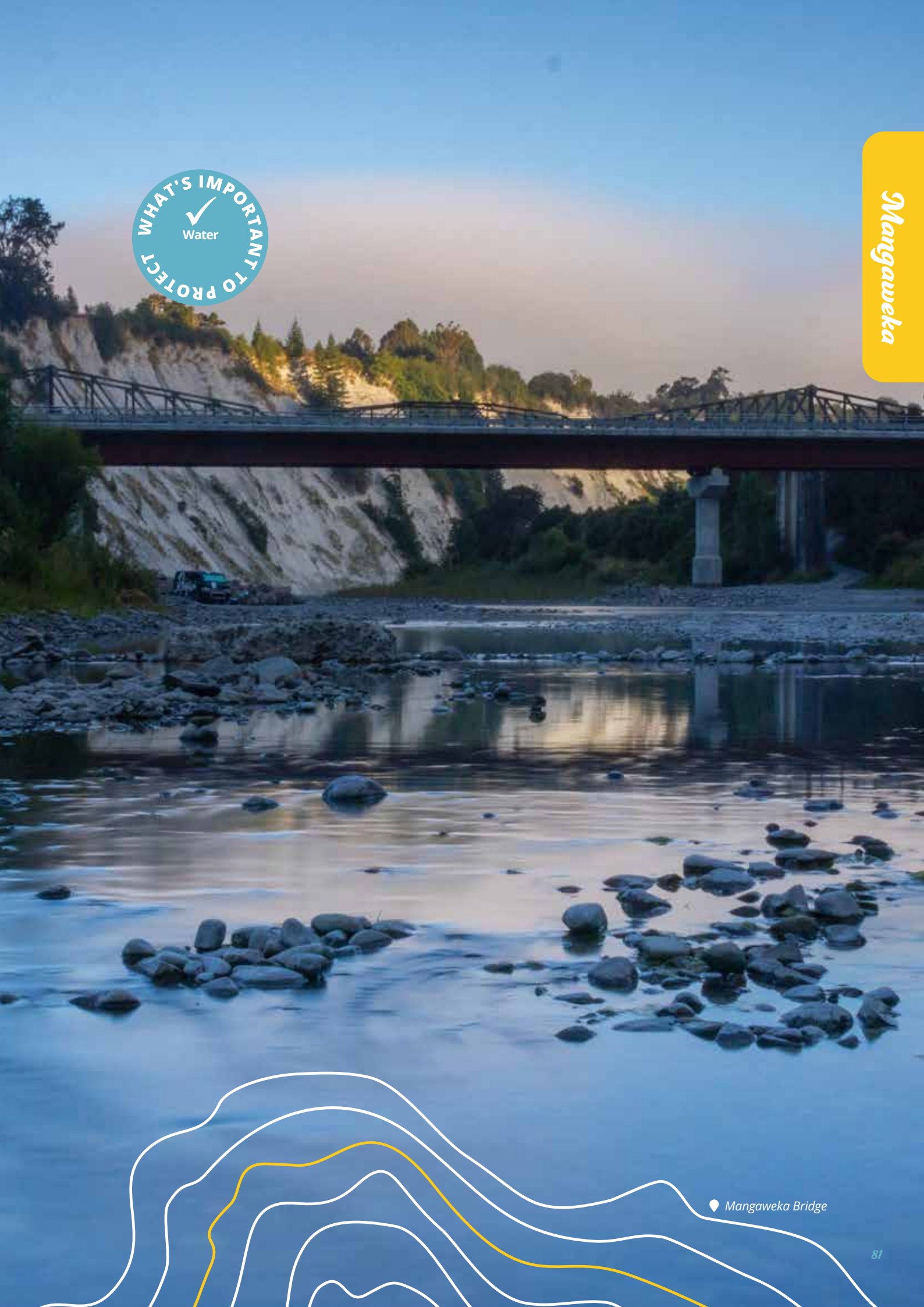
The Mangaweka Town Centre Plan identified three focus areas:

- Enhancing existing stop points to make them more attractive for travellers to stop.
- Create a Ghosts and Forgeries Discovery Walks
- Create wayfinding signs.

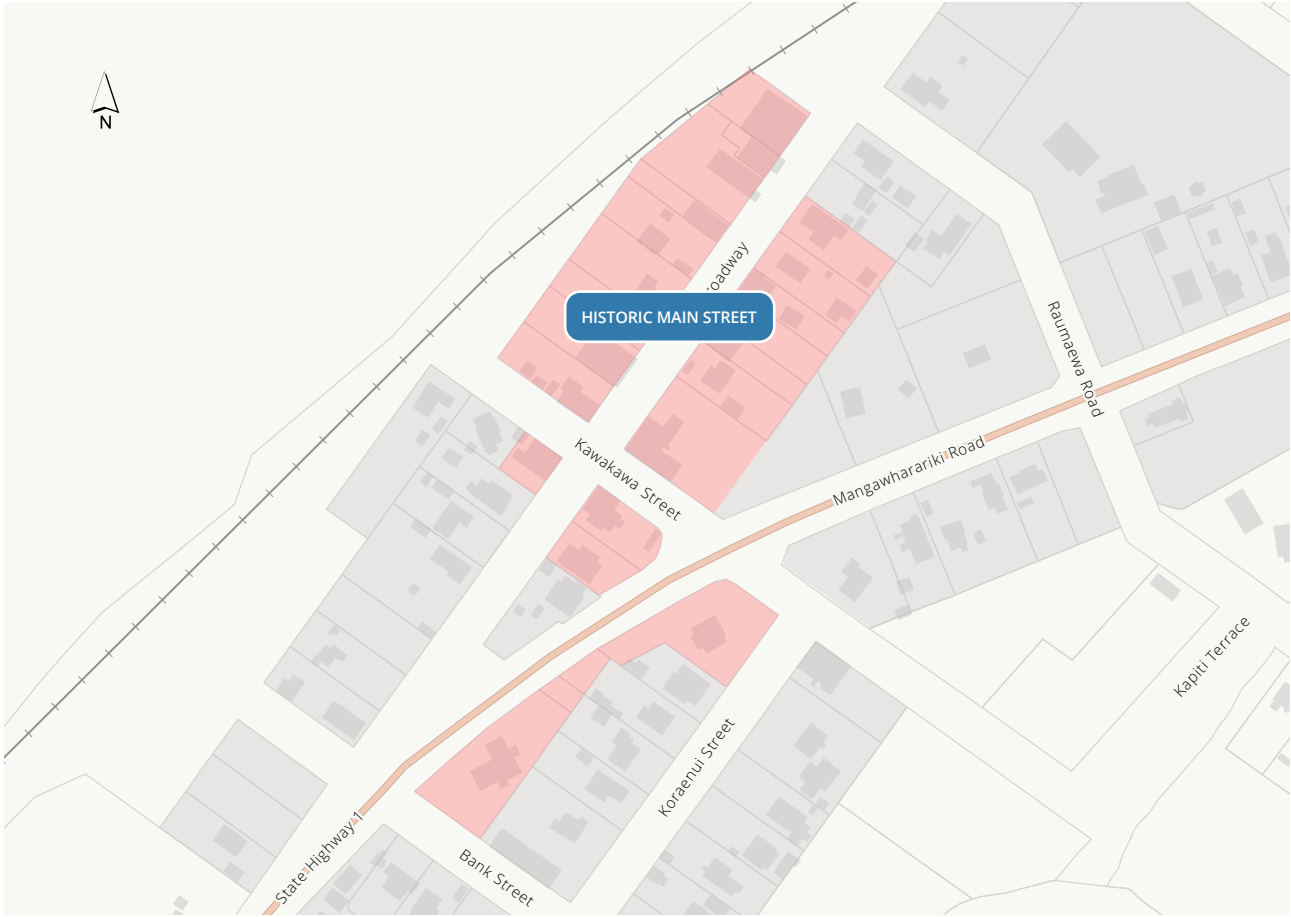
### Priorities

- > Develop Mangaweka's reputation as a creative settlement and a key visitor destination in Rangitikei.
- > Leverage the potential of the 'Old Main Street' as a destination, supported by local cafes, galleries and boutique accommodation.
- > Investigate opportunities for increasing pedestrian safety across the state highway.
- > Improve linkages with the Old Mangaweka Bridge, and Rangitikei River.
- > Promote Mangaweka as a visitor destination, including built and natural attractions.





📍 Mangaweka Bridge



**LEGEND**

- |   |  |                  |
|---|--|------------------|
| <b>District Plan Zones</b>  | <b>Map Features</b>  | — State Highways |
| <span style="display:inline-block; width:15px; height:15px; background-color:lightgrey; border:1px solid black;"></span> Residential Zone | <span style="display:inline-block; width:15px; height:15px; background-color:grey; border:1px solid black;"></span> Building Footprint |                  |
| <span style="display:inline-block; width:15px; height:15px; background-color:lightcoral; border:1px solid black;"></span> Commercial Zone | <span style="display:inline-block; width:15px; height:15px; border:1px solid black;"></span> Property Boundaries                       |                  |
| <span style="display:inline-block; width:15px; height:15px; border:1px solid black;"></span> Rural Zone                                   | <span style="display:inline-block; width:15px; height:15px; border-top:1px dashed black;"></span> Railway                              |                  |

*Future Commercial / Industrial growth*

No additional commercial or industrial land is projected to be required for future growth in Mangaweka.

“Mangaweka will be a summer destination with activities on the river and in the rural environment.”

“Repair the old building to attract more people to work and visit.”

Community Voice





📍 Old Bank of New Zealand - Mangaweka



📍 Mangaweka

“More places to access the river and more bush/river walks open to the public with clearly visible signage and advertising of these walks.”

Community Voice

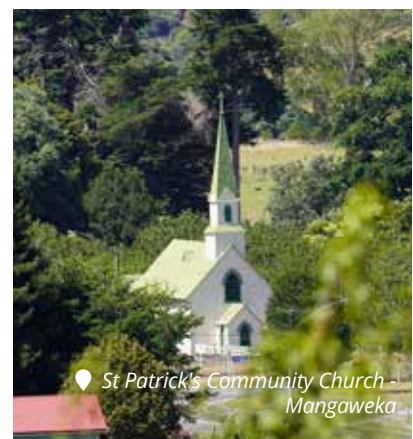
## 2 Natural and built heritage

Mangaweka has exceptional natural and built heritage on its doorstep. The community places value on the settlement’s heritage, historic buildings and access to the natural environment.

There is significant potential to maximise the value these assets play in enhancing Mangaweka reputation as a place to live and visit.

### Priorities

- > Enhance connection between the township and the Rangitikei River.
- > Connect the reserves in the surrounding environment through the settlement and with the Rangitikei River.
- > Celebrate the natural environment with locals and visitors.
- > Invest in the Mangaweka Hall as the heart of the community.
- > Built heritage is celebrated.
- > Investigate opportunities leveraging from local features such as the railway tunnels, power station.



📍 St Patrick's Community Church - Mangaweka

“The hall is important but needs to be utilized more.”

Community Voice



### 3 *Housing growth*

Mangaweka is well placed for future growth, only 14 minutes from Taihape on State Highway 1. The settlement provides an affordable small-town lifestyle, with easy access to the natural environment.

The community is supportive of future growth and identified opportunities for houses to be constructed on vacant sections and for lifestyle development.

Ngāti Hauiti have plans to develop papakāinga housing in Mangaweka for local iwi.

#### *Priorities*

- > Position Mangaweka as a thriving growth area in the Rangitīkei, home to a diverse range of people who can either work from home or commute to Taihape or rural employment.
- > Develop housing within the existing settlement on vacant sections, as well as in the identified growth areas.
- > Enable residential and rural lifestyle growth, supporting the development of a range of diverse housing opportunities, including papakāinga.
- > Ensure infrastructure can meet increased demand associated with a growing community.

### Future residential and lifestyle growth

In 2018, there were 54 homes in Mangaweka. The village has reticulated water and wastewater systems.

Mangaweka is identified for growth in the northern Rangitikei due to its unique lifestyle offering, reticulated services, and location in relation to Taihape.

We anticipate that Mangaweka could require three additional houses to be built every year, or 87 by 2050 to support growth.

There is significant potential for infill development throughout the village, however we anticipate an additional 7 hectares of Residential and 4 hectares of Rural Lifestyle land could be required to meet long term demand.

|                                   | Residential | Rural Lifestyle | Total       |
|-----------------------------------|-------------|-----------------|-------------|
| 🏠🏠<br>Number of houses – per year | 2-3 houses  | 0-1 houses      | 3 houses    |
| 🏠🏠🏠<br>Number of houses – by 2050 | 183 houses  | 4 houses        | 87 houses   |
| 🌲🌲<br>Additional land required    | 7 hectares  | 4 hectares      | 11 hectares |

“Encourage buildings/houses on existing lifestyle blocks. Fill up empty sections.”

“To expand Mangaweka township which will help school and business in the area”

Community Voice



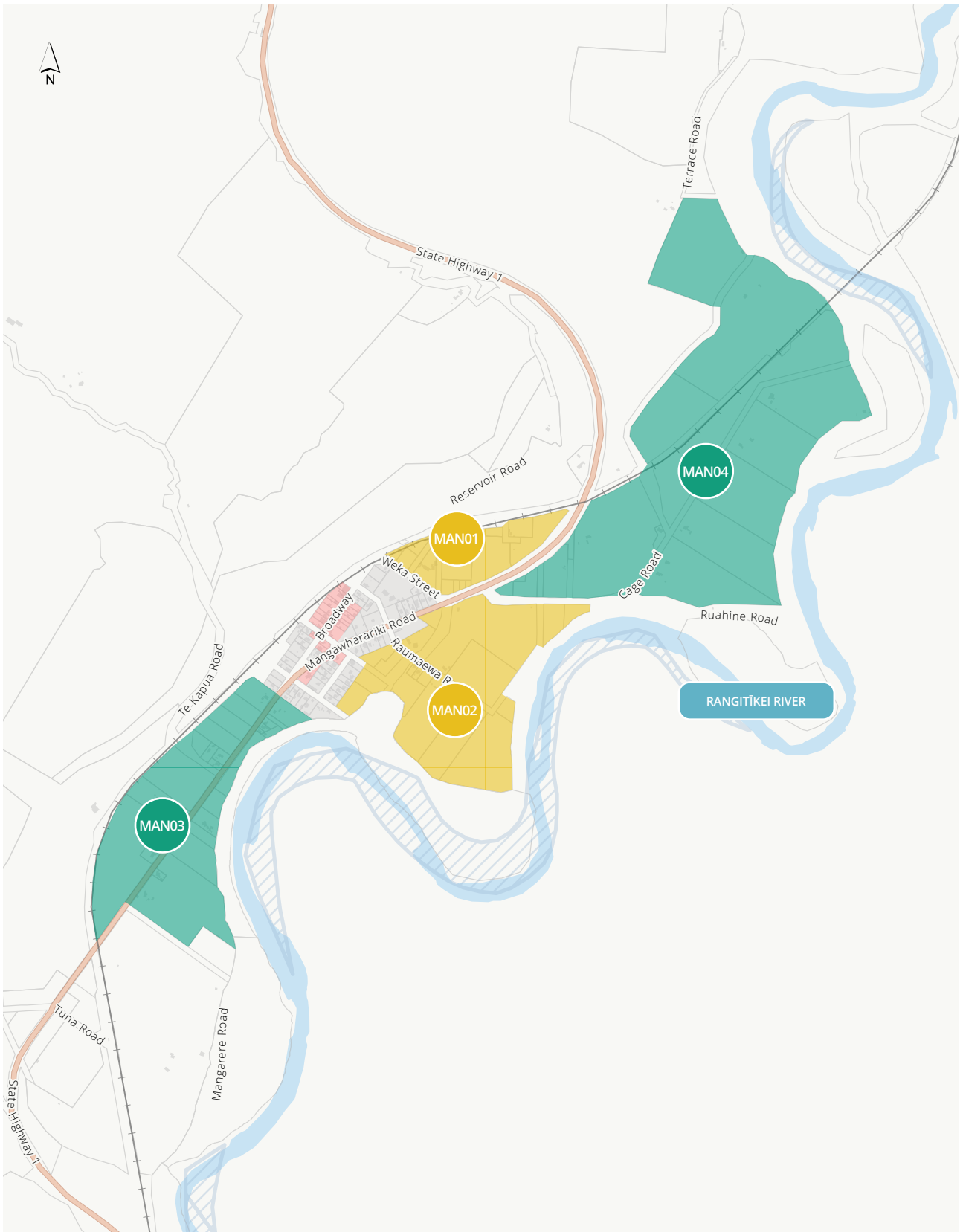
A range of potential growth areas were assessed to determine their suitability for future development. The areas have been assessed as follows:

| Area                    | Size          | Suitability rating |
|-------------------------|---------------|--------------------|
| MAN01 (Kereru Street)   | 8.1 hectares  | Moderate           |
| MAN02 (Raumaewa Street) | 27.2 hectares | Moderate           |
| MAN03 (SH 1 West)       | 28.4 hectares | Moderate           |
| MAN04 (Cage Road)       | 75.4 hectares | Moderate           |

*Note: There may also be smaller properties on the fringe of the current Residential zone which may be appropriate for rezoning. These will be assessed through a District Plan change process.*

Further work, including technical assessment, will be completed to refine the assessment of future growth areas, which may change this prioritisation.

*A detailed assessment of the growth areas is provided in Section 3.*



**LEGEND**

**District Plan Zones**

- Residential Zone
- Commercial Zone
- Rural Zone

**Assessed Growth Areas**

- Residential High
- Residential Moderate
- Rural Lifestyle High
- Rural Lifestyle Moderate

**Map Features**

- Flood Zone
- River
- Building Footprint
- Property Boundaries

Greenspace

- Railway
- State Highways



Mangaweka Deviation

#### 4 Transport links

Residents are reliant on private vehicles and have little access to public or active transport methods.

State Highway 1 runs through the middle of the settlement, and the North Island Main Trunk Rail line to the West.

##### Priorities

- > Advocate for increased access to rail and public transport; to meet local and visitor needs and facilitate access to Taihape, Palmerston North, Whanganui and the rest of the North Island.
- > Investigate and invest in active mobility pathways that support local recreation and visitors.



North Island Main Trunk Rail Line

There really is no public transport system, what is there is not suitable"

Community Voice



## Action Plan

| Rangitikei Priority Area     | Key Themes                 | Project |     |  |
|------------------------------|----------------------------|---------|-----|--|
| <b>Thriving Communities</b>  | VISITOR DESTINATION        | 1       | 1.1 | Work collaboratively with Waka Kotahi to investigate and implement safety improvements along SH1 through the Mangaweka township.   |
|                              |                            |         | 1.2 | Explore opportunities for improving infrastructure investment that supports Mangaweka as a destination, including signage and wayfinding, electric vehicle chargers, picnic areas, etc).   |
|                              |                            |         | 1.3 | Develop a signed walking trail to connect the Old Main Street with the existing stop off points.   |
|                              |                            |         | 1.4 | Tailor Mangaweka's promotion to leverage from its natural and built heritage.  |
| <b>Unique communities</b>    | NATURAL AND BUILT HERITAGE | 2       | 2.1 | Explore opportunities for storytelling and promoting Mangaweka's built, cultural and natural heritage.   |
|                              |                            |         | 2.2 | Implement nature networks to link key natural features with each other.  |
| <b>Healthy Communities</b>   | HOUSING GROWTH             | 3       | 3.1 | Undertake a District Plan Change for urban growth that: <ul style="list-style-type: none"> <li>• Rezones residential and lifestyle growth areas.</li> <li>• Identifies smaller properties on the urban fringe that could be rezoned as Residential.</li> <li>• Implements structure plans if required.</li> <li>• Reviews provisions to achieve the aspirations associated with developing well-functioning communities and a diverse range of housing.</li> </ul> |
|                              |                            |         | 3.2 | Increase education and provide resources to the community and developers that encourages infill development in the existing urban area.  |
|                              |                            |         | 3.3 | Investigate future capacity for the Mangaweka wastewater treatment plant and networks and implement upgrade projects where required.   |
|                              |                            |         | 3.4 | Investigate future capacity for the Mangaweka water supply and implement upgrade projects where required.  |
| <b>Connected Communities</b> | TRANSPORT LINKS            | 4       | 4.1 | Investigate the need and opportunities for the development of active mobility pathways that support local recreation and the visitor economy. A top priority is a path from the village to the Rangitikei River. The feasibility of a pathway along the 'old rail tunnels' should also be explored.  |
|                              |                            |         | 4.2 | Advocate for the trial and implementation of innovative public transport options that take advantage of emerging transport technology.   |

The actions identified in the Action Plan are not guaranteed to be developed. Council will consider which actions are developed through long term planning processes and collaboration with implementation partners.



Quick win <1 year | Short term 1 - 5 years | Medium term 6 - 10 years | Long term 10+

| Timeframe   | Council's role(s)           | Project Partners and Key Stakeholders                                    |
|---|-----------------------------|--|
|  Medium Term   | Advocate Partner            | Community<br>Waka Kotahi<br>Mana whenua<br>Regional Council              |
|  Medium Term   | Service provider Partner    |  |
|  Medium Term   | Service provider Partner    |  |
|  Short Term    | Service provider Partner    |  |
|  Medium Term   | Partner                     | Regional Council<br>Mana whenua<br>Community<br>Mangaweka Heritage       |
|  Long Term    | Partner<br>Service Provider |  |
|  Short Term  | Strategy / Regulation       | Community<br>Waka Kotahi<br>Kiwi Rail<br>Mana whenua<br>Regional Council |
|  Short Term  | Facilitation / information  |  |
|  Short Term  | Service Provider            |  |
|  Short Term  | Service Provider            |  |
|  Medium Term | Partner                     | Waka Kotahi<br>Community<br>Regional Council<br>Kiwi Rail                |
|  Ongoing     | Advocate                    |  |

# TŪTAENUI MARTON

*Marton is the largest town in the Rangitīkei, with a rapidly growing population. It is an historic rural town with a vibrant community spirit.*

Situated off the State Highway network, Marton provides an affordable small-town lifestyle.

Marton has many opportunities associated with a growing population, its location in the Central North Island and access to both road and rail.





## VISION FOR Marton

**Marton** is a vibrant town, a great place to live, with a variety of housing, great tasting water and an attractive town centre and thriving local economy.

### Key community priorities

- Improvements to Marton's drinking water.
- Town centre revitalisation.
- Ensure infrastructure can cope with growth.

### Marton at a glance

**5,520** people call Marton home.

Median age of **44**. The biggest age group is **30-64** years (40%).

**70** people per year (1.3% p.a) have moved to Marton since 2014.

**76%** of the population is European,

**24%** Māori and **10%** Pasifika.

*Note: Where a person reported more than one ethnic group they are counted in each group.*

**2,256** houses in Marton. However at the last census 204 were unoccupied.

The town's GDP is valued at **151M** This grew **4.6%** in 2020

**375** businesses in Marton.

**1,797** jobs – more than half of which are in education, training, manufacturing or retail.

### Key Themes

- 1 Town Centre Revitalisation
- 2 Thriving local economy
- 3 High quality infrastructure
- 4 High quality community facilities
- 5 Housing growth and high quality environments
- 6 Connection with the natural environment
- 7 Transport improvement

### Key Spatial Moves

- RE Residential Expansion
- RI Residential Intensification
- IH Industrial Hub
- MX Mixed Use Town Centre

### Legend

#### District Plan Zones

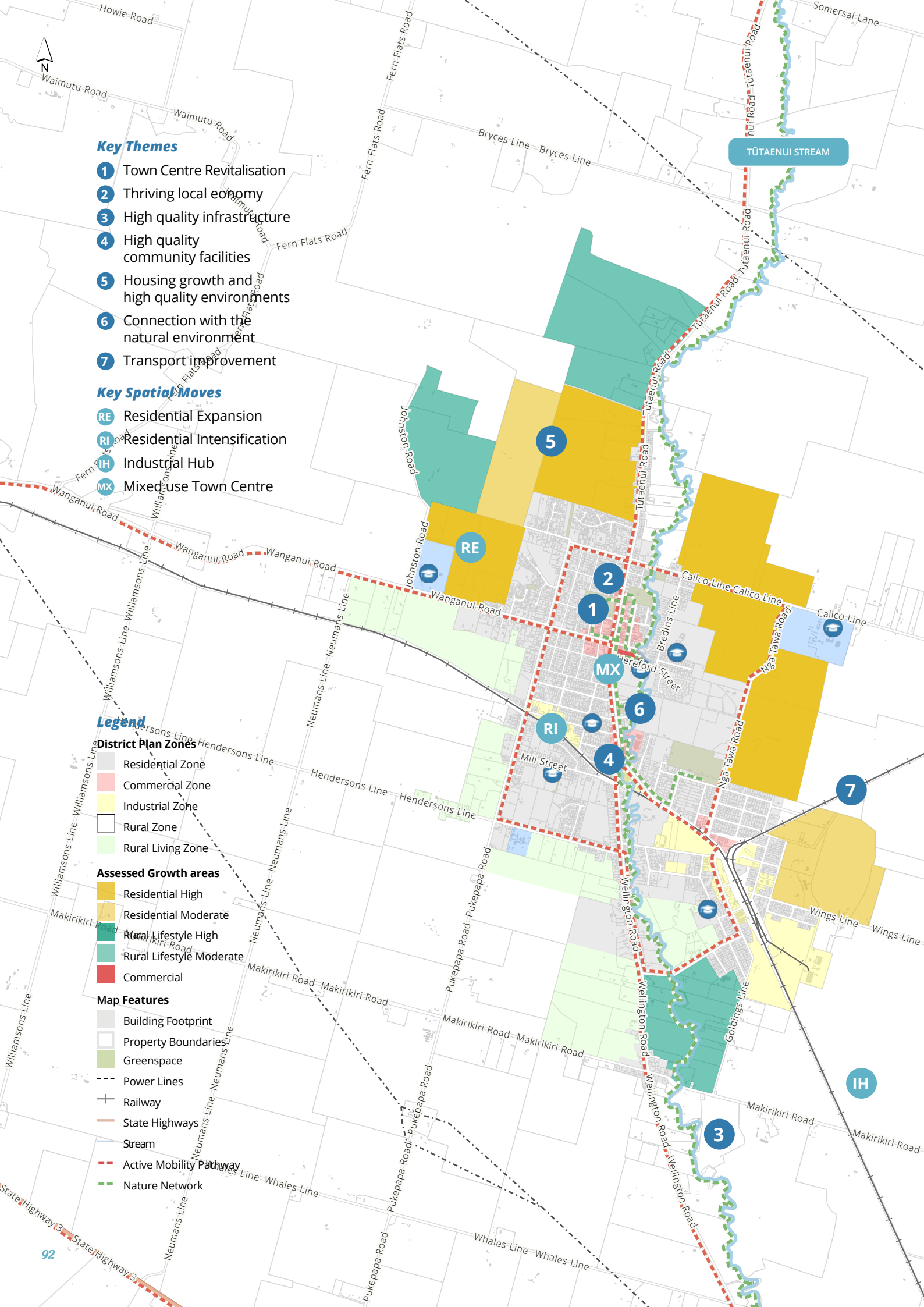
- Residential Zone
- Commercial Zone
- Industrial Zone
- Rural Zone
- Rural Living Zone

#### Assessed Growth areas

- Residential High
- Residential Moderate
- Rural Lifestyle High
- Rural Lifestyle Moderate
- Commercial

#### Map Features

- Building Footprint
- Property Boundaries
- Greenspace
- Power Lines
- Railway
- State Highways
- Stream
- Active Mobility Pathway
- Nature Network





1 **Town Centre revitalisation**

The Marton Town Centre is currently run-down and lacking vibrancy. Commercial activities are spread along Broadway and to a lesser extent, Wellington Road and High Street.

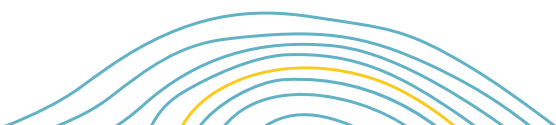
Marton has the potential to become one of the region's most desirable boutique towns by leveraging off its heritage buildings as a unique point of difference. The heritage buildings reflect Marton's strong and proud identity and, if challenges associated with funding their retention are able to be overcome, their adaptive reuse represents a key asset for the Marton town centre.

Strengthening earthquake-prone buildings, supporting mixed use activity and streetscape redevelopment that improves the pedestrian experience are needed to support the redevelopment of the Marton Town Centre as the heart of the community. To ensure vibrancy of the Town Centre, retail and community activities need to be concentrated in the commercial area around Broadway.

The increasing number of people working from home, and digital connectivity provides the opportunity for the development of a co-work space in Marton.

“I would like to see the town centre totally pedestrianised with a range of shops providing choice and opportunity not to have to travel out of Marton for the basics.”

Community Voice





**LEGEND**

|                            |                   |                       |                       |
|----------------------------|-------------------|-----------------------|-----------------------|
| <b>District Plan Zones</b> | Rural Living Zone | <b>Map Features</b>   | Property Boundaries   |
| Residential Zone           | Heritage Precinct | Indicative Flood Zone | Green Space           |
| Commercial Zone            | Heritage Site     | Stream                | Nature Network        |
| Rural Zone                 |                   | Building Footprint    | Pedestrian Connection |

**Priorities**

- > Position Marton as a boutique town, using the heritage precinct as a key asset/point of difference as a weekend visitor destination, and contributing to what makes Marton unique.
- > Investigate opportunities for streetscape redevelopment to create a shared environment where cars, pedestrians, cyclists, mobility scooters and other forms of mobility co-exist.
- > Develop the green space as an integral part of the town centre, linking the wider Marton town centre with the Tūtaenui Stream and town's green spaces through the development of nature networks.
- > Invest in the upgrade of the public realm to create a vibrant, attractive, comfortable, safe & accessible place for people of all ages & abilities.
- > Support the strengthening of earthquake-prone buildings and the establishment of new businesses.
- > Facilitate the establishment of a range of businesses –to support the Marton Town Centre as the vibrant heart of the community – a space the community is proud of, has a variety of uses where our community can access a range of services and connect with each other.
- > Enable mixed use within the town centre to facilitate the intensification of uses and vibrancy of the area - retail and offices on ground floor with residential above.
- > Support the establishment and growth of services and programmes in the health and wellbeing precinct in delivering comprehensive health and wellbeing services for the community.
- > Celebrate local art in public places.



“Redeveloped into a leafy traffic free zone with squares and alleys. Cafes and shops on ground floor with residential accommodation and professional offices above.”

Community Voice

## 2 Thriving local economy

Marton’s location in the Central North Island, near both rail and road networks provides significant opportunities for business expansion and establishment.

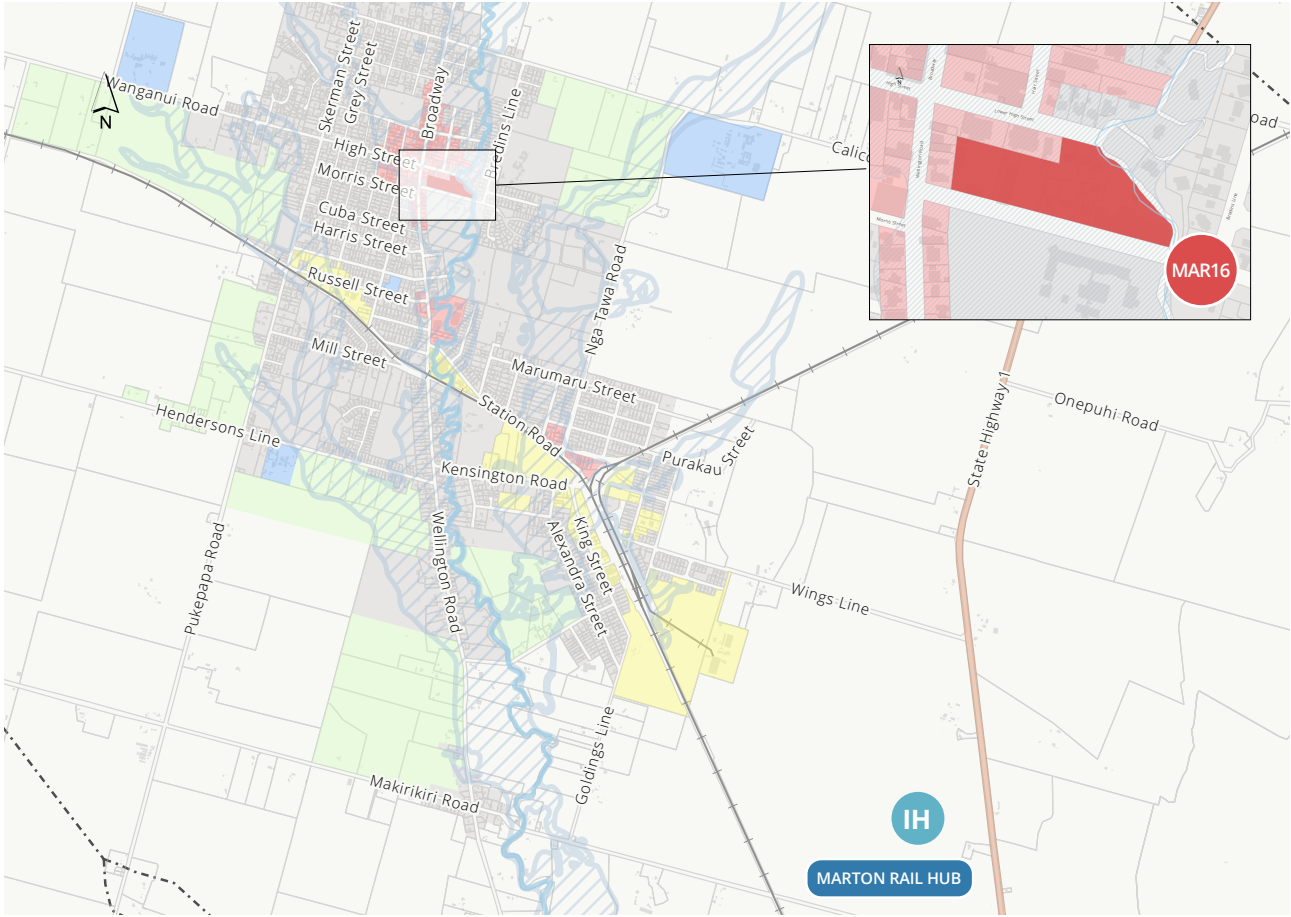
The long history of food production in the surrounding area that is only increasing due to our highly productive land, creates opportunities for Marton to grow the manufacturing sector.

The rezoning of land from Rural to Industrial is underway to support the development of a Rail Hub for Marton. The Marton Rail Hub aims to become a key logistical hub for the forestry industry across the Lower North Island. The rezoning is currently awaiting a decision from the Environment Court.

Theme 1 identifies the opportunities for the Marton Town Centre.

### Priorities

- > Use Marton’s location near the state highway and rail networks to position Marton as an industrial powerhouse for manufacturing and forestry processing.
- > Take a facilitative approach to the establishment of new businesses.
- > Invest in town centre revitalisation.
- > Ensure there is sufficient land development-ready (zoned and serviced) to meet business growth needs.



**LEGEND**

- |                            |  |                     |                  |
|----------------------------|--|---------------------|------------------|
| <b>District Plan Zones</b> | <b>Assessed Commercial and Industrial Growth Areas</b> | <b>Map Features</b> |                  |
| Residential Zone           | Commercial   | Flood Zone          | --- Power Lines  |
| Commercial Zone            | Rural Zone   | Stream              | + Railway        |
| Industrial Zone            | Rural Living Zone                                      | Building Footprint  | — State Highways |
| Education Zone             |  | Property Boundaries |                  |

**Commercial growth**

We anticipate needing an additional 0.7 hectares of land for commercial/retail purposes to meet future growth.

Providing for future commercial growth is challenging, because the land surrounding the town centre is already developed. However, the block between Lower High Street and Hereford Street has been identified as a potential future commercial growth area. This block is in close proximity to the town centre, already contains a range of community activities and has potential for redevelopment over the long term.

**Industrial growth**

Marton is already home to significant industrial businesses which are important to retain and grow.

Just over 29 hectares of land is zoned for future industrial use, however some of this land is

impacted by flooding. Based on past industrial activity, we do not anticipate needing additional land.

Demand will need to be monitored to ensure opportunities for business establishment and expansion for Marton are not constrained by land supply. The surplus of industrial land identified for Marton is also held in limited ownership, meaning if landowners are not willing to sell or develop the land for industrial purposes, the actual supply of industrial land will be significantly less.

|                                     | Commercial   | Industrial     |
|-------------------------------------|--------------|----------------|
| 📁 Projected demand                  | 2.0 hectares | 9.4 hectares   |
| 🏠 Expected Capacity (already zoned) | 1.3 hectares | 29.7 hectares  |
| 🌲 Land required                     | 0.7 hectares | -20.3 hectares |





📍 Marton Water Treatment Plant



📍 Marton Water Reservoir



📍 Marton Wastewater Treatment Ponds

### 3 High quality infrastructure

As the community grows, the provision of infrastructure needs to meet increasing demand.

Council is already underway with key infrastructure projects to meet future growth demands including the implementation of the Marton Water Strategy and Marton to Bulls Wastewater Centralisation project.

#### Priorities

- > Invest in improvements to Marton’s water supply to provide water that looks, tastes and smells great all year round.
- > Ensure the three waters network is upgraded to support residential, commercial and industrial growth.
- > Work collaboratively with infrastructure providers to plan for future demand.



📍 Tutaenui Reservoir Bore

“The water is a real issue, it smells and tastes terrible. It needs to be addressed.”

Community Voice



#### 4 High quality community facilities

Marton has a range of community facilities – parks and reserves, halls, the library and Council administration building.

High quality community facilities can attract and retain residents and support community connection and wellbeing. Council is currently working on a business case for the Marton Civic Centre project which proposes to co-locate the main administration building and library.

There is strong community leadership in the development of our parks and reserves, which will be guided by the Parks, Reserves, Open Spaces and Sporting Facilities Strategy.

The opening of the pool year-round has been investigated and shown to not be feasible. Re-assessment of the feasibility will be a long term action, and may change as a result of population growth. In the long term there are potential redevelopment opportunities for the Marton Swim Centre.

Marton has two high schools and seven primary schools. There is capacity within the schools to meet growth projections.

#### Priorities

- > Identify opportunities to improve the recreation opportunities associated with the Marton Swim Centre.
- > Investment in Marton’s civic facilities – library and administration buildings.
- > Support community-led development of open spaces aligned with the Parks, Open Spaces and Sporting Facilities Strategy.

“Outdoor pool and slide and more opportunities for swimming classes. A place to hold kids birthday parties.”

Community Voice



📍 New subdivision - Marton

**5** *Housing growth and high quality built environment*

Marton is projected to have high housing growth, and we need to ensure a range of housing is available.

The opportunity exists for Marton to create a high quality built environment and remain accessible by being strategic about future growth areas, ensuring connection with new developments, avoiding the flood hazard and improving active mobility networks and infrastructure that supports active choices.



📍 Marton

**Priorities**

- > Design future growth areas and redevelop the existing urban area so that people are able to access services and amenities (shops, health services, parks, schools) within 10 minutes of active travel.
- > Enable a diversity of well-designed housing that is high quality, low maintenance, a range of sizes, close to town, and provide a high level of amenity. This includes medium density housing, multi-generational housing, lifestyle blocks and retirement housing.
- > Avoid housing development in areas at significant risk of flooding and increase resilience in areas already at risk.
- > Connect the community via roads and pedestrian links.

“A mix of housing options but a focus on building quality neighbourhood”

Community Voice



### Residential and lifestyle growth

Marton currently has approximately 2,256 dwellings (2018).

We expect strong residential growth to continue in Marton due to its commutable location to Whanganui and Palmerston North and future business growth.

We anticipate we will need an additional 61 houses per year, or an additional 1,761 homes by 2050. This growth will need to be supported by a vibrant town centre, and community and recreation facilities.

We already have some land available for new housing but may need up to an additional 98 hectares of Residential land to meet the demand.

|                                 | Residential  | Rural Lifestyle | Total        |
|---------------------------------|--------------|-----------------|--------------|
| <br>Number of houses – per year | 58 houses    | 3 houses        | 61 houses    |
| <br>Number of houses – by 2050  | 1,673 houses | 88 houses       | 1,761 houses |
| <br>Additional land required    | 98 hectares  | 0 hectares      | 98 hectares  |

Marton’s flat topography facilitates a wide range of options for future greenfield development. However, not all areas have the same suitability for development. Key challenges include flooding, highly productive land and accessibility.

A range of potential growth areas were assessed to determine their suitability for future development. The areas have been assessed as follows:

| Area  | Size           | Suitability rating |
|-------|----------------|--------------------|
| MAR01 | 64.2 hectares  | High               |
| MAR02 | 41.8 hectares  | High               |
| MAR03 | 62.7 hectares  | High               |
| MAR04 | 38.7 hectares  | High               |
| MAR05 | 62.3 hectares  | High               |
| MAR06 | 60.2 hectares  | Moderate           |
| MAR07 | 43.8 hectares  | Moderate           |
| MAR08 | 43.6 hectares  | Low                |
| MAR09 | 109.2 hectares | Low                |
| MAR10 | 30.3 hectares  | Low                |
| MAR11 | 95.1 hectares  | Low                |
| MAR12 | 73 hectares    | Low                |
| MAR13 | 57.5 hectares  | Moderate           |
| MAR14 | 97.2 hectares  | Moderate           |
| MAR15 | 52.4 hectares  | Moderate           |

*Note: There may also be smaller properties on the fringe of the current Residential zone which may be appropriate for rezoning. These will be assessed through a District Plan change process. Further work, including technical assessment, will be completed to refine the assessment of future growth areas, which may change this prioritisation. A detailed assessment of the growth areas is provided in Section 3.*

There were mixed views in the community around higher density development and infill housing, although a diversity of housing options was identified as being important. There was an openness for medium density housing, with the two most common views being its establishment within a 10-minute walk or throughout the whole town. Stand-alone, low maintenance houses close to town with a big backyard, including space for a garden were identified as desirable.







Hereford Heights - Marton



Example green infrastructure



Example green infrastructure



Example green infrastructure



📍 Frae Ona Park - Marton

## 6 Connection with the natural environment

There is an opportunity to better connect Marton with the Tutaenui Stream which runs through the township and improve community health and amenity through the greening of the town.

This includes creating green connections between parks, the Tūtaenui Stream and through town, with more planting of trees and use of green infrastructure methods.

### Priorities

- > Celebrate the Tūtaenui Stream and encourage connection between the built environment and the waterway.
- > Connect Marton's parks and reserves through the development of Nature Networks.
- > Develop Marton's Town Centre as a core part of the town's nature networks, with opportunities for innovative green spaces such as green walls and roofs.
- > Identify opportunities for the use of green, low impact design, infrastructure.
- > Encourage an increase in the canopy cover for Marton.
- > Include the use of trees and planting when developing active mobility pathways so that they form part of Marton's nature networks.



📍 Marton Memorial Park Walkway



📍 Marton Park



📍 Marton Railway Station

## 7 Transport improvements

Marton is located just off State Highway 1 and State Highway 3.

It is at the junction of the North Island Main Trunk Line and the Marton – New Plymouth Rail lines, however the last commuter service stopped in 2012.

The town is heavily reliant on private vehicles and there is significant opportunity to provide for the use of alternative transport options within the town. This can be achieved through the development of active mobility networks and the introduction of innovative public transport options.

Around 300 people travel to Marton for work, mostly from the surrounding rural environment (78), the Hunterville area (48) and to a lesser extent Bulls, Parewanui and Turakina (30-40 from each area).

62% drive, 9% walk, 3% are a passenger and 1% cycle.

Around 530 people leave Marton for work. The top destination is the surrounding rural environment (183), Bulls (105) and commuter locations in Whanganui (60) and Palmerston North (81). Around 30 people head to the Ohakea-Sanson area, Parewanui and Feilding.

67% drive, 7% walk, 5% are a passenger in a vehicle and 1% cycle.<sup>1</sup>

### Priorities

- > Develop active mobility pathways that support walking, cycling, e-scooters, mobility scooters and other forms of active mobility.
- > Advocate for improved public transport options, particularly innovative shared transport solutions and better use of rail for commuters and tourists.
























## Action Plan

| Rangitikei Priority Area   | Key Themes                  | Project  |   |
|--|-----------------------------|----------|---|
| <b>Thriving Communities</b><br><b>Connected Communities</b><br><b>Unique Communities</b> | TOWN CENTRE REVITALISATION  | <b>1</b> | <b>1.1</b> Implement streetscape improvements to increase vibrancy, improve the pedestrian experience, increase community connection, and provide linger opportunities (shelter, seating, photo opportunities, outdoor dining, public art). |
|  |                             |          | <b>1.2</b> Improve pedestrian connections between Broadway and Stewart Street/Hair Street.  |
|  |                             |          | <b>1.3</b> Investigate the implementation of incentives and/or support for building owners to strengthen or redevelop earthquake-prone and heritage buildings.  |
|  |                             |          | <b>1.4</b> Review the District Plan response to buildings in the Marton Heritage Precinct that are not listed, but contribute to the precinct.  |
|  |                             |          | <b>1.5</b> Investigate the viability of the establishment of a co-work space in the Marton town centre.   |
|  |                             |          | <b>1.6</b> Develop a parking management strategy.   |
|  |                             |          | <b>1.7</b> Monitor demand for commercial land supply. Rezone future commercial growth area when required.   |
|  |                             |          | <b>1.8</b> Implement wayfinding to connect the town centre with Te Ahuru Mowai, Marton Park, Centennial Park and the Tūtaenui Stream.   |
|  |                             |          | <b>1.9</b> Encourage retailers to engage with the footpath.   |
|  |                             |          | <b>1.10</b> Invest in redevelopment of the village green to support community events and provide a green space for passive recreation in the town centre.   |
|  |                             |          | <b>1.11</b> Implement storytelling throughout the town centre that shares the history of the area.  |
| <b>Thriving Communities</b>  | THRIVING LOCAL ECONOMY      | <b>2</b> | <b>2.1</b> Monitor demand for future industrial land to ensure adequate supply.   |
|  |                             |          | <b>2.2</b> Invest in the development of the Marton Rail Hub.  |
|  |                             |          | <b>2.3</b> Promote Marton as a key hub for food and forestry processing.  |
|  |                             |          | <b>2.4</b> Facilitate the establishment and expansion of businesses in Marton.  |
| <b>Healthy Communities</b><br><b>Housing Growth</b>                                      | HIGH QUALITY INFRASTRUCTURE | <b>3</b> | <b>3.1</b> Develop a stormwater management plan for Marton to guide future investment to increase stormwater resilience for Marton.   |
|  |                             |          | <b>3.2</b> Implement the Marton to Bulls Wastewater Centralisation project to provide a long-term wastewater disposal system that can accommodate projected growth.   |
|  |                             |          | <b>3.3</b> Implement the Marton Water Strategy to improve the amenity of Marton's water supply and provide capacity for growth.   |
|  |                             |          | <b>3.4</b> Work alongside Horizons to investigate options for increasing Marton's resilience to flooding from the Tūtaenui Stream, particularly for the Marton Town Centre.   |

Quick win <1 year | Short term 1 - 5 years | Medium term 6 - 10 years | Long term 10+










| Timeframe  | Council's role(s)                        | Project Partners and Key Stakeholders   |
|--|--|---|
|  Medium Term  | Service Provider<br>Funder<br>Partner    | Business owners<br>Community<br>Mana whenua<br>Service organisations<br>Heritage New Zealand<br>Waka Kotahi |
|  Long Term    | Partner                                  |   |
|  Short Term   | Funder<br>Facilitation / Information     |   |
|  Medium Term  | Strategy / Regulation                    |   |
|  Medium Term  | Facilitation / Information<br>Partner    |   |
|  Short Term   | Strategy / Regulation                    |   |
|  Ongoing     | Strategy / Regulation                    |   |
|  Short Term | Strategy / Regulation                    |   |
|  Ongoing    | Facilitation / Information               |   |
|  Short Term | Strategy / Regulation<br>Partner         |   |
|  Short Term | Facilitation / Information               | Business community<br>Community<br>Kiwi Rail<br>Mana whenua   |
|  Ongoing    | Facilitation / Information               |   |
|  Short Term | Service Provider<br>Supporter<br>Partner |   |
|  Ongoing    | Facilitation / Information               |   |
|  Ongoing    | Facilitation / Information               | Community<br>Mana whenua<br>Regional Council  |
|  Short Term | Partner<br>Service Provider              |   |
|  Short Term | Service Provider                         |   |
|  Short Term | Service Provider                         | Community<br>Regional Council<br>Landowners   |
|  Long Term  | Partner                                  |   |



## Action Plan

| Rangitikei Priority Area                  | Key Themes  | Project |     |   |
|---|---|---------|-----|---|
| Healthy Communities<br>Unique Communities | HIGH QUALITY<br>COMMUNITY FACILITIES                    | 4       | 4.1 | Investigate future recreation and redevelopment opportunities for the Marton Swim Centre and Invest in upgrades that enhance the use and offering of the facility.  |
|   |   |         | 4.2 | Investigate all-year opening of the pool.   |
|   |   |         | 4.3 | Marton Civic Centre Project.  |
|   |   |         | 4.4 | Support community-led development of parks and open spaces that are aligned with the Parks, Open Spaces and Sporting Facilities Strategy.   |
| Healthy Communities                       | HOUSING GROWTH AND<br>HIGH QUALITY BUILT<br>ENVIRONMENT | 5       | 5.1 | Undertake a District Plan Change for urban growth that: <ul style="list-style-type: none"> <li>• Rezones residential and lifestyle growth areas.</li> <li>• Implements structure plans for future growth areas and undeveloped residential areas.</li> <li>• Enables medium development that meets high quality urban design criteria.</li> <li>• Reviews provisions to ensure they support aspirations associated with development well-functioning communities and a diverse range of housing.</li> <li>• Considers the diverse housing needs for a range of people including; elderly, multi-family households, and families.</li> </ul> |
| Healthy Communities                       | CONNECTION<br>WITH THE<br>NATURAL<br>ENVIRONMENT        | 6       | 6.1 | Development of Nature Networks: <ul style="list-style-type: none"> <li>• Tūtaeporoporo Action Trail</li> <li>• Tūtaenui Stream</li> <li>• Wellington Road</li> <li>• South Makirikiri School</li> </ul>   |
| Connected Communities                     | TRANSPORT<br>IMPROVEMENTS                               | 7       | 7.1 | Develop Active Mobility Pathways: <ul style="list-style-type: none"> <li>• Within the Marton town.</li> <li>• Marton – Bulls</li> <li>• Marton – Hunterville</li> <li>• Marton – Turakina</li> <li>• Marton – Tūtaenui Reservoir</li> <li>• Marton – Rangitikei River</li> </ul>  |
|   |   |         | 7.2 | Advocate for the trial and implementation of innovative public transport options that take advantage of emerging transport technology and access to the rail network.   |

The actions identified in the Action Plan are not guaranteed to be developed. Council will consider which actions are developed through long term planning processes and collaboration with implementation partners.

| Timeframe   | Council's role(s)                                  | Project Partners and Key Stakeholders  |
|---|--|--|
|  Short Term – Long Term<br> | Partner  | Community Sports clubs<br>Schools<br>Water Safety NZ<br>Sport Whanganui                                    |
|  Long Term   | Service Provider                                   |  |
|  Short Term  | Service Provider                                   |  |
|  Short Term – Long Term  | Partner<br>Supporter<br>Funder                     |  |
|  Short Term  | Strategy / Regulation                              | Community Landowners<br>Mana whenua<br>Regional Council  |
|  Short Term – Long Term  | Partner<br>Service Provider<br>Funder<br>Supporter | Marton Development Group<br>Tūtaenui Stream Restoration Society<br>Mana whenua<br>Community<br>Waka Kotahi |
|  Long Term   | Partner<br>Service Provider                        | Community<br>Tūtaenui Stream Restoration Society<br>Regional Council<br>Waka Kotahi<br>Kiwi Rail           |
|  Long Term   | Advocate   |  |



# MATAROA

*Mataroa is a small settlement only 8 minutes north of Taihape.*

The settlement became a railway village in the early 1900s when the Main Trunk railway line was laid and Mataroa Tunnel was constructed. The railway ceased in the 1960s.

The community has a primary school, local hall, cemetery and is next to the Paengaroa Scenic Reserve.

## **Key community priorities**

- Retaining the settlement as it is now.
- Paengaroa Reserve and the Hautapu River.
- Keeping the school viable.



# VISION FOR *Mataroa*

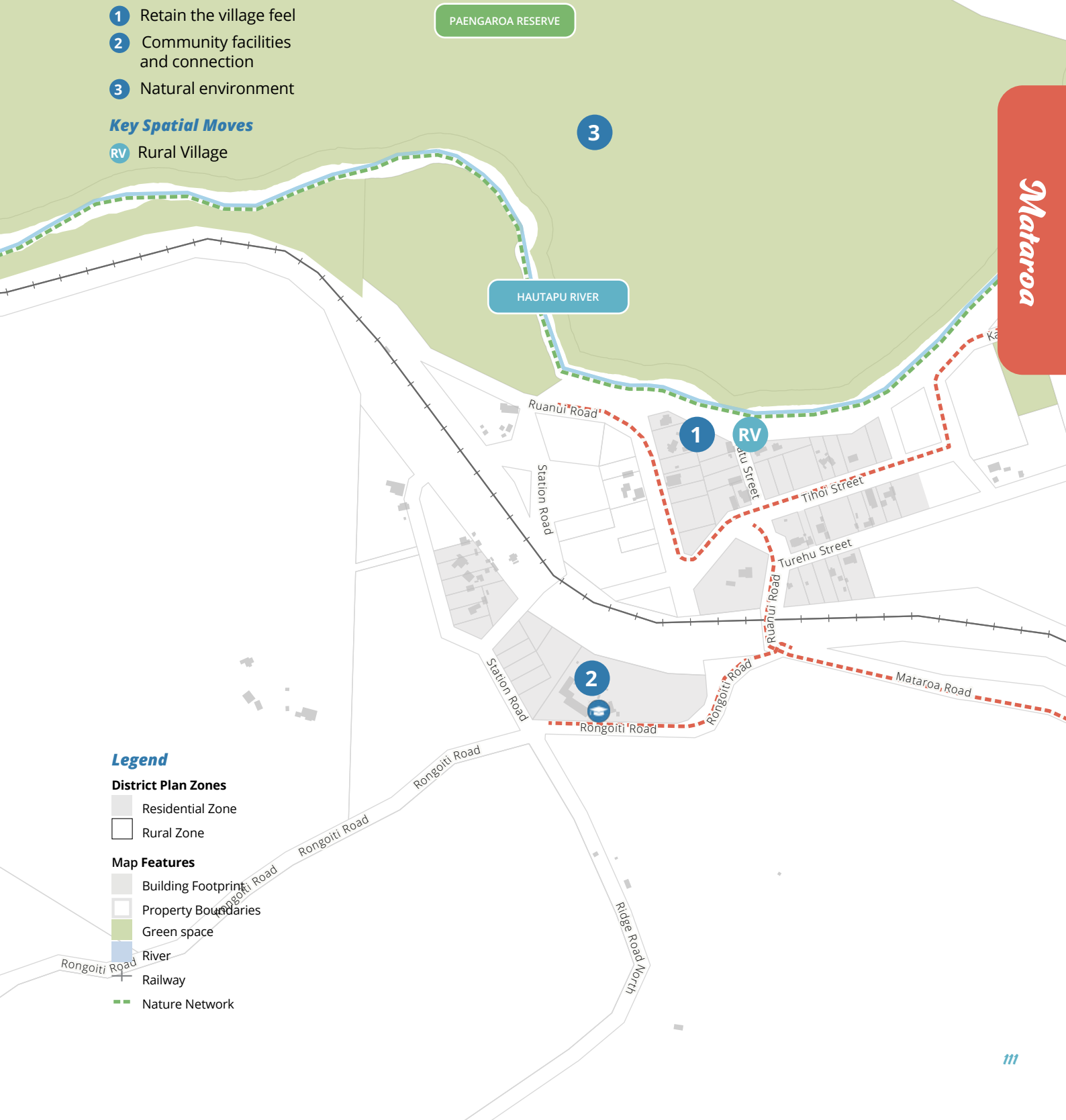
**Mataroa** remains a rural village with strong connections to the Hautapu River and Paengaroa Reserve.

## Key Themes

- 1 Retain the village feel
- 2 Community facilities and connection
- 3 Natural environment

## Key Spatial Moves

- RV Rural Village



*Mataroa*



**1** *Retain the village feel*

With around 20 houses in the settlement, there is a small area zoned for Residential use.

The settlement is located on land identified as Class 3 and is surrounded by Class 6 and 7.

There are younger generations from families who have lived in the area for a long time starting to return to Mataroa. The community identified a desire for the settlement to remain as it is now, with possibly a small increase in housing.

No significant residential growth is anticipated for the settlement, however, the zoning of the settlement should be reviewed.

No land is anticipated to be required for future business, outside of home-based businesses.



**Priorities**

- > Retain Mataroa as a rural lifestyle village.

“Small, quiet and peaceful with a small population.”

“I moved out here to get away from town.”

Community Voice





North Island Main Trunk Rail Line - Mataroa



Mataroa School

"Keeping a school viable"

Community Voice

## 2 Community facilities and connection

Mataroa Hall and School are the heart of the community. Ensuring Mataroa School remains viable was identified as a challenge.

There is the potential for an active mobility link to be developed between Mataroa and Taihape, a loop around the Paengaroa Reserve and Taihape Golf Course, and improvements made to the path to Mataroa School. The Ohakune-Taihape Cycle Trail already runs through the village, the addition of an active mobility pathway would support increased use of the existing trail, plus increased local use for shorter recreation opportunities.

The ongoing management of the cemetery by the community is important.

### Priorities

- > Viability of Mataroa School.
- > Local recreation opportunities - Active mobility pathway development to support local and regional recreation opportunities and safety.
- > Community management of the Mataroa Cemetery

## 3 Natural environment

The Paengaroa Reserve and access to the Hautapu River were identified as important to protect for future generations.

### Priorities

- > Community-led environmental restoration projects.
- > Access to the Paengaroa Reserve and Hautapu River.



Paengaroa Scenic Reserve



Hautapu River






"Paengaroa reserve is underutilised and under advertised"

Community Voice

## Action Plan

| Rangitikei Priority Area                     | Key Themes                          | Project |     |  |  |
|--|-------------------------------------|---------|-----|--|--|
| Healthy Communities<br>Unique Communities    | RETAIN THE VILLAGE FEEL             | 1       | 1.1 | Review the zoning of Mataroa village to recognise the area as a small rural village.   |  |
| Healthy Communities<br>Connected Communities | COMMUNITY FACILITIES AND CONNECTION | 2       | 2.1 | Investigate opportunities to develop active mobility pathways: <ul style="list-style-type: none"> <li>• Mataroa – Taihape</li> <li>• Paengaroa / Taihape Golf Course loop following the Hautapu River.</li> <li>• To Mataroa School</li> </ul> |  |
|  |                                     |         | 2.2 | Support continued community management of the Mataroa Cemetery   |  |
| Healthy Communities                          | NATURAL ENVIRONMENT                 | 3       | 3.1 | Support community restoration of the Paengaroa Reserve and Hautapu River.  |  |
|  |                                     |         | 3.2 | Recognise the work being completed by the Rangitikei catchment groups that support environmental improvements.   |  |

The actions identified in the Action Plan are not guaranteed to be developed. Council will consider which actions are developed through long term planning processes and collaboration with implementation partners.

| Timeframe  | Council's role(s)     | Project Partners and Key Stakeholders       |
|--|-----------------------|---|
|  Short Term | Strategy / Regulation | Community<br>Mana whenua<br>Landowners      |
|  Long Term | Partner Advocate      | Waka Kotahi<br>Community<br>Landowners      |
|  Ongoing  | Supporter             | Community                                   |
|  Ongoing  | Supporter             | Regional Council<br>Community<br>Landowners |
|  Ongoing  | Supporter             | Mana whenua<br>Catchment Groups             |

# MOAWHANGO

*Moawhango is one of the district's northernmost settlements located in a quiet valley on the Taihape-Napier Road, part of the tourism corridor with the Hawke's Bay.*

The settlement has strong dual heritage that has two Ngati Whitikaupeka gazetted Marae – Moawhango Marae and Te Riu O Puanga Marae, as well as the Whitikaupeka Whare Karakia and Batley's Memorial Chapel.

The community supports the Moawhango School and the Moawhango Settlers Hall which service the surrounding rural community.

The settlement is currently zoned as Rural and has no reticulated services.



MOAWHANGO



Moawhango



# VISION FOR *Moawhango*

**Moawhango** remains a rural settlement, with a strong community based on intergenerational connectedness and people returning home.

### Key Themes

- 1 Connection
- 2 Housing and jobs

### Key Spatial Moves

- P Papakāinga






*Moawhango*

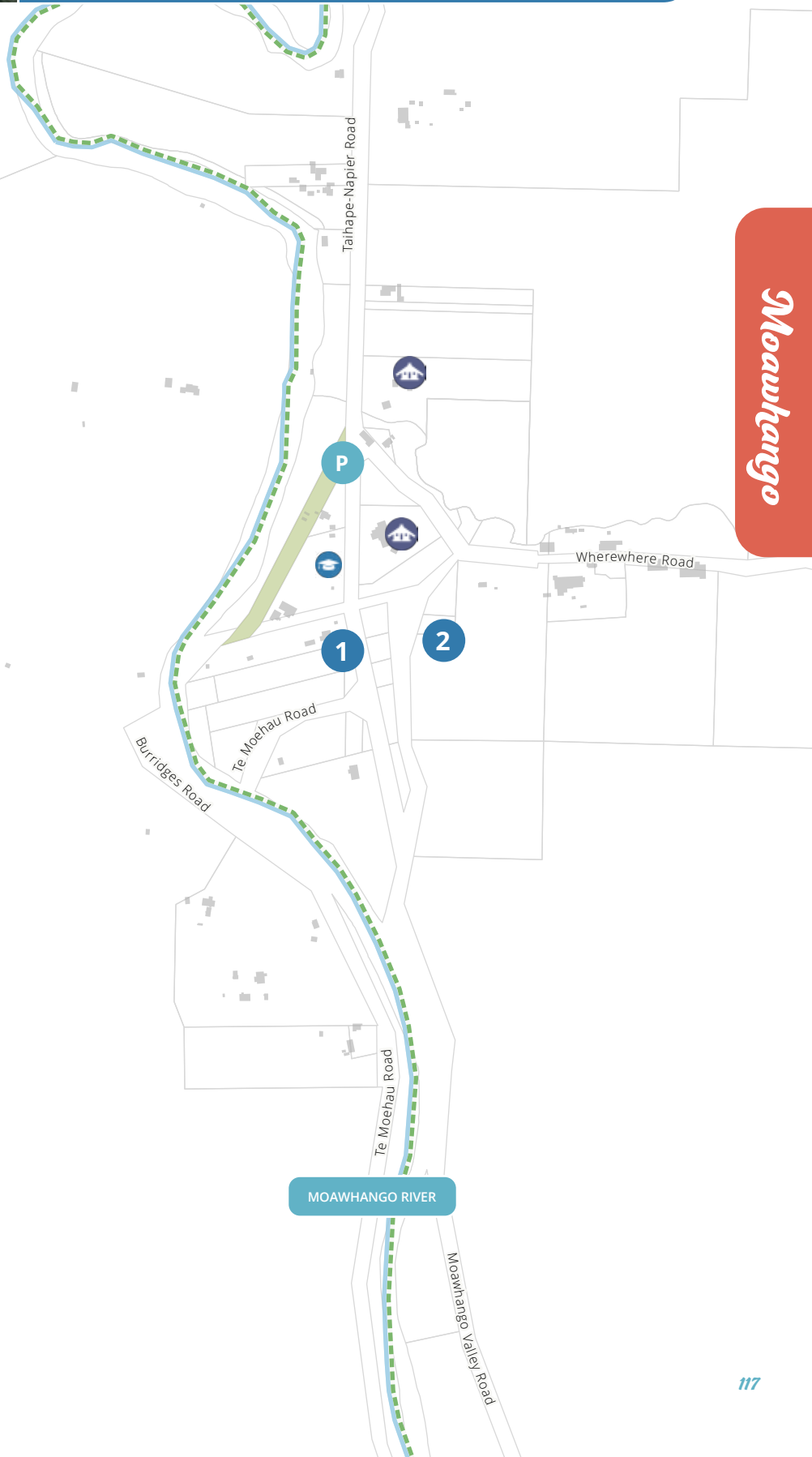
### Legend

#### District Plan Zones

-  Rural Zone

#### Map Features

-  Building Footprint
-  Property Boundaries
-  Green space
-  River
-  Nature Network



MOAWHANGO RIVER



Whitikaupeka Whare Karakia - Moawhango



Batley's Memorial Chapel

## 1 Connection

The community is strongly connected to the dual history, culture, and environment in the Moawhango area.

The local marae and hall are the heart of the community.

Locals are leading environmental enhancement projects associated with the Moawhango River.

### Priorities

- > Recognise and celebrate local heritage.
- > Support community-led environmental restoration projects.



Moawhango

## 2 Housing and jobs

It is important to the community that local people stay in the area, and many who have left return home.

For this to occur local housing and jobs are needed.

Ngāti Whitikaupeka have long term aspirations for the development of papakāinga in the area.

Future businesses in the area are likely to leverage off the tourism sector and the location on the Taihape-Napier Road.

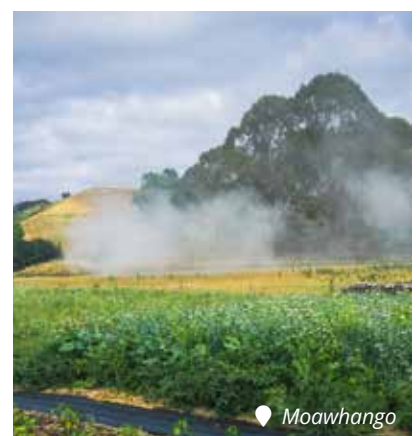
Moawhango also has strong connection to the job market in nearby Taihape.

### Priorities

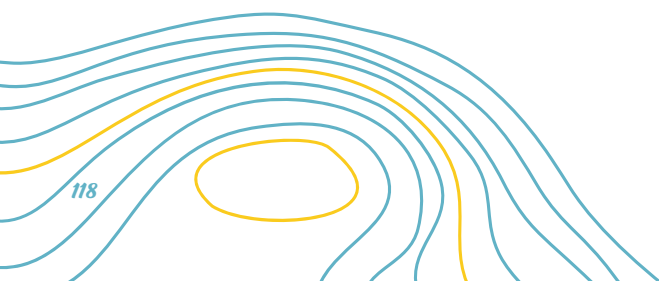
- > Enable and facilitate the development of papakāinga by Ngāti Whitikaupeka.
- > Support the development and establishment of local tourism or primary production opportunities.
- > Facilitate and encourage businesses in Taihape to provide jobs to those who wish to return home.



Moawhango Marae







Moawhango



## Action Plan

Quick win <1 year | Short term 1 - 5 years | Medium term 6 - 10 years | Long term 10+

| Rangitikei Priority Area  | Key Themes       | Project | Timeframe | Council's role(s)  | Project Partners and Key Stakeholders  |
|---|------------------|---------|-----------|--|--|
| <b>Healthy Communities</b><br><b>Connected Communities</b><br><b>Unique Communities</b> | LOCAL CONNECTION | 1       | 1.1       | Work alongside the community on projects that celebrate local heritage and culture.  |  Long Term<br>Supporter<br>Mana whenua Community  |
|   |                  |         | 1.2       | Recognise work being completed by Ngā Puna Rau o Rangitikei and the Rangitikei sub-group that support environmental improvements                       |  Ongoing<br>Facilitation / Information<br>Mana whenua RRCC Regional Council<br>Ngā Puna Rau o Rangitikei                    |
| <b>Healthy Communities</b><br><b>Unique Communities</b>                                 | HOUSING AND JOBS | 2       | 2.1       | Review the District Plan approach for: <ul style="list-style-type: none"> <li>• Papakāinga development.</li> <li>• Rural tourism activities</li> </ul> |  Medium Term<br>Strategy / Regulation<br>Mana whenua<br>Te Puni Kokiri Regional Council<br>Landowners<br>Tourism businesses |
|   |                  |         | 2.2       | Facilitate and support the development of local tourism business opportunities.  |  Medium Term<br>Facilitation / Information<br>Strategy / Regulation<br>Mana whenua  |

The actions identified in the Action Plan are not guaranteed to be developed. Council will consider which actions are developed through long term planning processes and collaboration with implementation partners.

# ŌHINGAITI

*Ōhingaiti is in the middle of the Rangitīkei on a large terrace above the Rangitīkei River.*

State Highway 1 and the Main Trunk Line run through the settlement.

Ōhingaiti has a community hall, the McIntyre Reserve and a local pub.

The Makohine Viaduct viewing area is located to the south of the settlement.

## Key community priorities

- Town beautification.
- Growth opportunities.
- Community facilities.







**Ōhingaiti** is a green, safe and quiet little town, with a well-used town hall, café, pub and sports club.

**Key themes**

- 1 Recreation and community facilities
- 2 Housing
- 3 Business

**Key Spatial Moves**

- RV Rural Village



**Legend**

**District Plan Zones**

- Residential Zone
- Commercial Zone
- Rural Zone

**Map Features**

- Building Footprint
- Property Boundaries
- Green space
- River
- Railway
- State Highways
- Nature Network

RANGITĪKEI RIVER



McIntyre Reserve

“McIntyre Reserve is important. It hosts a fantastic event every year with the Ōhingaiti sports.”

Community Voice

## 1 Recreation and community facilities

Ōhingaiti has close access to the Rangitīkei River.

McIntyre Reserve is the hub of recreation activities for the community. The community hall is not well-used, but has potential for becoming a key community asset.

Residents are concerned about the safety of the turn into Otara Road for people travelling north. This road is well used including by the Hunterville School bus as well as by people trying to access McIntyre Reserve.

### Priorities

- > Support community-led management and development of the McIntyre Reserve.
- > Enabling the use and development of the community hall.
- > Connection with the Rangitīkei River.

## 2 Housing

Ōhingaiti has around 20 houses, with a small area zoned for Residential use. There are several vacant sections through the village.

The settlement and the surrounding environment is identified as Class 2 land, with Class 6 hills located to the north.

There are no reticulated services.

The community has an openness for the development of more houses in the settlement. Antisocial behaviour and untidy/run-down sections were identified as challenges.

Ōhingaiti is not identified as a future residential growth area for the following reasons:

- The sites surrounding the settlement are on Class 2 soils and are part of large farming operations.
- There are no reticulated services available.
- There are vacant residential sections available for growth.

### Priorities

- > Development of vacant sections.
- > Retaining the rural village lifestyle.



Ōhingaiti

“More housing - also upgrading the run down houses that are sitting on land and not being used.”

Community Voice



### 3 Business

Ōhingaiti has a pub and truck stop that is the heart of the community.

The settlement currently has a commercial zone. The extent of this zone needs to be reviewed to ensure the extent matches underlying land uses in the area.

Boutique accommodation, tourism and a trade hub were identified by the community as future business growth opportunities.

#### Priorities

- > Support local business development.
- > Enhancing town beautification and storytelling of local history.



“A quaint little town with a lot of community pride”








Community Voice

## Action Plan

| Rangitikei Priority Area                                | Key Themes                             | Project  |            |  |
|---|--|----------|------------|--|
| <b>Healthy Communities</b><br><b>Unique Communities</b> | RECREATION AND<br>COMMUNITY FACILITIES | <b>1</b> | <b>1.1</b> | Support the community in the development of the McIntyre Reserve.  |
|   |  |          | <b>1.2</b> | Support community-led redevelopment of the community hall when it becomes a priority for the community.  |
|   |  |          | <b>1.3</b> | Improve the connection between Ōhingaiti and the Rangitikei River by the development of a green corridor between the settlement and the River. |
|   |  |          | <b>1.4</b> | Advocate for the installation of a right hand turning bay for Otara Road, Ōhingaiti.   |
| <b>Healthy Communities</b>                              | HOUSING                                | <b>2</b> | <b>2.1</b> | Review the zoning of Ōhingaiti to recognise the area as a rural village.   |
| <b>Thriving Communities</b>                             | BUSINESS                               | <b>3</b> | <b>3.1</b> | Investigate the appropriateness of the extent of the commercial zone to ensure properties that are commercial in nature are zoned correctly.   |
|   |  |          | <b>3.2</b> | Support community-led beautification and storytelling initiatives  |

*The actions identified in the Action Plan are not guaranteed to be developed. Council will consider which actions are developed through long term planning processes and collaboration with implementation partners.*

Quick win <1 year | Short term 1 - 5 years | Medium term 6 - 10 years | Long term 10+

| Timeframe   | Council's role(s)           | Project Partners and Key Stakeholders   |
|---|-----------------------------|---|
|  Long Term     | Supporter                   | Community<br>McIntyre Reserve Management Committee  |
|  Long Term     | Supporter                   | Community   |
|  Long Term     | Service Provider<br>Partner | Waka Kotahi<br>Regional Council<br>Mana whenua<br>Community<br>Landowners<br>Department of Conservation |
|  Ongoing       | Advocate                    | Waka Kotahi<br>Community  |
|  Short Term  | Strategy / Regulation       | Community<br>Mana whenua<br>Landowners  |
|  Medium Term | Strategy / Regulation       | Mana whenua<br>Landowners<br>Community<br>Waka Kotahi<br>Regional Council                               |
|  Medium Term | Supporter                   |   |

# ŌHOTU

*Ōhotu is a small lifestyle settlement, just off State Highway 1, north of Utiku.*

The Hautapu River runs to the west of the settlement which has around ten houses.

The village was originally surveyed in 1869 as Torere Village, and became known as Ōhotu in the 1920's.

The area previously had access to the Ōhotu railway station, located across the Hautapu River, which closed in 1959.

The settlement has a community hall which is not well used.



# VISION FOR Ōhotu

Ōhotu remains a small rural village.

## Key Themes

- 1 Retain as a rural village

## Key Spatial Moves

- RV Rural village

## Legend

### District Plan Zones

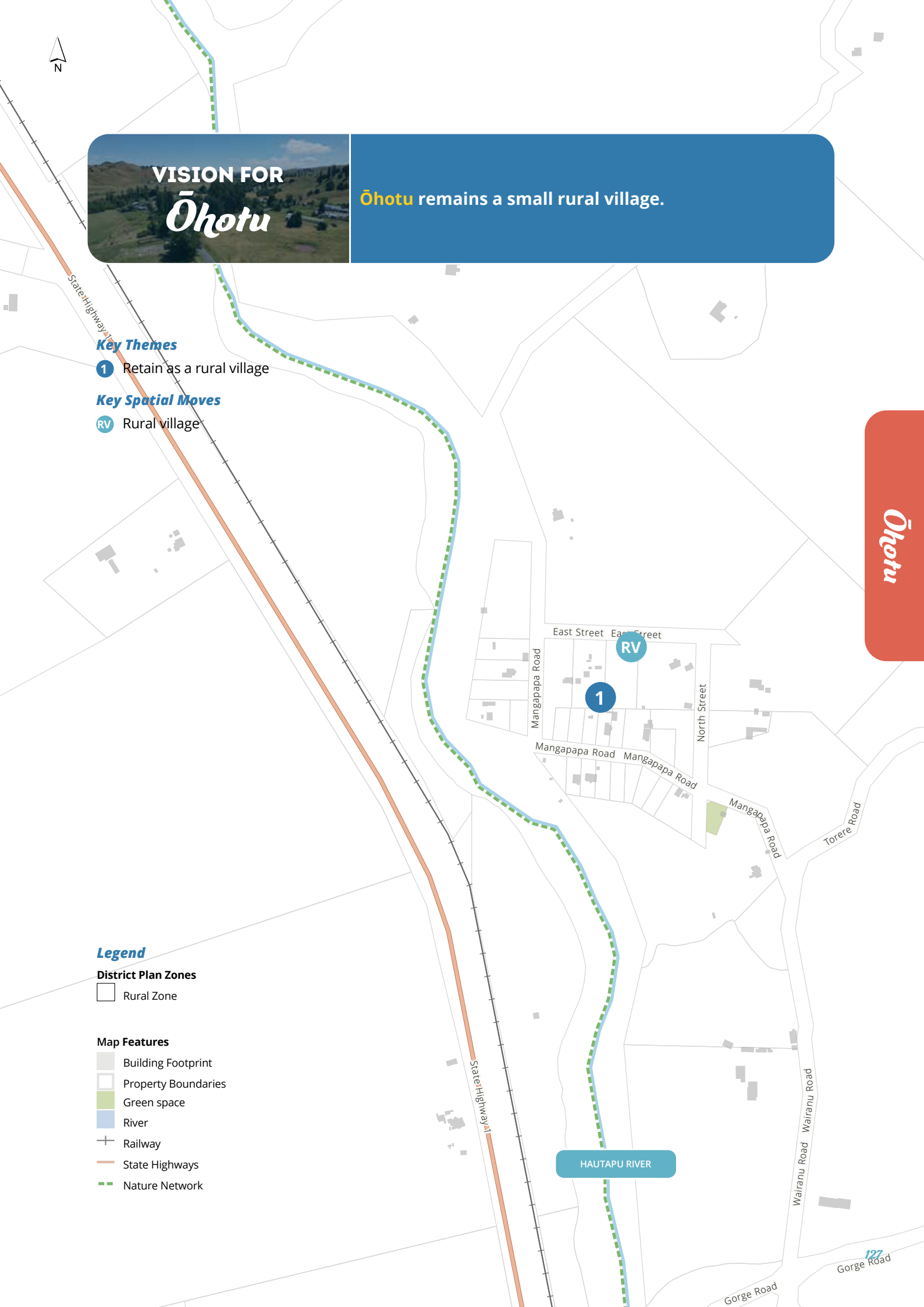
- Rural Zone

### Map Features

- Building Footprint
- Property Boundaries
- Green space
- River
- Railway
- State Highways
- Nature Network

Ōhotu

HAUTAPU RIVER





1 *Retain as a rural village*

Ōhotu is a small rural village located on a strip of Class 2 land that runs along the Hautapu River.

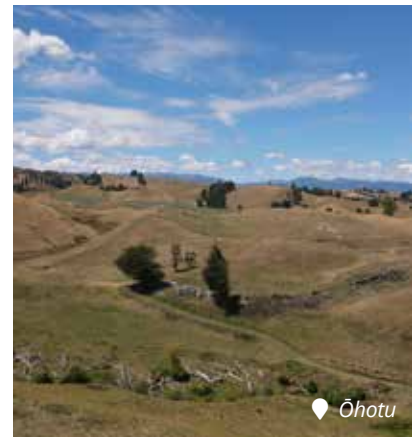
The area has no reticulated services and is currently zoned as Rural.

The village has a community hall which is not well used, but has the potential to become a community hub.

No significant residential or lifestyle growth is anticipated for the settlement.

**Priorities**

- > Retain Ōhotu as a rural lifestyle village.





# Action Plan

Quick win <1 year | Short term 1 - 5 years | Medium term 6 - 10 years | Long term 10+ years

| Rangitikei Priority Area | Key Themes                | Project | Timeframe | Council's role(s)                                       | Project Partners and Key Stakeholders |                            |                                   |
|--------------------------|---------------------------|---------|-----------|---|---------------------------------------|----------------------------|-----------------------------------|
| Healthy Communities      | RETAIN AS A RURAL VILLAGE | 1       | 1.1       | Consider whether Rural zoning is appropriate for Ōhotu. | 🕒 Short Term                          | Strategy / Regulation      | Community Mana whenua Waka Kotahi |
|                          |                           |         | 1.2       | Encourage community-led management of the local hall.   | 🕒 Medium Term                         | Facilitation / Information | Community Mana whenua             |

The actions identified in the Action Plan are not guaranteed to be developed. Council will consider which actions are developed through long term planning processes and collaboration with implementation partners.



# OPAEA / KAIEWE

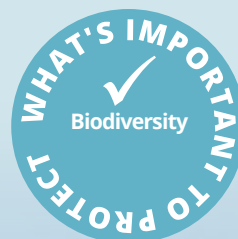
*The Ngāti Tamakōpiri rohe extends from north of Taihape through to the east of Ruapehu, with some areas core Tamakōpiri rohe, and others shared with Ngāti Whitikaupeka and in the north west some shared areas with Ngāti Rangī.*

Opaea marae was a historic stop for iwi travelling through the Central North Island. It sits between two major lands of the rohe of Ngāti Tamakōpiri – the Awarua and Motukawa blocks.

Historically given the location on key routes through the North Island, the Ngāti Tamakōpiri people were often caught up in confrontations and some hapū groups moved as was common practice at those times for safety or to strengthen other Iwi alliances to areas outside of the Tamakōpiri rohe. In particular, regular movement occurred between Taihape and Turangi. This migration means the Waiouru Military area is also an area of significance for Ngāti Tamakōpiri for this area provided the paths for travel, hunting and gathering to sustain Ngāti Tamakōpiri people.

Ngāti Tamakōpiri is currently going through Treaty Settlement claims as part of Mokāi Patea Nui Tonu, which is a key focus as part of ensuring long term wellbeing.

OPAEA / KAIEWE





# VISION FOR *Opaea / Kaiewe*

**Opaea / Kaiewe** the heart of Ngāti Tamakōpiri strength, success, and empowerment.

### Key Themes

- 1 Marae revitalisation
- 2 Kaitiaki taiao
- 3 Papakāinga and economic prosperity

### Key Spatial Moves

- P Papakāinga development

### Legend

#### District Plan Zones

- Rural Zone

#### Map Features

- Building Footprint
- Property Boundaries
- Green space
- River
- Nature Network

Opaea



2

3

P

Kaiewe



*Opaea / Kaiewe*



Opaea Marae

## 1 Marae revitalisation

Opaea and Kaiewe marae are the remaining visual cultural sites of Tamakōpiri.

Marae are the places where the values of whanaungatanga, wairuatanga, manaakitanga and kotahitanga combine to bring Tamakōpiri hapū and whānau together to support cultural identity, social wellbeing, environmental enhancement, economic prosperity for all, and maintain Ngāti Tamakōpiri legacy.

The wharenui at Opaea marae built in 1896 is called Tūmakaurangi and the wharekai is Te Puāwaitanga o Ngā Tūmanako. The Marae is managed by the Opaea Marae Trust and the Opaea Marae Committee. Ngāti Tamakōpiri structure consists of Hapū representatives from each of its Hapū and a separate Trust (Kaiao Rangī Trust).

Kaiewe Marae is currently derelict. The wharenui is Te Tahi o Pipiri. It was built in 1893 to house a significant hui of the time as part of the Kotahitanga movement. Ngāti Tamakōpiri aspire to bring it back to life.



Kaiewe - Pungatawa Road

### Priorities

- > Revitalisation and reestablishment of Kaiewe Marae.
- > Maintenance and enhancement of Opaea Marae to an exceptional standard.



Moawhango River



Opaea / Kaiewe

## 2 Kaitiaki taiao

Te taiao is significant to Ngāti Tamakōpiri who are kaitiaki of their rohe.

The role of kaitiaki entails responsibility to care for and support people and natural resources, to maintain the mauri of those living elements that those living elements exist on and within the lands and waterways of Tamakōpiri.

Ngāti Tamakōpiri are key partners in Ngā Puna Rau o Rangitīkei, an iwi collective focused on environmental improvements for the Rangitīkei River and its catchments.

Significant waterways in the Tamakōpiri rohe include Hautapu River and Moawhango River.

### Priorities

- > Improved water quality for the Moawhango and Hautapu Rivers.
- > Improving knowledge of Tamakōpiri lands and waterways.
- > Improving access to lands and waterways.
- > Improvement and avoiding further degradation of the natural environment.

## 3 Papakāinga and economic prosperity

Housing and economic prosperity are key priorities for Ngāti Tamakōpiri.

Ngāti Tamakōpiri or the Treaty Settlement Entity may receive assets from Treaty settlement which will enable reconnection with whenua through the development of housing and papakāinga. The development of housing and papakāinga will support Tamakōpiri health and wellbeing.

There are several Māori land trusts of which many Ngāti Tamakōpiri people are owners in, which are landlocked. Accessing these pieces of land is vital to being able to achieve long term wellbeing and prosperity.

### Priorities

- > Settling historic Treaty of Waitangi claims.
- > Development of papakāinga.
- > Access to landlocked land.

## Action Plan

| Rangitikei Priority Area                        | Key Themes                         | Project |     |  |
|---|------------------------------------|---------|-----|--|
| <b>Connected communities</b>                    | MARAE REVITALISATION               | 1       | 1.1 | Review the District Plan approach for marae.   |
|   |                                    |         | 1.2 | Look for opportunities to support marae development.   |
|   |                                    |         | 1.3 | Work alongside Ngāti Tamakōpiri in the protection of waahi tapu through the Rangitikei District Plan (as appropriate). |
| <b>Healthy communities</b>                      | KAITIAKI TAIAO                     | 2       | 2.1 | Support environmental restoration projects being led by mana whenua.   |
|   |                                    |         | 2.2 | Support Ngāti Tamakōpiri in leading and participating in environmental monitoring.                                     |
|   |                                    |         | 2.3 | Work alongside Ngāti Tamakōpiri in improving access to lands and waterways.  |
| <b>Healthy communities Thriving communities</b> | PAPAKĀINGA AND ECONOMIC PROSPERITY | 3       | 3.1 | Review the District Plan approach for papakāinga development.  |
|   |                                    |         | 3.2 | Continue to advocate for access to landlocked land.  |

The actions identified in the Action Plan are not guaranteed to be developed. Council will consider which actions are developed through long term planning processes and collaboration with implementation partners.

Quick win <1 year | Short term 1 - 5 years | Medium term 6 - 10 years | Long term 10+

| Timeframe     | Council's role(s)                      | Project Partners and Key Stakeholders  |
|---------------|--|--|
| 🕒 Medium Term | Strategy / Regulation                  | Mana whenua  |
| ▶▶▶ Ongoing   | Facilitation / information             |  |
| 🕒 Medium Term | Strategy / regulation                  |  |
| ▶▶▶ Ongoing   | Facilitation / Information             | Ngāti Tamakōpiri<br>Ngā Puna Rau o Rangitikei<br>Regional Council<br>Ministry of Fisheries |
| ▶▶▶ Ongoing   | Facilitation / Information             |  |
| ▶▶▶ Ongoing   | Advocate<br>Facilitation / Information |  |
| 🕒 Medium Term | Strategy / Regulation                  |  |
| ▶▶▶ Ongoing   | Advocate                               | Mana whenua<br>Central Government  |

# RĀTĀ

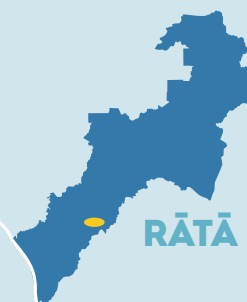
*Rātā is located between Marton and Hunterville, in central Rangitikei.*

Rātā is the main centre of Ngāti Hauiti settlement and development in modern times. The area is home to Rātā Marae and Ō Tāhūhū Marae.

The Pourewa Stream and Rangitikei River are significant water bodies in the area.

State Highway 1 and the North Island Main Trunk Rail Line run through the area.

The Rātā railway station was operational between 1888 and 1982, with private siding access for the Ravensdown Depot now the only use.



📍 Pourewa Stream - Rātā



# VISION FOR *Rātā*

**Rātā** is the cultural hub for Ngāti Hauiti, with Rātā marae at the heart of papakāinga which has enabled many whānau to return and reconnect with their whenua.

### Key themes

- 1 Papakāinga
- 2 Environmental Restoration

### Key Spatial Moves

- P Papakāinga





Rātā Marae

## 1 Papakāinga

Rātā is a significant place for Ngāti Hauiti, with Rātā Marae the cultural hub.

Iwi members aspire for the development of papakāinga on iwi-owned land, on and near to the marae.

### Priorities

- > Development of papakāinga housing on iwi-owned land.



Rātā rural section

## 2 Environmental Restoration

The Pourewa Stream and Rangitīkei River are significant water bodies in the area. Restoration of the Pourewa Stream is a key priority for Ngāti Hauiti.

Ngā Puna Rau o Rangitīkei are leading environmental restoration initiatives.

### Priorities




- > Restoration of the Pourewa Stream.
- > Enhancements to the Rangitīkei River.



Restoration Project sign - Rātā

## Action Plan

Quick win <1 year | Short term 1 - 5 years | Medium term 6 - 10 years | Long term 10+

| Priority Area       | Action / Project          | Number | Project | Timeframe  | Council's role(s)   | Project Partners and Key Stakeholders |
|---------------------|---------------------------|--------|---------|--|---|---------------------------------------|
| Healthy Communities | PAPAKĀINGA                | 1      | 1.1     | Review the District Plan approach for papakāinga development for Rātā.   |  Medium Term | Strategy / Regulation                 |
|                     |                           |        | 1.2     | Work collaboratively to support the development of papakāinga housing, including the provision of infrastructure.  |  Ongoing   | Supporter Facilitation / Information  |
| Healthy Communities | ENVIRONMENTAL RESTORATION | 2      | 2.1     | Support environmental restoration projects being led by mana whenua, Ngā Puna Rau o Rangitikei and the community e.g., fencing and the planting of the Pourewa Stream. |  Ongoing   | Facilitation / Information            |

The actions identified in the Action Plan are not guaranteed to be developed. Council will consider which actions are developed through long term planning processes and collaboration with implementation partners.

# RĀTANA PĀ

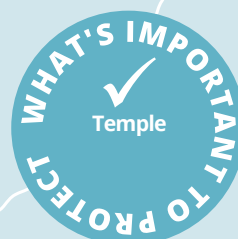
*Rātana Pā is one of the most recognisable villages in the Rangitīkei due to the distinct architecture of public buildings and churches and annual religious gatherings.*

The settlement was developed in the 1920s around Tahupōtiki Wiremu Rātana who attracted people to the area for his healing and teachings.

One of the tributaries to the nearby Lake Waipu runs through the Pā.

## Key community priorities

- Development of community facilities.
- Public transport options.
- Housing.



📍 Rātana Temple



# VISION FOR *Rātana Pā*

**Rātana Pā** is the cultural powerhouse of the Rangitikei.

### Key Themes

- 1 Papakāinga development
- 2 Development of community facilities
- 3 Transport improvements

### Key Spatial Moves

- P Papakāinga development



### Legend

#### District Plan Zones

- Residential Zone
- Rural Zone

#### Map Features

- Building Footprint
- Property Boundaries
- Green space



📍 Juji Nakada Rise - Rātana Pā

## 1 Papakāinga development

There are approximately 120 whare in the village, with an additional 60 planned to the north of the village as part of a papakāinga development.

There are also nine whare being developed along Rangatahi Road. The settlement has reticulated wastewater and drinking water. Class 2, highly productive, soils surround the village. There is support for more housing being developed in the village to enable people associated with the Rātana movement to live at the Pā.

We've estimated this could require up to an additional 87 houses by 2050. An additional two hectares of land could be needed to meet this demand.

The identification of future growth areas will be led by the community.

Rātana Pā has two shops, but no commercially zoned land in the settlement. There is no demand for additional commercial activities at this stage.

|                                   | Residential | Rural Lifestyle | Total      |
|-----------------------------------|-------------|-----------------|------------|
| 🏠🏠<br>Number of houses – per year | 3 houses    | 0 houses        | 3 houses   |
| 🏠🏠🏠<br>Number of houses – by 2050 | 87 houses   | 0 houses        | 87 houses  |
| 🌲🌲<br>Additional land required    | 2 hectares  | 0 hectares      | 2 hectares |

### Priorities

- > Enable the development of papakāinga at Rātana Pā.

“More houses for people that are morehu.”

Community Voice



Rātana Pā Playground - Photo: Louise Knight



Rātana Community Gym

## 2 Development of community facilities

Rātana Pā has a local gym, IT hub and rugby field. Local community facilities such as the church, marae, toilets and accommodation are important to the community.

The community has led the redevelopment of the local playground.

There are community aspirations for the development of a sports hub.

### Priorities

- > Support the community-led development of community facilities.

## 3 Transport improvements

The Rātana community is reliant on private vehicles. There are no public transport options available.

There is one road accessing the village, which is put under pressure during large gatherings.

### Priorities

- > Improve public transport options to connect the with Marton, Whanganui, and Palmerston North.
- > Improve active transport options.

“Toilets near the playground or coming into town.”

Community Voice



Bus stop - Rātana

“Bus for people that can’t afford transport.”

“Road access to Bagotts Rd.”

Community Voice

## Action Plan

| Rangitikei Priority Area               | Key Themes                          | Project |     |   |  |
|--|-------------------------------------|---------|-----|---|--|
| Healthy Communities                    | PAPAKAINGA DEVELOPMENT              | 1       | 1.1 | Support the development of housing.   |  |
|  |                                     |         | 1.2 | Ensure infrastructure can cope with projected growth.   |  |
| Healthy Communities Unique Communities | DEVELOPMENT OF COMMUNITY FACILITIES | 2       | 2.1 | Support the community-led development of a sports hub.  |  |
| Connected Communities                  | TRANSPORT IMPROVEMENTS              | 3       | 3.1 | Advocate for the introduction of innovative public transport options.   |  |
|  |                                     |         | 3.2 | Development of Active Mobility Pathways <ul style="list-style-type: none"> <li>Village to the junction with State Highway 3.</li> </ul> |  |

The actions identified in the Action Plan are not guaranteed to be developed. Council will consider which actions are developed through long term planning processes and collaboration with implementation partners.



Quick win <1 year | Short term 1 - 5 years | Medium term 6 - 10 years | Long term 10+

| Timeframe   | Council's role(s)                         | Project Partners and Key Stakeholders                     |
|---|---|---|
|  Long Term   | Strategy / Regulation<br>Service Provider | Rātana Pā community<br>Te Puni Kokiri<br>Regional Council |
|  Long Term   | Service Provider                          |   |
|  Long Term | Supporter                                 | Rātana Pā community                                       |
|  Ongoing   | Advocate                                  | Rātana Pā community<br>Waka Kotahi                        |
|  Long Term | Service provider                          |   |

# RURAL RANGITĪKEI

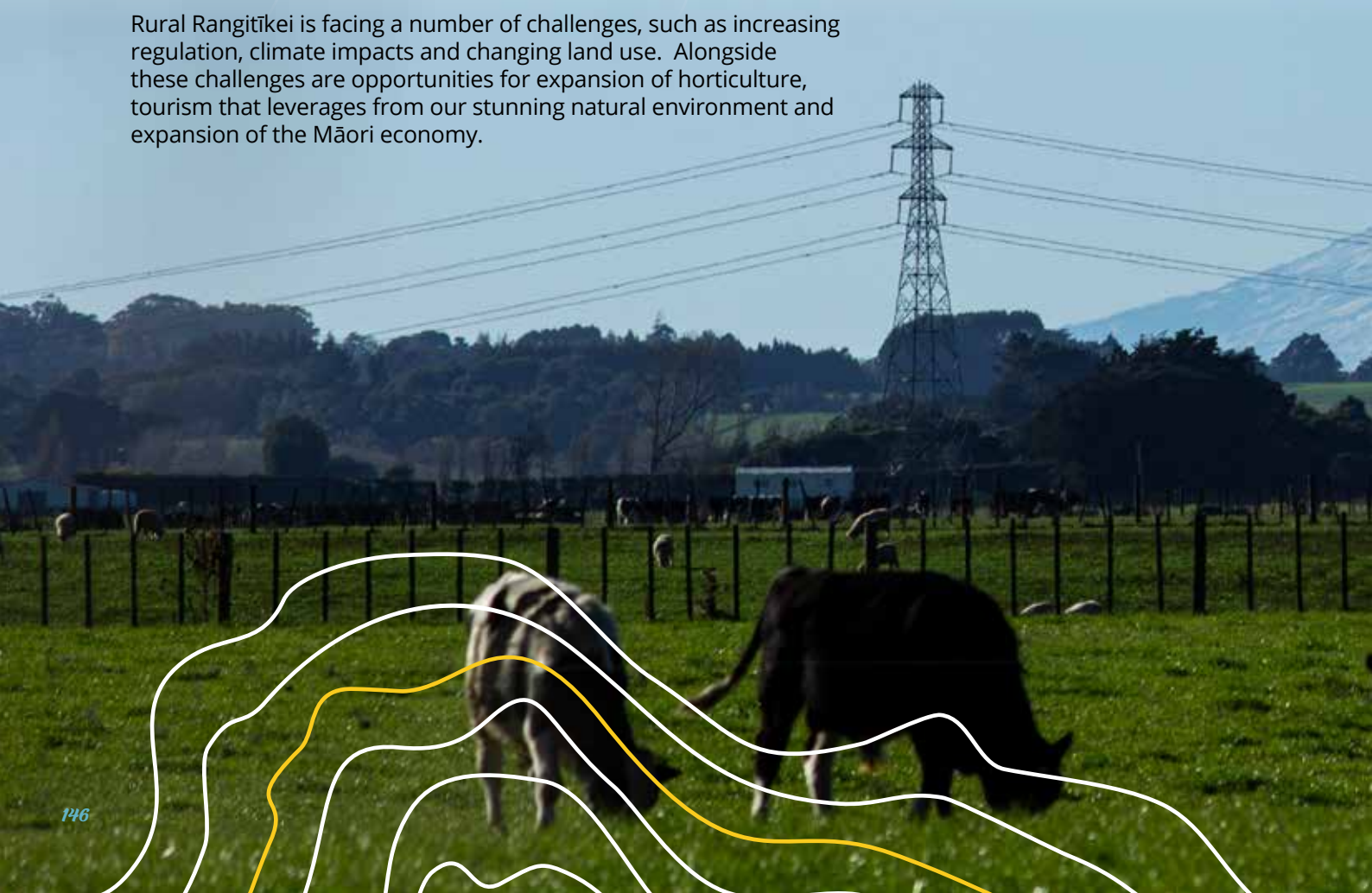
*Self-reliant and community minded, rural Rangitikei is the backbone of our economy and our communities. Strong rural communities are essential for the overall wellbeing of the Rangitikei.*

Our rural environments are diverse, ranging from sand plains on the coast to the hill country of the upper Rangitikei. Nothing has influenced the Rangitikei district's landscape more than the mighty Rangitikei River which flows from headwaters in the Kaimanawa Range to the Tasman Sea in the south.

The Turakina and Whangaehu Rivers are significant and run from the north to the south. Locally important are the Moawhango, Hautapu and Kawhatau rivers, and Pourewa and Tūtaenui streams.

Around a third of our district's GDP comes from agriculture, forestry, and fishing. We are excellent at producing food, and home to significant exotic forests.

Rural Rangitikei is facing a number of challenges, such as increasing regulation, climate impacts and changing land use. Alongside these challenges are opportunities for expansion of horticulture, tourism that leverages from our stunning natural environment and expansion of the Māori economy.





**VISION FOR**  
*Rural Rangitikei*

**Rural Rangitikei** is thriving – strong and connected communities, prosperous businesses, and leaders in environmental enhancement.

**Key community priorities**

- Better phone and internet connectivity.
- Diversification.
- Improved infrastructure.
- Right tree in the right place.

**Rural Rangitikei at a glance**

The GDP of the Rangitikei is

**\$729M** 🏠 (2021)

**31.4%** of Rangitikei's GDP is from agriculture, forestry and fishing (2021).

🚚 Between 2011 and 2021 agriculture, forestry and fishing created the most jobs –

👥 **291**

Agriculture, Forestry and Fishing make up **40.4%** of the total number of businesses in the District (2021)







👛 Tourism GDP is **\$23M** (2021)





**Legend**

**Map Features**

-  Marae
-  Nature Networks
-  Active Mobility
-  Stream
-  River
-  State Highways



“I think there is enormous potential for more trees to be planted on farms, but the right tree in the right place”

Community Voice

## 1 Diversification of the primary sector

Our primary sector is the backbone of the Rangitikei economy. Increasing diversification into horticulture and cropping is likely as we maximise the use of our productive soils.

Transition of many farms into carbon forestry is also likely, and a concern for some of our rural communities. Carbon forestry could provide opportunities, particularly for our Māori landowners with marginal lands and in areas with significant erosion.

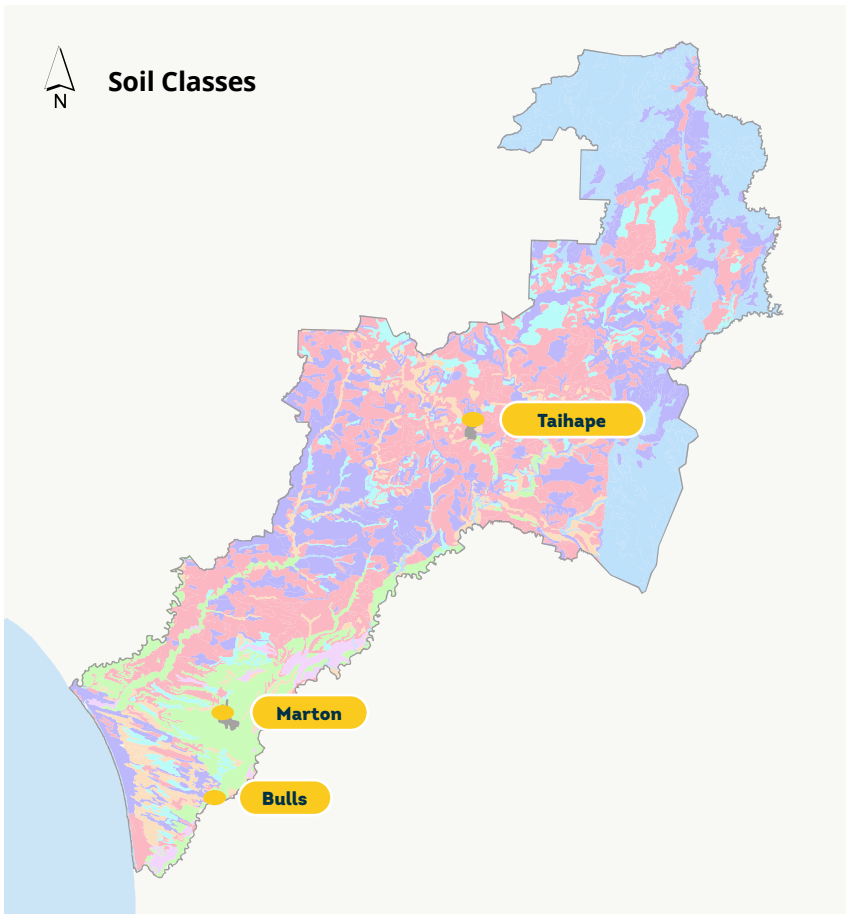
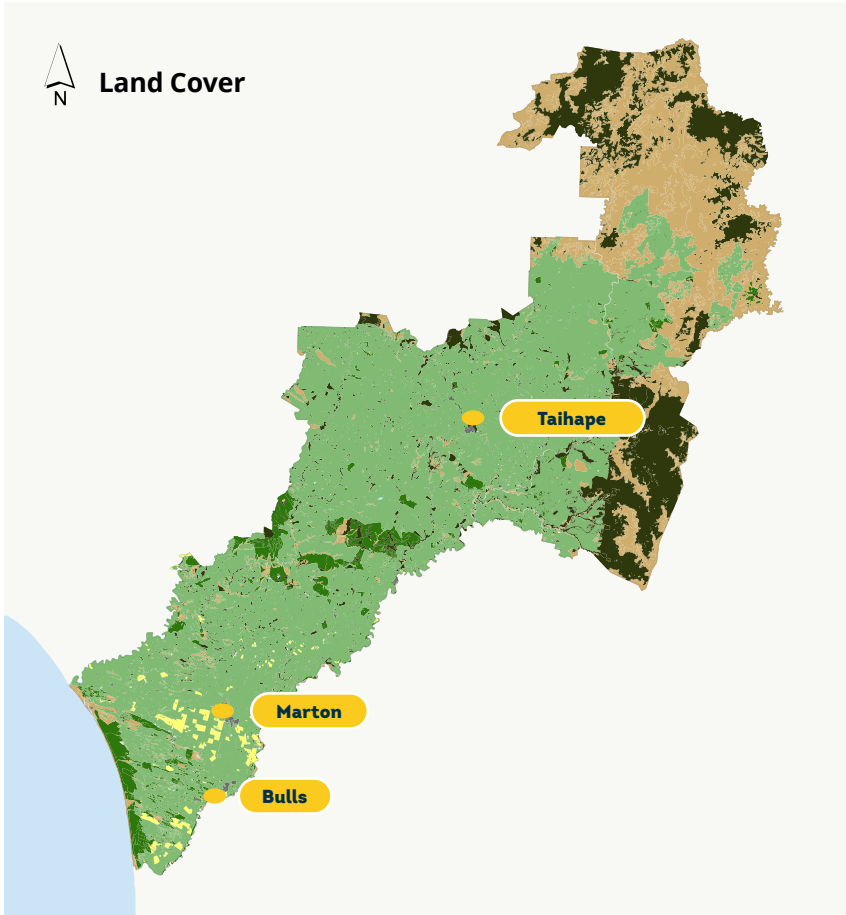
Rural service activities and industries are important to support the rural economy. We need to ensure rural service activities can establish close to where they are needed to support the diversifying rural economy.

National direction requires protection of highly productive land from lifestyle development. For some of our rural communities, lifestyle development may support local schools and retaining community vibrancy.

Reviewing minimum lot sizes in the Rural and Rural Living zones is needed to respond to national direction for highly productive land.

### Priorities

- > Increasing diversification of the primary sector.
- > Enabling rural service industries.
- > Right tree in the right place - to maximise benefits to our rural communities from the forestry sector.
- > Supporting the ongoing viability of rural communities.

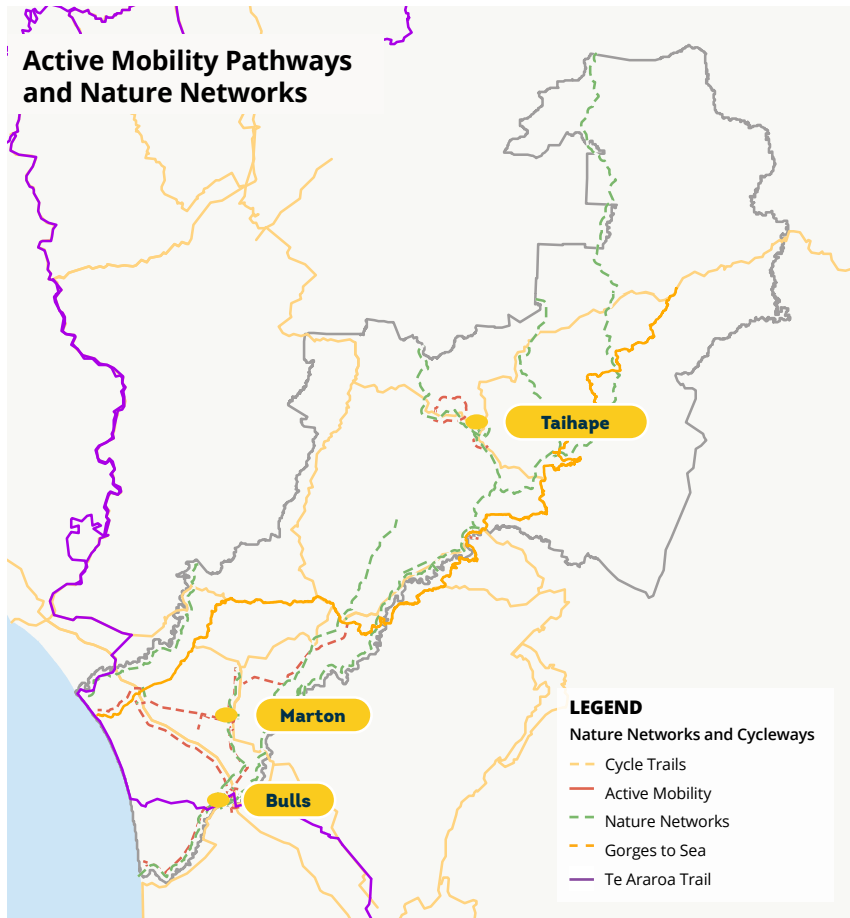


“Guests may experience our natural environment by foot, bike, horse, raft, and car.”

Community Voice



Rural Rangitikei



## 2 Destination opportunities

Rural Rangitikei has significant untapped potential to provide a wide range of visitor experiences.

Our stunning natural environment, its diversity, geological and landscape significance are all opportunities for visitor exploration.

The ability to connect with local Māori in places of significance and hear stories that bring the landscapes to life was identified as a major opportunity in the Rangitikei Destination Management Plan.

Exploring the Rangitikei on land, water and from the sky are all opportunities for the future.

The Te Araroa Trail travels through southern Rangitikei, and there are a range of cycle trails throughout.

### Priorities

- > Celebrate the natural environment as the foundation of our visitor offering.
- > Unlock potential of the Māori visitor economy.
- > Improve the wellbeing of our communities through the visitor economy.

“I think there will be opportunities for authentic experiences. These may have a cultural element and will showcase our natural environment.”

Community Voice

### 3 Enabling infrastructure

Infrastructure, such as water, roading, bridges and internet connectivity is critical to the success of our rural communities and economy.

Keeping our rural communities connected is essential to Rangitikei.

However, many areas throughout the Rangitikei have no access to internet or cell phone connectivity.

There are increasing pressures on the roading network associated with tightening budgets and changing land use.

With a changing climate water storage will become more important for rural resilience.

#### Priorities

- > Access to reliable internet and cell phone connectivity.
- > Maintaining a fit for purpose roading network that supports the rural economy.
- > Water security.



### 4 Papakāinga and the Māori economy

There is significant Māori land throughout the district, from the coast through to the outstanding landscapes in the north.

Large areas of Māori land in the northern Rangitikei are landlocked, or protected through the District Plan as outstanding landscapes.

Māori businesses are already a key part of the Rangitikei economy. Many of our iwi are still in the process of settling Treaty claims. Once settled we will see accelerated investment in local business, health, environmental initiatives, and papakāinga development.

Ngā Wairiki Ngāti Apa and Ngāti Hauiti have plans to develop papakāinga. Our other iwi also have aspirations for papakāinga once Treaty settlement processes have been completed. Ngā Wairiki Ngāti Apa have plans for papakāinga in Parewanui, Koitiata, Kauangaroa and Whangaehu. Ngāti Hauiti have plans for papakāinga in Mangaweka, Utiku, and Rātā. The facilitative zoning of land for papakāinga development is important.

#### Priorities

- > Access to landlocked land.
- > Development of papakāinga.
- > Growing the Māori economy.



"The opportunities for all forms of agriculture are huge, so long as roading etc can keep up to speed with production."

Community Voice





South Rangitikei Viaduct, Mangaweka

## 5 Community-led environmental restoration

Rural Rangitikei are leaders in environmental restoration projects.

Significant work has already been achieved by iwi and hapū, and community groups such as the Rangitikei, Rangitikei Environment Group, and Forest and Bird.

These efforts are supported and extended by local agencies such as Horizons and Landcare Trust.

### Priorities

- > Improving water quality and biodiversity throughout the Rangitikei.



Rural Rangitikei

"Encourage bush blocks and riparian and wetland planting."

Community Voice

## Action Plan

| Rangitikei Priority Area                      | Key Themes                              | Project |     |   |
|---|---|---------|-----|---|
| Thriving Communities                          | DIVERSIFICATION OF THE PRIMARY SECTOR   | 1       | 1.1 | Review the District Plan approach to rural service activities.  |
|   |   |         | 1.2 | Review the District Plan approach to lifestyle subdivision, including minimum lot sizes, for the Rural and Rural Living zones.                |
| Thriving Communities<br>Unique Communities    | DESTINATION OPPORTUNITIES               | 2       | 2.1 | Implement Destination Rangitikei, the Rangitikei Destination Management Plan.   |
|   |   |         | 2.2 | Review the District Plan in relation to rural tourism activities including accommodation and visitor experiences.                             |
|   |   |         | 2.3 | Develop a district-wide active mobilities pathway plan which builds from the existing cycle networks and identified active mobility pathways. |
|   |   |         | 2.4 | Invest in destination marketing and promotion which develops awareness of our natural assets.   |
|   |   |         | 2.5 | Work alongside mana whenua and the community to tell local stories e.g. interpretation panels along walkways.                                 |
| Connected Communities<br>Thriving Communities | ENABLING INFRASTRUCTURE                 | 3       | 3.1 | Advocate for increase internet and cell phone connectivity and communicate options available with rural communities.                          |
|   |   |         | 3.2 | Retain the quality of rural roads, by planning for and advocating for maintenance schedules that retain the quality of rural roads.           |
|   |   |         | 3.3 | Facilitate approaches to improve certainty of access to water e.g. water supply schemes.  |
| Healthy Communities                           | PAPAKĀINGA AND THE MĀORI ECONOMY        | 4       | 4.1 | Continue to advocate for access to landlocked land.   |
|   |   |         | 4.2 | Review the District Plan approach for papakāinga development.   |
|   |   |         | 4.3 | Work collaboratively to support the development of papakāinga housing, including the provision of infrastructure and community facilities.    |
| Healthy Communities                           | COMMUNITY-LED ENVIRONMENTAL RESTORATION | 5       | 5.1 | Support and work collaboratively with agencies and community groups on environmental restoration projects.                                    |

The actions identified in the Action Plan are not guaranteed to be developed. Council will consider which actions are developed through long term planning processes and collaboration with implementation partners.

Quick win <1 year | Short term 1 - 5 years | Medium term 6 - 10 years | Long term 10+

| Timeframe  | Council's role(s)                               | Project Partners and Key Stakeholders                           |
|--|---|---|
|  Medium Term            | Strategy / Regulation                           | Community   |
|  Medium term            | Strategy / Regulation                           | Community   |
|  Short Term – Long Term | Funder<br>Partner<br>Facilitation / Information | Community<br>Mana whenua<br>Waka Kotahi                         |
|  Medium Term            | Strategy / Regulation                           |   |
|  Short Term             | Service Provider<br>Strategy / Regulation       |   |
|  Ongoing              | Service Provider                                |   |
|  Long Term            | Partner   |   |
|  Ongoing              | Advocate<br>Information / Facilitation          |   |
|  Ongoing              | Service Provider                                | Waka Kotahi   |
|  Long Term            | Facilitation / Information                      | Communities   |
|  Ongoing              | Advocate  | Mana whenua<br>Central Government                               |
|  Medium Term          | Strategy / Regulation                           | Mana whenua<br>Regional Council<br>Te Puni Kōkiri<br>Kainga Ora |
|  Ongoing              | Supporter<br>Facilitation / Information         |   |
|  Ongoing              | Partner<br>Supporter                            | Mana whenua<br>Community<br>Horizons<br>Environmental Agencies  |

# SCOTT'S FERRY

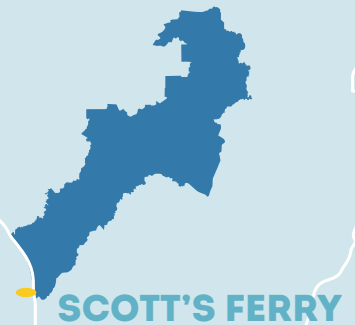
*Scott's Ferry is a little slice of Heau-Inn, not far from the mouth of the mighty Rangitikei River.*

Scott's Ferry originally formed part of the main route from Wellington to Whanganui and beyond.

By 1843 a ferry service had been established at Parewānui to take people across the mouth of the Rangitikei River. Scott's Ferry is named after Thomas Scott, the local ferryman who also established a trading post and accommodation house.

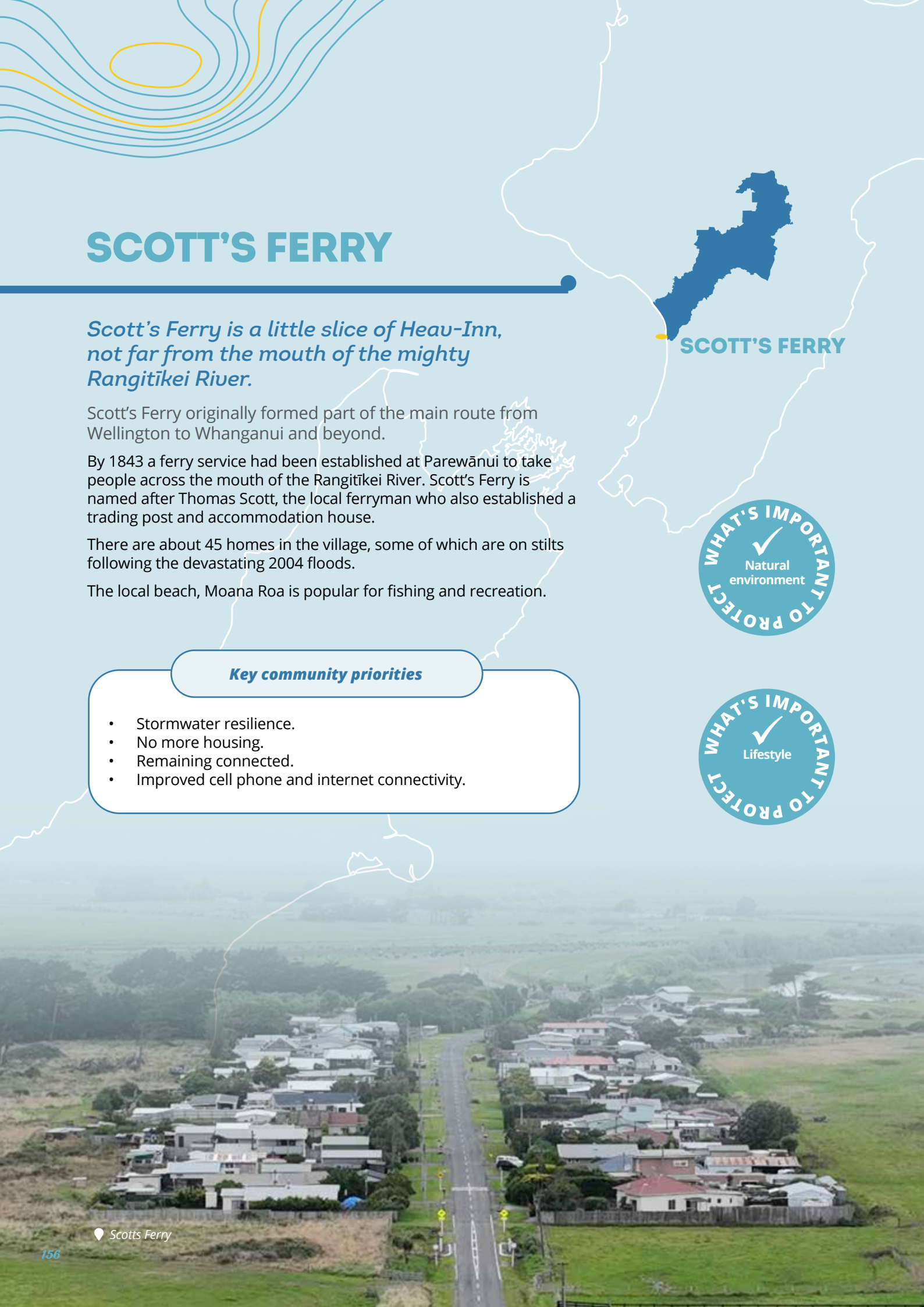
There are about 45 homes in the village, some of which are on stilts following the devastating 2004 floods.

The local beach, Moana Roa is popular for fishing and recreation.



## Key community priorities

- Stormwater resilience.
- No more housing.
- Remaining connected.
- Improved cell phone and internet connectivity.



# VISION FOR *Scott's Ferry*

**Scott's Ferry** is a small coastal village, with a relaxed and secluded lifestyle that is hard to find anywhere.

## Key themes




- 1 Lifestyle and environment
- 2 Resilience

## Key Spatial Moves

- R Increase resilience

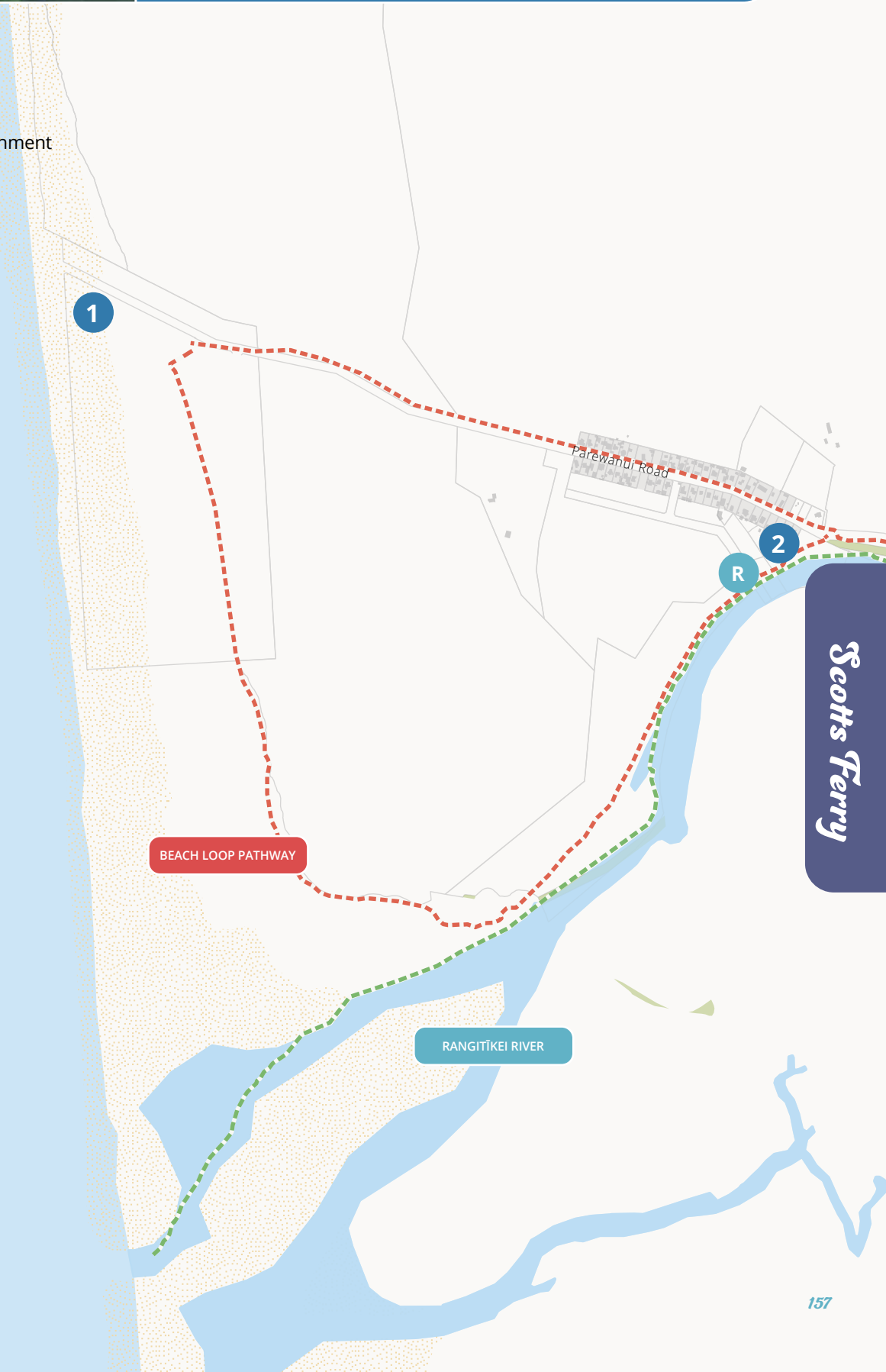
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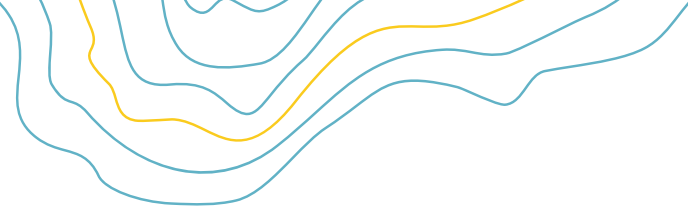
### District Plan Zones

-  Residential Zone
-  Rural Zone
-  River

### Map Features

-  Building Footprint
-  Property Boundaries
-  Green space
-  Active Mobility Pathway
-  Nature Network





Moana Roa Beach

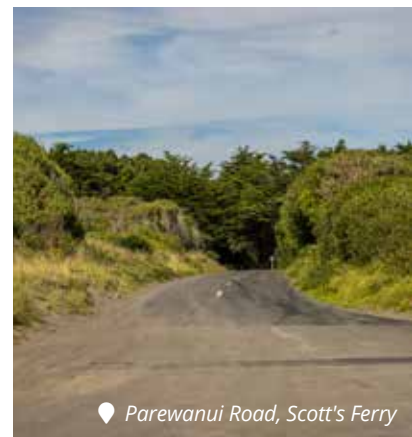
### 1 Lifestyle and environment

Scott's Ferry provides a high quality coastal lifestyle, with easy access to the local beach, Moana Roa. The community is involved in environmental restoration work.

Scott's Ferry is already a popular destination. The local beach is popular for fishing and recreation. The campground is busy, and some walkers on the Te Araroa Trail choose to walk through the village.

#### Priorities

- > Retaining the small village feel and sense of community.
- > Community-led environmental restoration.
- > Development of active mobility pathways.



Parewanui Road, Scott's Ferry

“Access to beach and forests.”

“Bike and walking trail on stopbank to Bulls.”

Community Voice



**2 Resilience**

The small community is at risk from flooding from the Rangitikei River. Horizons Regional Council has constructed stop banks to mitigate against the risk of flooding.

The risk of flooding is likely to get worse due to the effects of climate change.

Council has worked alongside the community on stormwater management solutions.

Given the significant flood hazard impacting the settlement, no future housing development will be allowed in the village.

Cell phone and internet connectivity is an issue for residents.



**Priorities**

- > River flooding and stormwater resilience.
- > Improving cell phone and internet connectivity.

“Two pumps for the stormwater”

“Stay as it is”

Community Voice

## Action Plan






| Rangitikei Priority Area                      | Key Themes                | Project |     |   |
|---|---------------------------|---------|-----|---|
| <b>Healthy Communities Unique Communities</b> | LIFESTYLE AND ENVIRONMENT | 1       | 1.1 | Investigate the need for and possible solutions for traffic calming through the village.  |
|   |                           |         | 1.2 | Development of Active Mobility Pathways: <ul style="list-style-type: none"> <li>• Scott's Ferry to Bulls</li> <li>• Scott's Ferry loop</li> </ul> |
|   |                           |         | 1.3 | Recognise and support the community in the restoration of the coastal wetland.  |
| <b>Healthy Communities Unique Communities</b> | RESILIENCE                | 2       | 2.1 | Work alongside the community in understanding potential climate impacts and implementing solutions.   |
|   |                           |         | 2.2 | Advocate for increase internet and cell phone connectivity and share emerging options.  |

*The actions identified in the Action Plan are not guaranteed to be developed. Council will consider which actions are developed through long term planning processes and collaboration with implementation partners.*





Quick win <1 year | Short term 1 - 5 years | Medium term 6 - 10 years | Long term 10+

| Timeframe  | Council's role(s)                      | Project Partners and Key Stakeholders                       |
|--|--|---|
|  Medium Term  | Service provider                       | Community   |
|  Medium Term  | Partner                                | Regional Council<br>Community<br>Waka Kotahi<br>Mana whenua |
|  Long Term    | Supporter                              | Community<br>Mana whenua                                    |
|  Short Term | Service Provider                       | Community<br>Regional Council<br>Mana whenua                |
|  Ongoing    | Advocate<br>Information / Facilitation | Community   |

# ŌTAIHAPE TAIHAPE

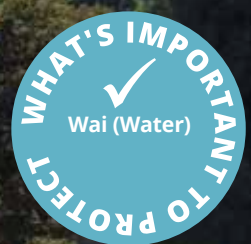
*Taihape, the gumboot capital of the world, is the northern gateway to the Rangitīkei.*

Taihape is the home of Ngāti Tamakopiri, it celebrates its rural heritage, the mighty gumboot and has a strong sense of community.

Taihape provides easy access to the iconic mountains of the Central Plateau, the Rangitīkei River, several national forest parks and the Hawke's Bay.

Located on the western bank of the Hautapu River, the town was built in a small basin surrounded by hills. Originally Taihape was a small natural clearing in dense bush, with the first European settlers arriving in 1894.

The remote location of Taihape provides challenges in accessing services, retirement housing and jobs. The underutilised rail line provides opportunity for improved connection to larger centres.



♥ Hautapu River - Taihape



## VISION FOR *Taihape*

**Taihape** is an attractive and thriving town.  
A great place to live, and a destination of choice for  
travellers and tourists.


### Key community priorities


- Housing.
- Development of parks and reserves.
- Public transport improvements – rail, local taxi, bus.
- Investing in Taihape as a destination.


### Ngāti Tamakōpiri priorities

- Increase cultural visibility in the Taihape Township in ways that are meaningful to Ngāti Tamakōpiri.
- Growing the economic base of Ngāti Tamakōpiri, including natural resources and funds, for the benefit of current and future generations.
- Being actively involved in all elements of leadership, planning and management related to the environment in the Tamakōpiri rohe.
- Supporting the health, wellbeing and comfort of Tamakōpiri people and the wider community.


### Taihape at a glance


 **1,790** people live in Taihape. The population is nearly a third lower than it was 'back in its heyday' in the 1960s.

 **43%** of the population is between 30 and 64 years old

 **14** people per year (1% p.a) have moved to Taihape since 2014.

The GDP of the town is **90.3M**

 **1,009** people are employed. More than half of whom work in retail, accommodation and food services, agriculture, forestry and education.

 **231** businesses in Taihape.

Taihape has some unique and valuable soils and is already a producer of a range of foods in addition to traditional sheep and beef, such as quinoa, honey, asparagus, and garlic.

### Key Themes

- 1 Suitable housing for all
- 2 Recreation and community facilities
- 3 Enhance Taihape as a destination
- 4 Manage competing land uses and support local business growth
- 5 Enhance and protect Taihape heritage
- 6 Improved transport options

### Key Spatial Moves

- RE Residential Expansion
- RI Residential Intensification
- IH Industrial Hub
- TC 'Right activity in the right place'
- TH Transport Hub

### Legend

#### District Plan Zones

- Residential Zone
- Commercial Zone
- Industrial Zone
- Rural Zone
- Rural Living Zone

#### Assessed Growth areas

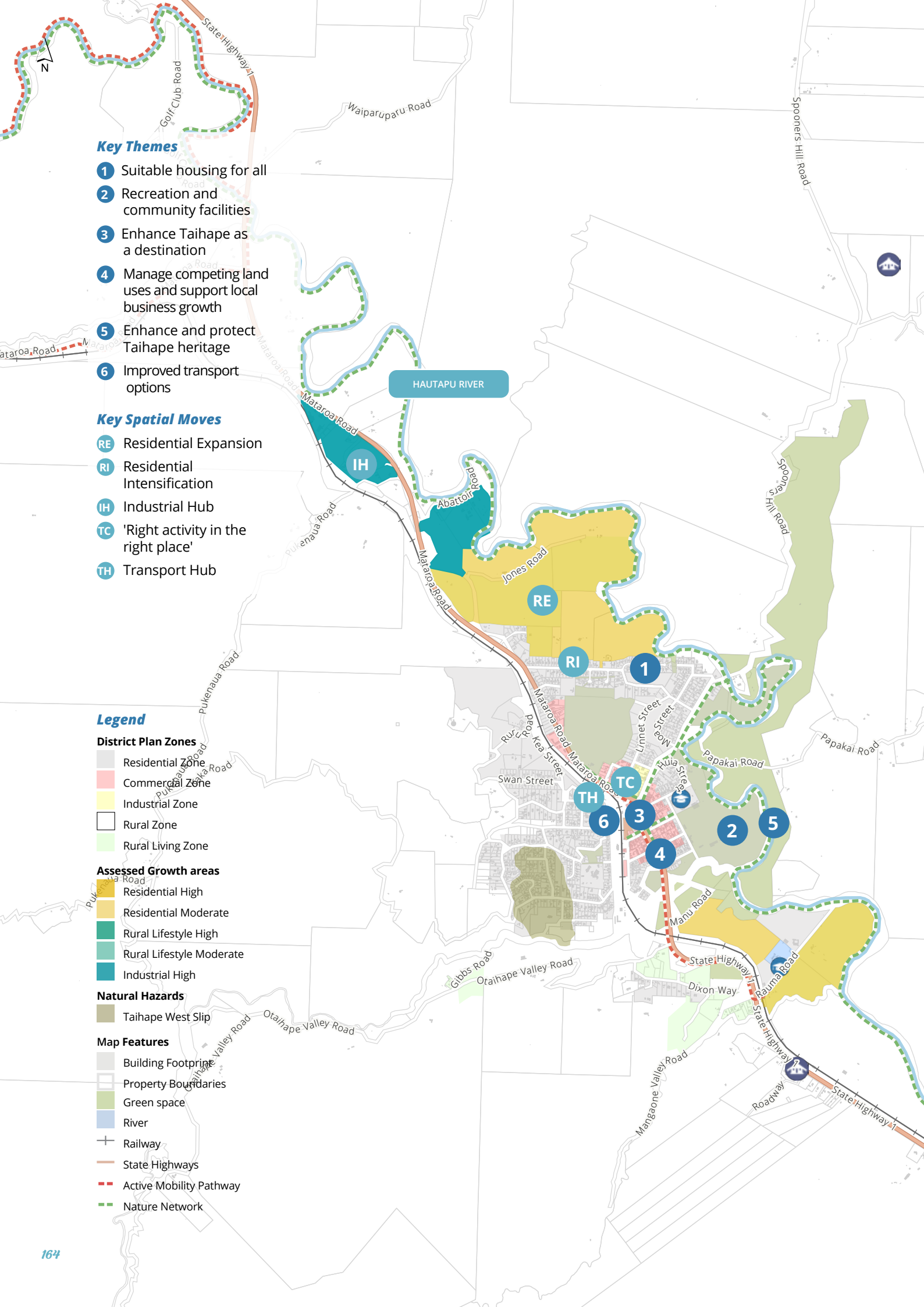
- Residential High
- Residential Moderate
- Rural Lifestyle High
- Rural Lifestyle Moderate
- Industrial High

#### Natural Hazards

- Taihape West Slip

#### Map Features

- Building Footprint
- Property Boundaries
- Green space
- River
- Railway
- State Highways
- Active Mobility Pathway
- Nature Network





1

## Suitable housing for all

Housing is a significant challenge for Taihape.

Flat land is limited and in high demand from both residential and commercial activities. Housing on the flat areas near the town centre is in demand by the elderly who need housing close to services.

Housing is required for workers, with a lack of housing being a key issue affecting the ability of local businesses to recruit staff. The risks associated with the Taihape West Slip area limits development in this area.

Around 5 homes have been built in Taihape since 2014.

The community is clear about the need for additional housing. There is support for medium density housing to be enabled throughout the whole town.

The most desirable features of a house were identified as being close to town, stand-alone and low maintenance. Community preference for the future of Rauma Road was for Residential.

The lack of housing for the elderly on flat land means residents are unable to stay in the community near to their family and friends as they age. Council has actively been working with the community on this challenge.

### Priorities

- > Encourage and enable infill development and medium density housing within the existing urban footprint to maximise the use of developable land and provide a range of housing types.
- > Identify and provide greenfield growth areas to ensure long-term housing needs can be met.
- > Enable a mix of residential density and typology in growth areas that enables a diversity of housing to be developed based on the varying topography of the site.
- > Reassess appropriate development for the Taihape West Slip Zone.
- > Ensure infrastructure is available to support housing growth.
- > Enable the development of housing options for the elderly so they are able to remain in the community as they age.



### Future residential and lifestyle growth

Taihape currently has 801 dwellings (2018 Census).

We anticipate up to seven homes will be needed each year to meet estimated growth projections. This is an additional 200 houses by 2050.

There is some land currently available for new houses, however we estimate that up to an additional 11 hectares of Residential land will be needed to accommodate projected growth.

|                                 | Residential | Rural Lifestyle | Total       |
|---------------------------------|-------------|-----------------|-------------|
| <br>Number of houses – per year | 6 houses    | 1 house         | 7 houses    |
| <br>Number of houses – by 2050  | 190 houses  | 10 houses       | 200 houses  |
| <br>Additional land required    | 11 hectares | 0 hectares      | 11 hectares |

A range of potential growth areas were assessed to determine their suitability for future development. The areas have been assessed as follows:

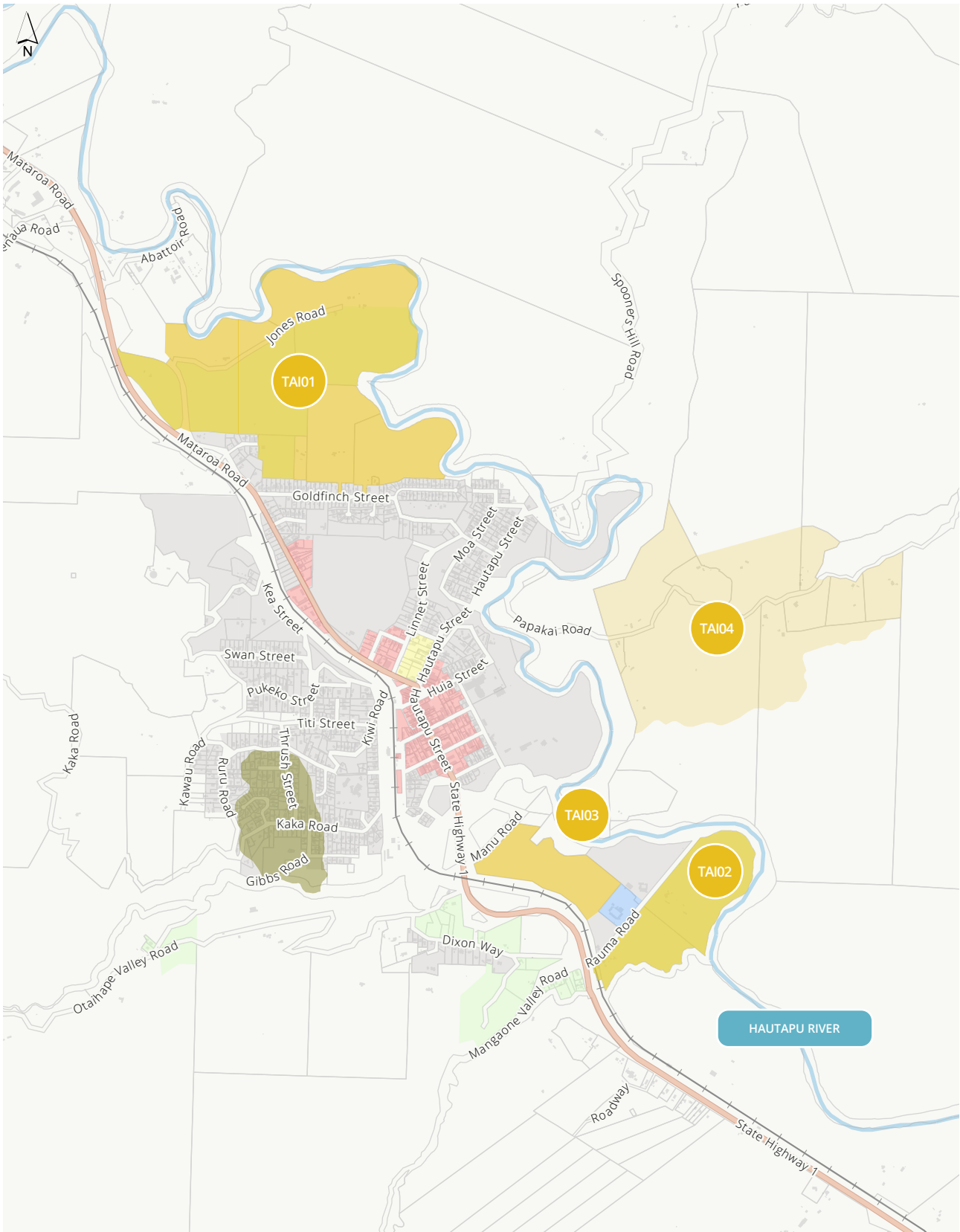
| Area                             | Size        | Suitability |
|----------------------------------|-------------|-------------|
| TAI01 (Jones Road area)          | 85 hectares | Moderate    |
| TAI02 (Rauma Road)               | 21 hectares | Moderate    |
| TAI03 (Rauma Road / Manu Street) | 12 hectares | Moderate    |
| TAI04 (Papakai Road)             | 81 hectares | Low         |

*Note: There may also be smaller properties on the fringe of the current Residential zone which may be appropriate for rezoning. These will be assessed through a District Plan change process.*

Further work, including technical assessment, will be completed to refine the assessment of future growth areas, which may change this prioritisation. A detailed assessment of the growth areas is provided in Section 3.

#### Rauma Road Treaty Settlement properties

Two sites along Rauma Road, the existing St Joseph’s Primary School site, and old Taihape College and farm site, are expected to be returned to iwi as part of Treaty Settlement negotiations. Council will work with iwi to support aspirations for these sites at the appropriate time.



**LEGEND**

**District Plan Zones**

- Residential Zone
- Commercial Zone
- Industrial Zone
- Education Zone

- Rural Zone
- Rural Living Zone
- Taihape West Slip

**Assessed Growth Areas**

- Residential High
- Residential Moderate
- Residential Low

**Map Features**

- River
- Building Footprint
- Property Boundaries
- Green space

- Railway
- State Highways



## 2 Recreation and community facilities

Local recreation and community facilities are important to the Taihape community.

High quality community facilities can attract and retain residents and support community connection and wellbeing.

There is strong community leadership for the development of a range of facilities at Mt Stewart, Memorial Park, and Papakai Park.

Council is committed to developing a multi-purpose civic and community facility in Taihape and is investigating strengthening of the Grandstand at Memorial Park.

The construction of the Ngā Awa Block | Taihape Amenities Building in Memorial Park is almost complete. The building provides sports teams with modern changing facilities.

The community has high interest in the redevelopment of the Swim Centre. Recently, Council considered the feasibility of the all-year opening of the pool. In the short-term all-year opening is not a feasible option, but could be reconsidered in the future following population growth.

Taihape has an area school and a primary school that have capacity to cope with projected growth.

### Priorities

- > Reinforce Taihape Memorial Park as the premier recreation space for the community.
- > Identify opportunities to improve recreation opportunities associated with the Taihape Swim Centre.
- > Invest in the development of a multi-purpose civic and community facility in Taihape.
- > Support community-led development of open spaces aligned with the Parks, Open Spaces and Sporting Facilities Strategy.

“Playground needs expanding and updating.”

Community Voice



“Would like to see the main street developed by demolishing uninhabitable retail spaces and rebuilt as retail spaces with apartments above”

Community Voice



### 3 Enhance Taihape as a destination

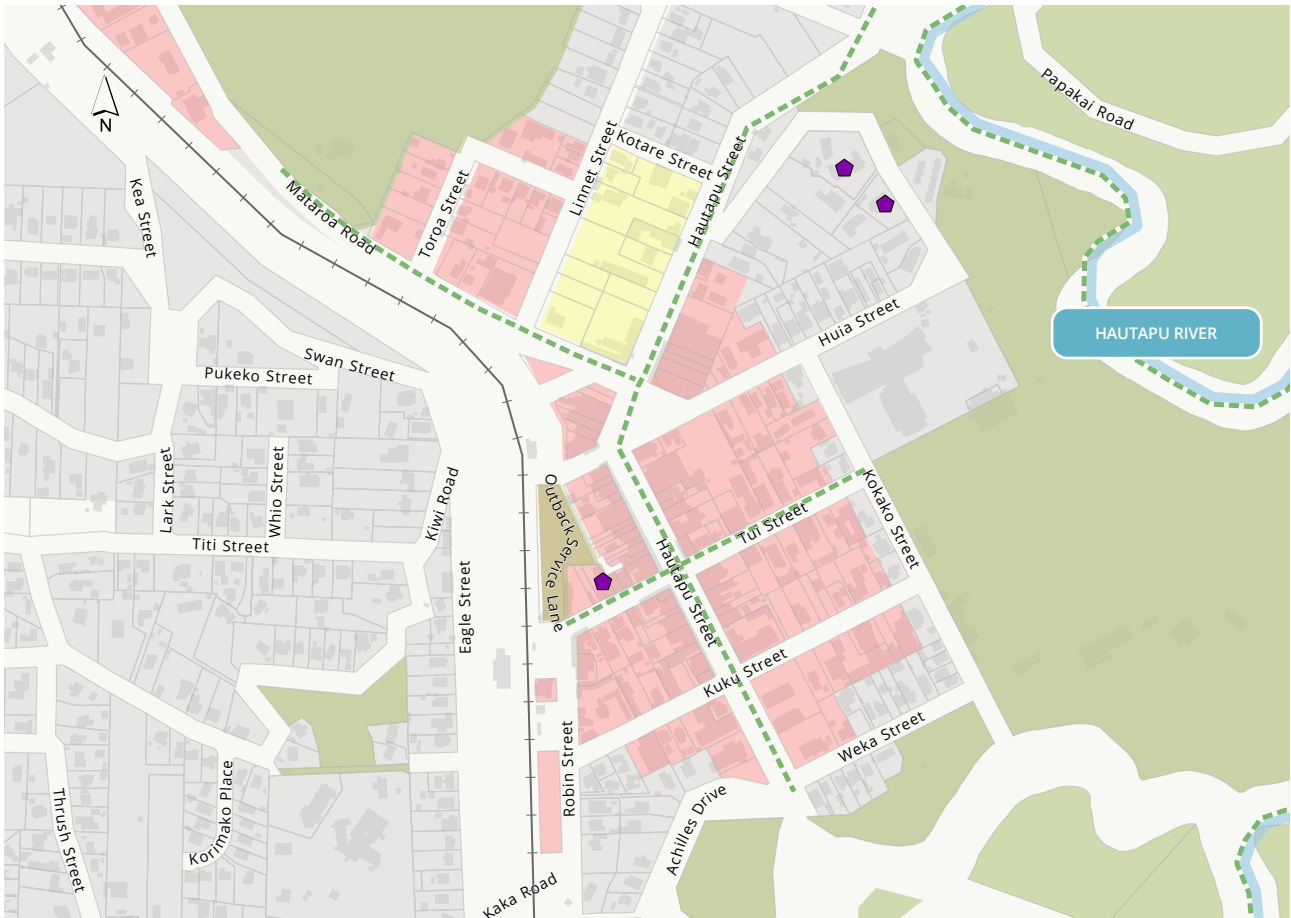
Taihape’s location positions the town as a destination and as a stop for travellers.

It is the gateway heading north to the volcanic plateau and for travellers heading south to the rest of the Rangitikei. Approximately 6,500 vehicles travel through Taihape daily, with volumes higher during holiday periods.

Building Taihape’s reputation as a great stop for travellers and visitor destination is a key opportunity and priority identified by the community.

#### Priorities

- > Enhance the entrances of Taihape to promote the town as the northern gateway into the Rangitikei.
- > Improve wayfinding throughout the town and promotion of Taihape’s gumboot theme, key visitor attractions and the natural environment.
- > Link the Gumboot, Papakai Park and Memorial Park through the Taihape Town Centre via nature networks.
- > Invest in infrastructure that reinforces Taihape’s role as a key stop for travellers.
- > Support the beautification of the Taihape town centre to increase its appeal and usability for locals and visitors.
- > Support the strengthening of earthquake-prone buildings and the establishment of new businesses that cater to the visitor market.
- > Work collaboratively to improve traffic flow through the Taihape town centre to encourage travellers to stop, support safe pedestrian and active mobility experience, and ensure efficiency for freight and heavy vehicles passing through.
- > Encourage the development of tourism businesses, focusing on opportunities associated with the natural environment.



**LEGEND**

**District Plan Zones**

- Residential Zone
- Commercial Zone
- Industrial Zone

- Rural Zone
- Heritage Site

**Map Features**

- River
- Building Footprint
- Property Boundaries
- Nature Network
- Green space

- Railway

**4 Manage competing land uses and support local business growth**

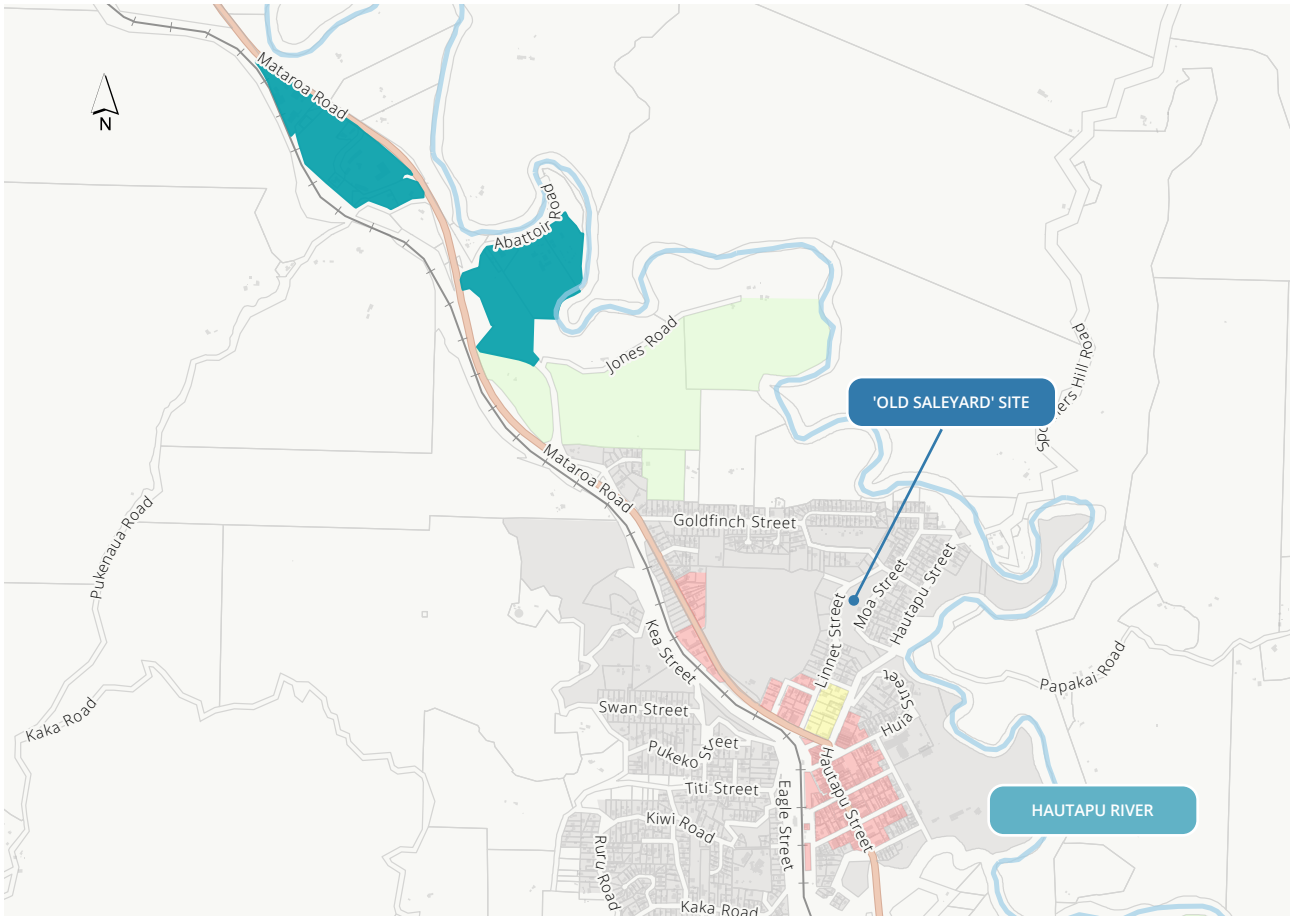
The Taihape town centre area contains a mix of retail, commercial, industrial, and residential uses. Industrial activities are also established to the north of the township.

The topography of Taihape means there is competing pressure within the town centre from retail/commercial uses, industry and housing.

Significant opportunities exist for business growth associated with the visitor economy, and industries that support primary production, or that can leverage off Taihape strong links with State Highway 1 and the North Island Main Trunk Line.

**Priorities**

- > Maximise the use of space by encouraging the development of the 'right activity in the right place'.
  - Retail/hospitality/community services/offices on the ground floor of the core of the town centre.
  - Residential above ground floor in the core of the town centre and medium density residential on the periphery.
  - Industry/heavy commercial on the edge of town in the identified industrial hub.
- > Encourage the development of multi-storey buildings in the Taihape Town Centre as an efficient use of space that supports a mixed-use environment.
- > Work with businesses to enable the development of suitable housing for workers.
- > Invest in infrastructure to support business growth and establishment.



**LEGEND**

- District Plan Zones
- Residential Zone
- Commercial Zone
- Industrial Zone
- Rural Zone
- Rural Living Zone
- Assessed Commercial and Industrial Growth Areas
- Industrial High
- Map Features
- River
- Building Footprint
- Property Boundaries
- Railway
- State Highways

*Future Commercial / Industrial growth*

**We anticipate an additional 0.3 hectares of retail/commercial land and 2.9 hectares of industrial land will be needed to accommodate projected growth.**

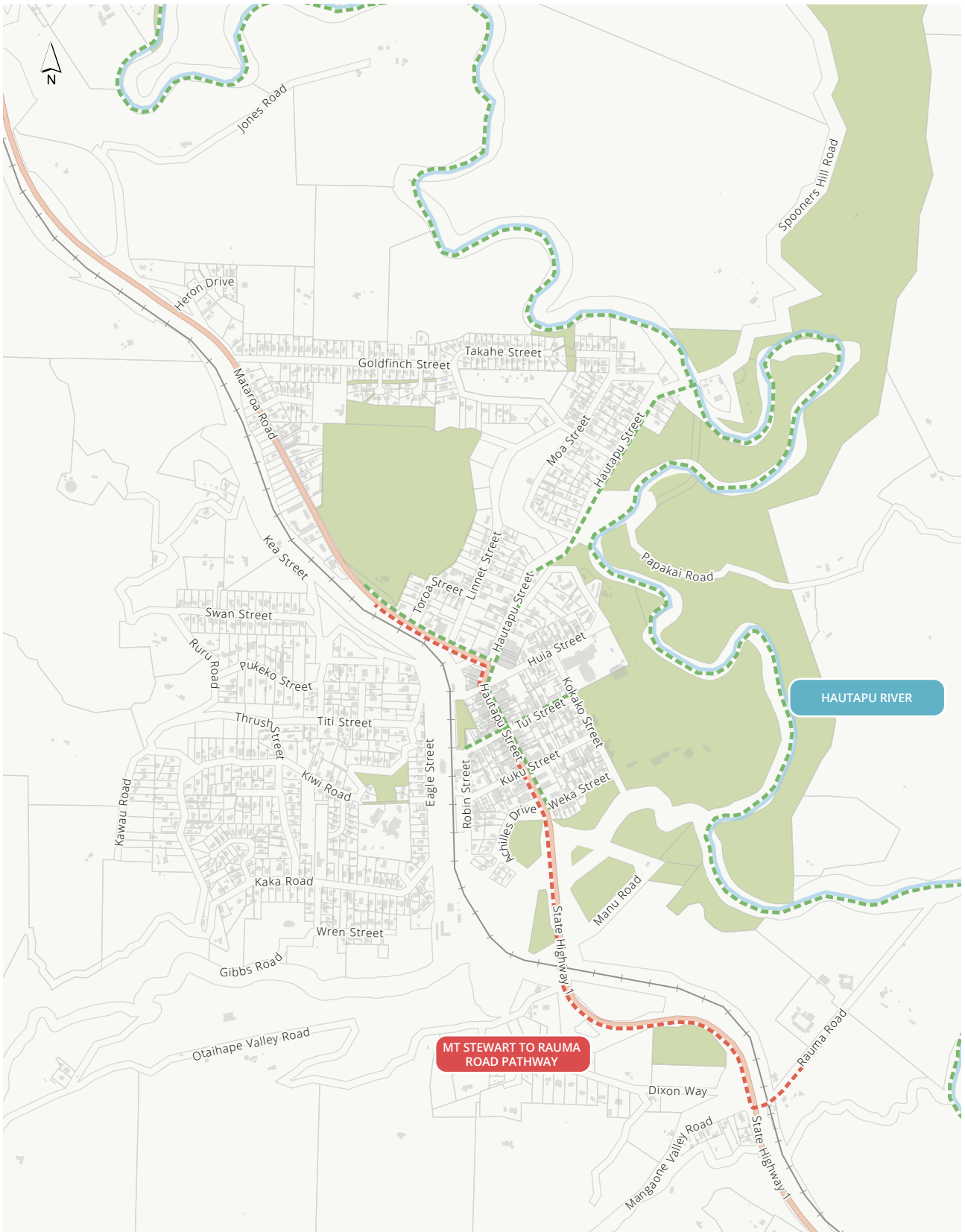
Future industrial growth is likely to leverage off the strong primary sector and add value to our primary products.

The 'Old Saleyards' site is an option for future commercial growth, with an industrial hub for Taihape identified to the North of the settlement.

Demand will need to be monitored to ensure opportunities for business establishment and expansion for Taihape are achieved.

|                                   | Commercial    | Industrial   |
|-----------------------------------|---------------|--------------|
| Projected demand                  | 0.4 hectares  | 3.2 hectares |
| Expected Capacity (already zoned) | 0.8 hectares  | 0.3 hectares |
| Land required                     | -0.4 hectares | 2.9 hectares |

“Most of the larger local employers started here and have grown rather than coming fully formed to the town, attracting outsiders may be possible but small local business should be encouraged and incentivised.”



**LEGEND**

**Map Features**

- Building Footprint
- Property Boundaries
- Green space
- River
- Railway
- State Highways
- Active Mobility Pathway
- Nature Network

## 5 Enhance and protect Taihape heritage

The community has a strong sense of place and connection with history. Enhancing Taihape's built, cultural and natural heritage is important to the local community.

Community groups lead local environmental restoration, recreation, and heritage protection projects.

### Priorities

- > Identify and protect significant heritage buildings and cultural sites.
- > Connect the town with the Hautapu River and open spaces through the development of nature networks.
- > Support the improvement in water quality of the Hautapu River.
- > Develop green corridors alongside active mobility pathways that act as wildlife corridors, using green infrastructure where appropriate.
- > Increase the canopy cover for Taihape.



Former Cascade Brewery - Taihape

“Beautified heritage buildings that emanate charm, cultural invitation and the warmth of family memories.”

Community Voice

## 6 Improved transport options

Taihape is located on key regional and national transport networks – State Highway 1 and the North Island Main Trunk Line connecting north/south, and the Taihape Napier Road ‘Gentle Annie’ connecting east to the Hawke’s Bay.

The community are reliant on private vehicles due to the distance of the settlement from larger centres and lack of public transport options.

Opportunities for passenger rail could provide significant improvements for locals and the visitor economy.

The development of infrastructure that supports active and micro-mobility transport could benefit the population accessing local services.

### Priorities

- > Advocate for passenger rail services for tourists and locals, connected with Auckland, Ruapehu, Marton, Palmerston North and Wellington.
- > Advocate for improved public transport options that connect the community with other towns in the Rangitīkei, Ruapehu, Whanganui, Palmerston North.
- > Develop a transport hub around the Taihape Train Station.
- > Develop active mobility pathways around town, to enable the community to use a range of active mobility methods for their main form of transport – walking, cycling, mobility scooters, e-scooters, etc.



Taihape Train Station














“The train line should have regular scheduled passenger stops in both directions.”

Community Voice

## Action Plan

| Rangitikei Priority Area  | Key Themes                          | Project  |  |
|---|-------------------------------------|----------|--|
| <b>Thriving Communities</b><br><b>Healthy Communities</b><br><b>Connected Communities</b> | SUITABLE HOUSING FOR ALL            | <b>1</b> | <b>1.1</b><br>Undertake a District Plan Change for urban growth that: <ul style="list-style-type: none"> <li>• Rezones residential and lifestyle growth areas.</li> <li>• Identifies smaller properties on the urban fringe that could be rezoned as Residential</li> <li>• Implements structure plans for future growth areas and undeveloped residential areas.</li> <li>• Implement a planning framework to provide for medium density development that meets high quality urban design criteria throughout the whole town.</li> <li>• Implements a planning framework that enables the development of a range of section sizes appropriate to the topography of the site.</li> <li>• Reviews provisions to ensure they support aspirations associated with developing well-functioning communities and a diverse range of housing.</li> <li>• Re-assesses the appropriate management approach for the Taihape West Slip zone.</li> </ul> |
|   |                                     |          | <b>1.2</b><br>Increase education and provide resources to the community and developers that identifies housing development opportunities and supports infill development throughout the urban area.  |
|   |                                     |          | <b>1.3</b><br>Work alongside community housing providers to encourage the development of housing that meets the needs of the elderly population.   |
|   |                                     |          | <b>1.4</b><br>Investigate and implement upgrades to increase stormwater resilience for Taihape.  |
|   |                                     |          | <b>1.5</b><br>Investigate future capacity for the Taihape wastewater treatment plant and networks and implement upgrade projects where required.   |
|   |                                     |          | <b>1.6</b><br>Investigate future capacity for the Taihape water supply and implement upgrade projects where required.  |
|   |                                     |          | <b>1.7</b><br>Investigate options to encourage and incentivise infill housing and intensification.   |
| <b>Healthy Communities</b><br><b>Unique Communities</b>                                   | RECREATION AND COMMUNITY FACILITIES | <b>2</b> | <b>2.1</b><br>Investigate future recreation and redevelopment opportunities for the Taihape Swim Centre.   |
|   |                                     |          | <b>2.2</b><br>Re-assess the feasibility of all-year opening of the pool.   |
|   |                                     |          | <b>2.3</b><br>Invest in the development of a multi-purpose civic and community facility for Taihape.   |
|   |                                     |          | <b>2.4</b><br>Investigate the feasibility of the development of a co-work space.   |
|   |                                     |          | <b>2.5</b><br>Support community-led development of Taihape's parks and reserves in alignment with the Parks, Open Spaces and Sporting Facilities Strategy and the Urban Design Plan for the area   |

The actions identified in the Action Plan are not guaranteed to be developed. Council will consider which actions are developed through long term planning processes and collaboration with implementation partners.

| Timeframe   | Council's role(s)                     | Project Partners and Key Stakeholders   |
|---|---------------------------------------|---|
|  Short Term  | Strategy / regulation                 |   |
|  Ongoing  | Facilitation / information            | Landowners<br>Mana Whenua<br>Regional Council<br>Waka Kotahi<br>Taihape Community Board<br>Kainga Ora<br>Taihape Housing Steering Group<br>Developers |
|  Ongoing   | Facilitation / information            |   |
|  Medium Term   | Service Provider                      |   |
|  Short Term  | Service Provider                      |   |
|  Short Term  | Service Provider                      |   |
|  Short Term  | Service Provider                      |   |
|  Long Term   | Service Provider                      |   |
|  Long Term   | Service Provider                      |   |
|  Short Term  | Service Provider                      |   |
|  Long Term   | Service Provider<br>Partner           | Schools<br>Taihape Community Board<br>Mana whenua<br>Contractor   |
| <br> Short Term – Long Term | Facilitation / Information<br>Partner |   |









## Action Plan

| Rangitikei Priority Area                                    | Key Themes                       | Project  |  |
|---|----------------------------------|----------|--|
| <b>Thriving Communities</b><br><b>Connected Communities</b> | ENHANCE TAIHAPE AS A DESTINATION | <b>3</b> | <b>3.1</b> <ul style="list-style-type: none"> <li>Leverage off the gumboot experience by;               <ul style="list-style-type: none"> <li>Monitoring the parking available near the gumboot.</li> <li>Developing additional facilities such as seating.</li> <li>Improve the pedestrian experience from the Gumboot into the town centre.</li> <li>Advertise the gumboot lane and connect via wayfinding.</li> <li>Creating more photo opportunities.</li> </ul> </li> </ul>  |
|   |                                  |          | <b>3.2</b> <p>Redefine the advertising of and information provided in the Taihape Information Centre to position it as the key point in Taihape for visitor information, local storytelling, and verbal marketing of Taihape and the Rangitikei.</p>   |
|   |                                  |          | <b>3.3</b> <p>Develop a plan that sets out future infrastructure requirements to support the visitor and traveller sector including; seating, toilets, charging stations, parking.</p>   |
|   |                                  |          | <b>3.4</b> <p>Develop and implement a signage and wayfinding plan that:</p> <ul style="list-style-type: none"> <li>Provides for local storytelling.</li> <li>Provides for iwi, cultural, historical expression to enhance the visitor experience.</li> <li>Enhances the entrances to Taihape to increase amenity and the sense of arrival at a destination, encouraging travellers to stop.</li> <li>Provides information on key attractions.</li> <li>Encourages active mobility and visitors exploring the town centre.</li> </ul> |
|   |                                  |          | <b>3.5</b> <p>Develop and implement a streetscape plan for Tui Street and Hautapu Street that:</p> <ul style="list-style-type: none"> <li>Enhances the links between Tui Street and Memorial Park.</li> <li>Integrates opportunities for increased planting.</li> <li>Identifies opportunities for Al Fresco dining.</li> <li>Encourages activation of the street by local businesses.</li> <li>Provides linger nodes.</li> </ul>  |
|   |                                  |          | <b>3.6</b> <p>Work collaboratively with Waka Kotahi on traffic flow and pedestrian safety improvements for the Taihape town centre.</p>  |
|   |                                  |          | <b>3.7</b> <p>Encourage retailers and hospitality businesses to engage with the footpath.</p>  |
|   |                                  |          | <b>3.8</b> <p>Investigate incentives to encourage the beautification of buildings within the Taihape town centre.</p>  |

The actions identified in the Action Plan are not guaranteed to be developed. Council will consider which actions are developed through long term planning processes and collaboration with implementation partners.



Quick win <1 year | Short term 1 - 5 years | Medium term 6 - 10 years | Long term 10+

| Timeframe  | Council's role(s)                         | Project Partners and Key Stakeholders   |
|--|---|---|
|  Short Term – Long Term | Service Provider                          | Mana whenua<br>Destination Rangitikei<br>Implementation Group<br>Taihape Community Board<br>Local Businesses Owners<br>Friends of Taihape<br>Keep Taihape Beautiful |
|  Short Term             | Service Provider                          |   |
|  Medium Term            | Service Provider                          |   |
|  Short Term           | Partner<br>Service Provider               |   |
|  Long Term            | Strategy / Regulation<br>Service Provider |   |
|  Ongoing              | Advocate<br>Partner                       |   |
|  Short Term           | Facilitation / Information                |   |
|  Short Term           | Facilitation / Information                |   |

## Action Plan

| Rangitikei Priority Area  | Key Themes   | Project  |     |  |
|---|--|----------|-----|--|
| <b>Thriving Communities</b><br><b>Healthy Communities</b><br><b>Connected Communities</b> | MANAGE COMPETING LAND USES AND SUPPORT LOCAL BUSINESS GROWTH | <b>4</b> | 4.1 | Investigate the implementation of incentives and/or support for building owners to strengthen or redevelop earthquake-prone buildings and incentives for the retention of heritage and character buildings.  |
|   |  |          | 4.2 | Work alongside landowners to encourage intensification in the town centre.   |
|   |  |          | 4.3 | Undertake a District Plan Change for commercial and industrial environments that: <ul style="list-style-type: none"> <li>Enables and encourages intensification of the Taihape Town Centre.</li> <li>Rezones land to cater for future industrial and commercial growth.</li> </ul> |
|   |  |          | 4.4 | Monitor demand for commercial and industrial land to accommodate growth.   |
| <b>Healthy Communities</b><br><b>Unique Communities</b>                                   | ENHANCE AND PROTECT TAIHAPE HERITAGE                         | <b>5</b> | 5.1 | Work alongside mana whenua and the community to identify and protect significant heritage buildings and cultural sites for protection in the Rangitikei District Plan  |
|   |  |          | 5.2 | Development of Nature Networks: Taihape town centre, Memorial Park, Papakai Park, gumboot park, the giant gumboot.   |
|   |  |          | 5.3 | Recognise the work being completed by the Rangitikei Rivers Catchment Collective catchment groups that support environmental improvements.   |
|   |  |          | 5.4 | Investigate methods to increase canopy cover throughout Taihape.   |
|   |  |          | 5.5 | Support community-led development of Taihape's parks and reserves in alignment with the Parks, Open Spaces and Sporting Facilities Strategy and the Urban Design Plan for the area.  |
| <b>Connected Communities</b><br><b>Healthy Communities</b>                                | IMPROVED TRANSPORT OPTIONS                                   | <b>6</b> | 6.1 | Identify and develop Active Mobility Pathways around Taihape that aim to provide opportunities for active transport and micro-mobility.  |
|   |  |          | 6.2 | Advocate for the trial and implementation of innovative public transport options that take advantage of emerging transport technology.   |
|   |  |          | 6.3 | Advocate for passenger rail services for Taihape for both locals and tourists.   |
|   |  |          | 6.4 | Position and develop the Taihape Train Station as a transport hub that provides civic space, green space, and supports the traveller market.   |

The actions identified in the Action Plan are not guaranteed to be developed. Council will consider which actions are developed through long term planning processes and collaboration with implementation partners.

Quick win <1 year | Short term 1 - 5 years | Medium term 6 - 10 years | Long term 10+

| Timeframe                        | Council's role(s)                                   | Project Partners and Key Stakeholders  |
|----------------------------------|---|--|
| 🕒<br>📅<br>Short Term – Long Term | Funder<br>Facilitation / Information                | Taihape Community Board<br>Waka Kotahi<br>Business Owners<br>Mana Whenua                         |
| ▶▶▶<br>Ongoing                   | Facilitation / Information                          |  |
| 🕒<br>Medium Term                 | Strategy / Regulation<br>Facilitation / Information |  |
| 🕒<br>Medium Term                 | Strategy / Regulation                               |  |
| 📅<br>Long Term                   | Service Provider                                    | Schools<br>Taihape Community Board<br>Mana whenua<br>Contractor                                  |
| 📅<br>Long Term                   | Service Provider                                    |  |
| 🕒<br>Short Term                  | Service Provider                                    |  |
| 📅<br>Long Term                   | Service Provider<br>Partner                         |  |
| 🕒<br>📅<br>Short Term – Long Term | Facilitation / Information<br>Partner               | Schools<br>Sports clubs<br>Friends of Taihape<br>Taihape Playground Group<br>Mana whenua         |
| 📅<br>Long Term                   | Service Provider<br>Partner                         | Waka Kotahi<br>Kiwi Rail<br>Taihape Community Board<br>Schools<br>Age Concern / Older and Bolder |
| ▶▶▶<br>Ongoing                   | Advocate  |  |
| ▶▶▶<br>Ongoing                   | Advocate  |  |
| 📅<br>Long term                   | Partner   |  |

# TURAKINA

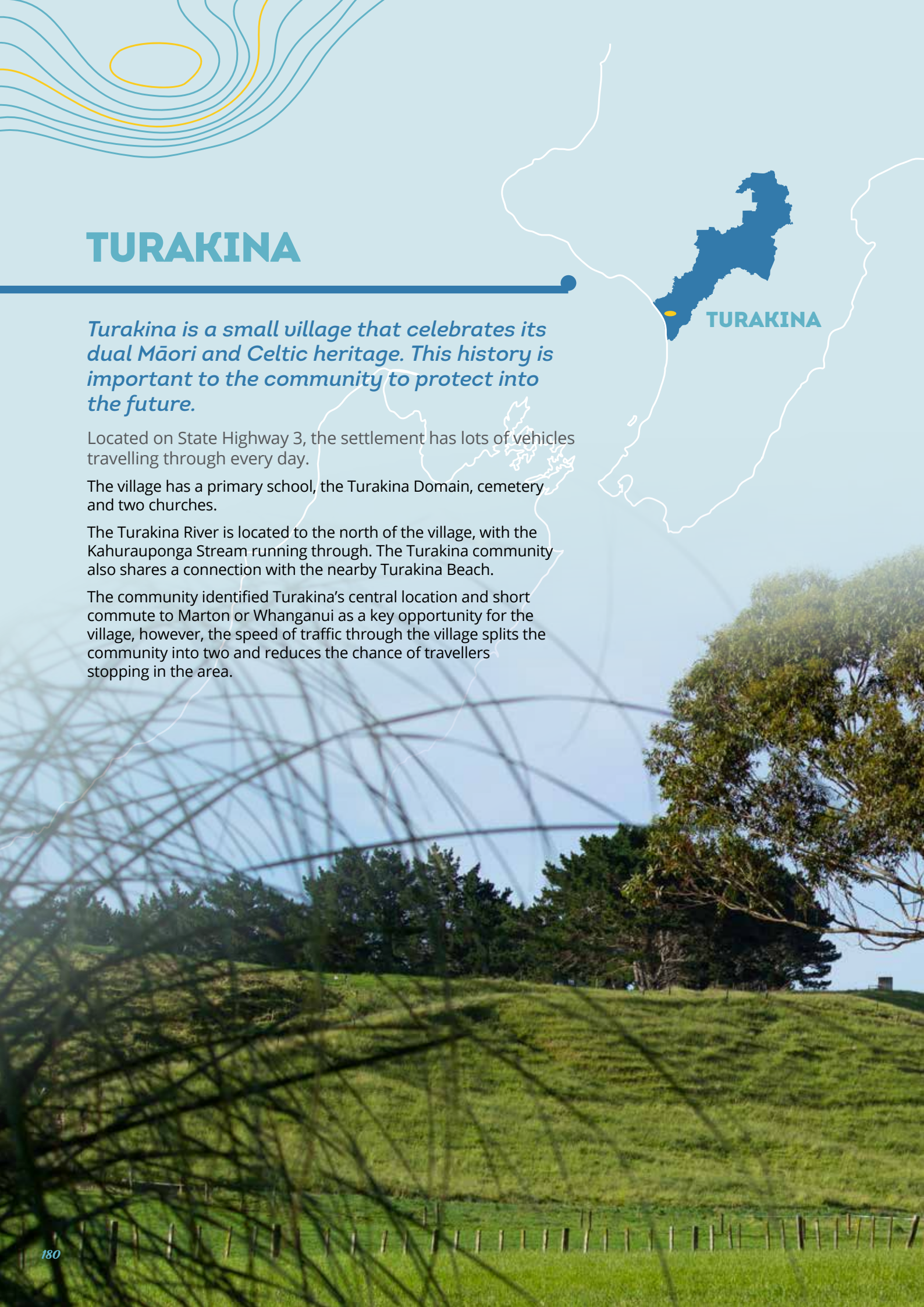
*Turakina is a small village that celebrates its dual Māori and Celtic heritage. This history is important to the community to protect into the future.*

Located on State Highway 3, the settlement has lots of vehicles travelling through every day.

The village has a primary school, the Turakina Domain, cemetery and two churches.

The Turakina River is located to the north of the village, with the Kahurauponga Stream running through. The Turakina community also shares a connection with the nearby Turakina Beach.

The community identified Turakina's central location and short commute to Marton or Whanganui as a key opportunity for the village, however, the speed of traffic through the village splits the community into two and reduces the chance of travellers stopping in the area.





## VISION FOR *Turakina*

**Turakina** Māori and Celtic heritage is the identity of the quiet, connected, and beautiful rural village.

### *Key community priorities*

- Town beautification.
- Connection across the State Highway.
- Retaining the small village lifestyle.
- Community facilities.





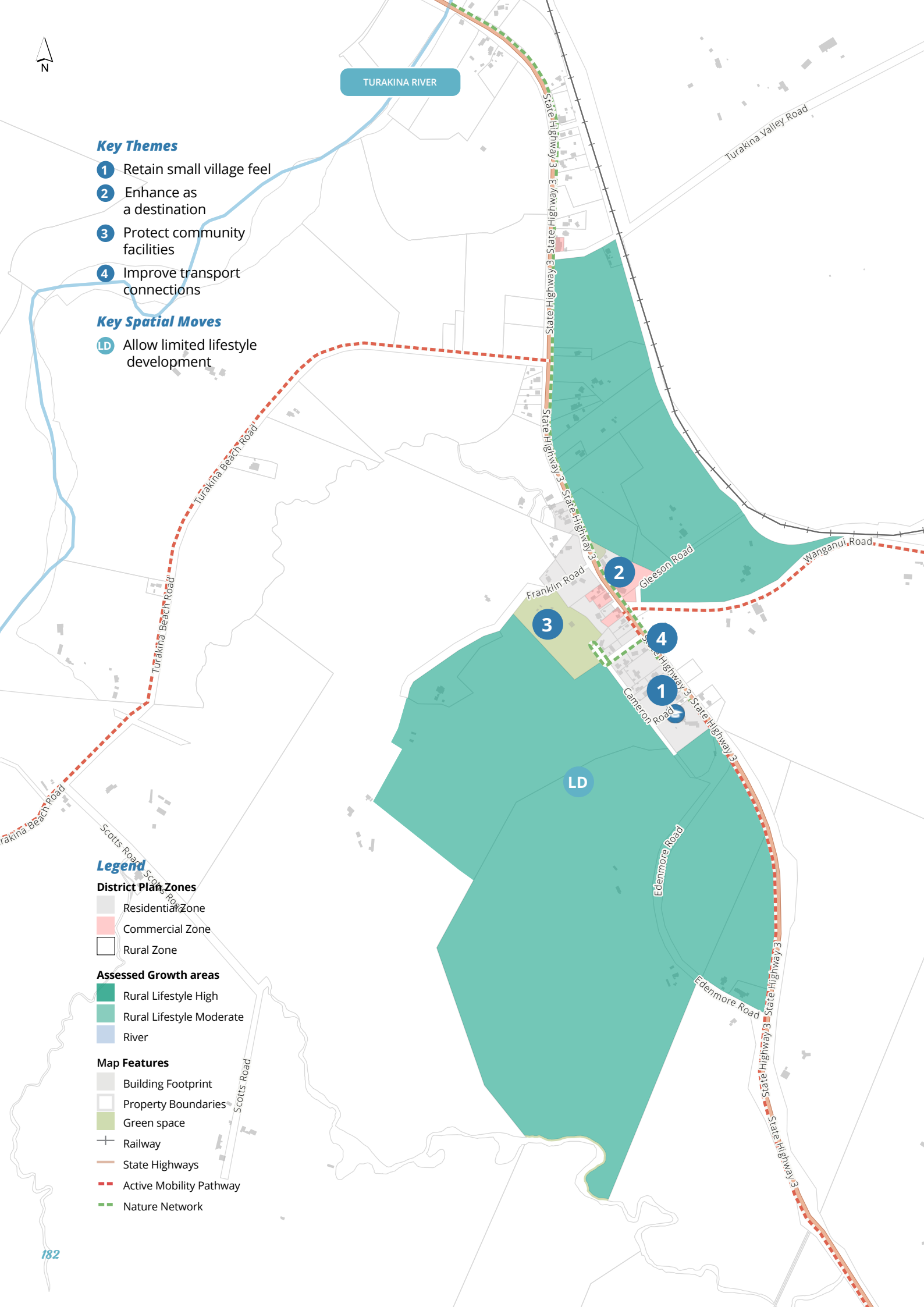
TURAKINA RIVER

**Key Themes**

- 1 Retain small village feel
- 2 Enhance as a destination
- 3 Protect community facilities
- 4 Improve transport connections

**Key Spatial Moves**

- LD Allow limited lifestyle development



**Legend**

**District Plan Zones**

- Residential Zone
- Commercial Zone
- Rural Zone

**Assessed Growth areas**

- Rural Lifestyle High
- Rural Lifestyle Moderate
- River

**Map Features**

- Building Footprint
- Property Boundaries
- Green space
- Railway
- State Highways
- Active Mobility Pathway
- Nature Network



State Highway 3 - Turakina



1 **Retain small village feel**

Turakina is strongly connected to its Scottish and Māori heritage, which form a strong part of its identity.

The community wishes to remain as a small village, with mixed views on whether limited growth is desirable. The community sees the benefits a slightly larger population could have in supporting Turakina School and local businesses.

**Priorities**

- > Promote the dual Scottish and Māori heritage of Turakina.
- > Allow limited rural lifestyle growth, recognising the positive impacts a slightly bigger village will have in supporting Turakina School and local businesses.



Cottage - Turakina

“Need for a community hub – social”

“The historical nature of the area”

Community Voice

## Future residential and lifestyle growth

Turakina has experienced limited growth over the past few years.

The village has opportunities for growth due to its location - a short commute from Marton, Bulls and Whanganui.

The settlement has a residential and commercial zone but does not have reticulated services. Turakina is surrounded by a mix of Class 2, 3, 4 and 6 soils.

The lack of reticulated services creates a barrier for residential-scale development. Highly productive land around the settlement also limits opportunities for lifestyle development.

We anticipate up to 58 additional houses may be developed by 2050. However, some houses likely to be developed in the wider rural environment.

|                                 | Residential | Rural Lifestyle | Total       |
|---------------------------------|-------------|-----------------|-------------|
| <br>Number of houses – per year | 0 houses    | 2 houses        | 2 houses    |
| <br>Number of houses – by 2050  | 0 houses    | 58 houses       | 58 houses   |
| <br>Additional land required    | 0 hectares  | 58 hectares     | 58 hectares |

“The association with the strong Scottish history of Turakina.”

“The village feel of knowing people and being connected.”

Community Voice



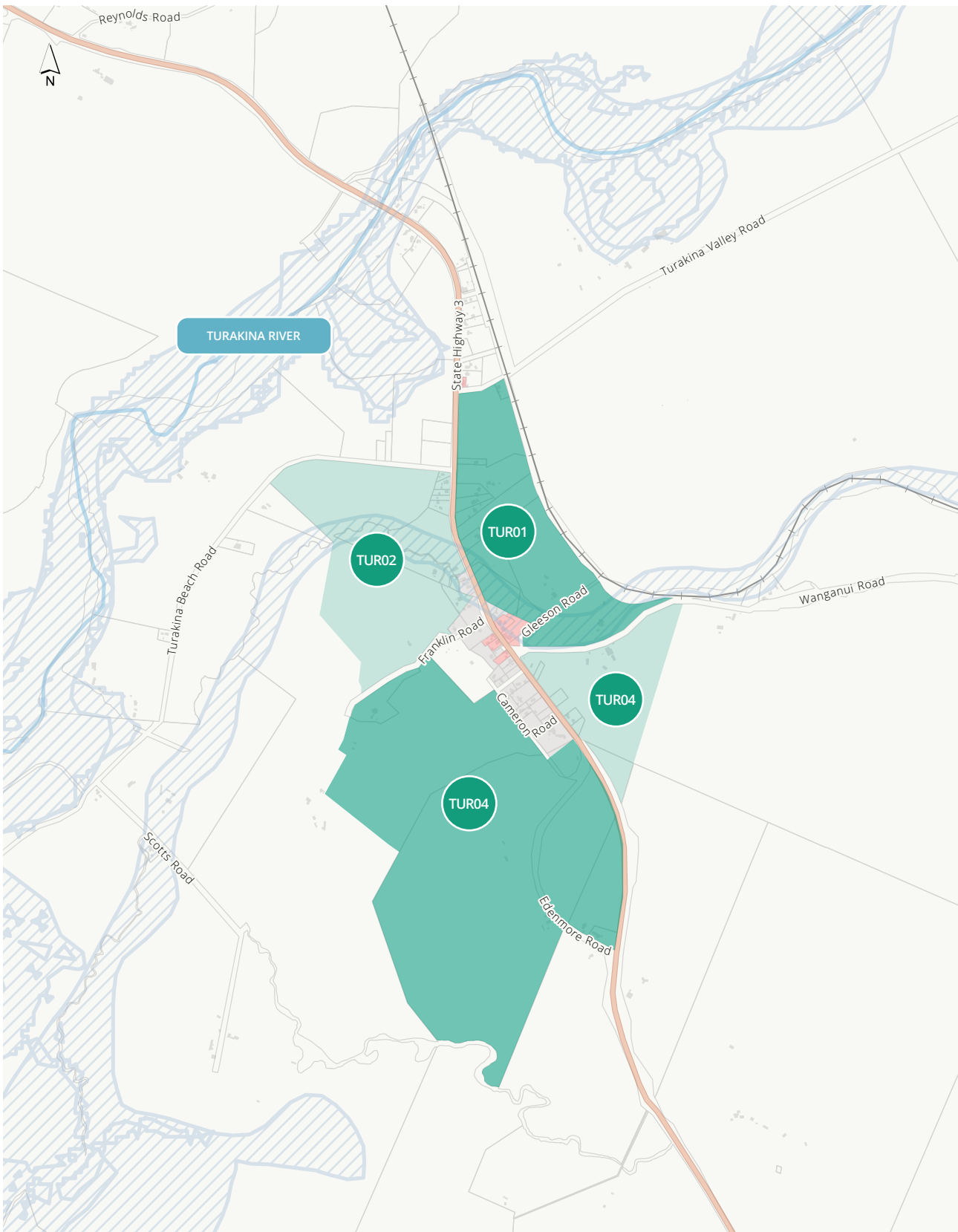
A range of potential growth areas were assessed to determine their suitability for future development. The areas have been assessed as follows:

| Area                         | Size          | Suitability rating |
|------------------------------|---------------|--------------------|
| TUR01 (NE of SH3)            | 26.6 hectares | Moderate           |
| TUR02 (NW of SH3)            | 31 hectares   | Low                |
| TUR03 (Franklin/Edenmore Rd) | 82.2 hectares | Moderate           |
| TUR04 (Wanganui Rd)          | 14.9 hectares | Low                |

Further work, including technical assessment, will be completed to refine the assessment of future growth areas, which may change this prioritisation.

A detailed assessment of the growth areas is provided in Section 3.





**LEGEND**

**District Plan Zones**

- Residential Zone
- Commercial Zone
- Rural Zone

**Assessed Growth Areas**

- Rural Lifestyle High
- Rural Lifestyle Moderate
- Rural Lifestyle Low

**Map Features**

- Flood Zone
- Stream
- Building Footprint

**Property Boundaries**

- Property Boundaries
- Green space
- Railway
- State Highways



State Highway 3, Turakina

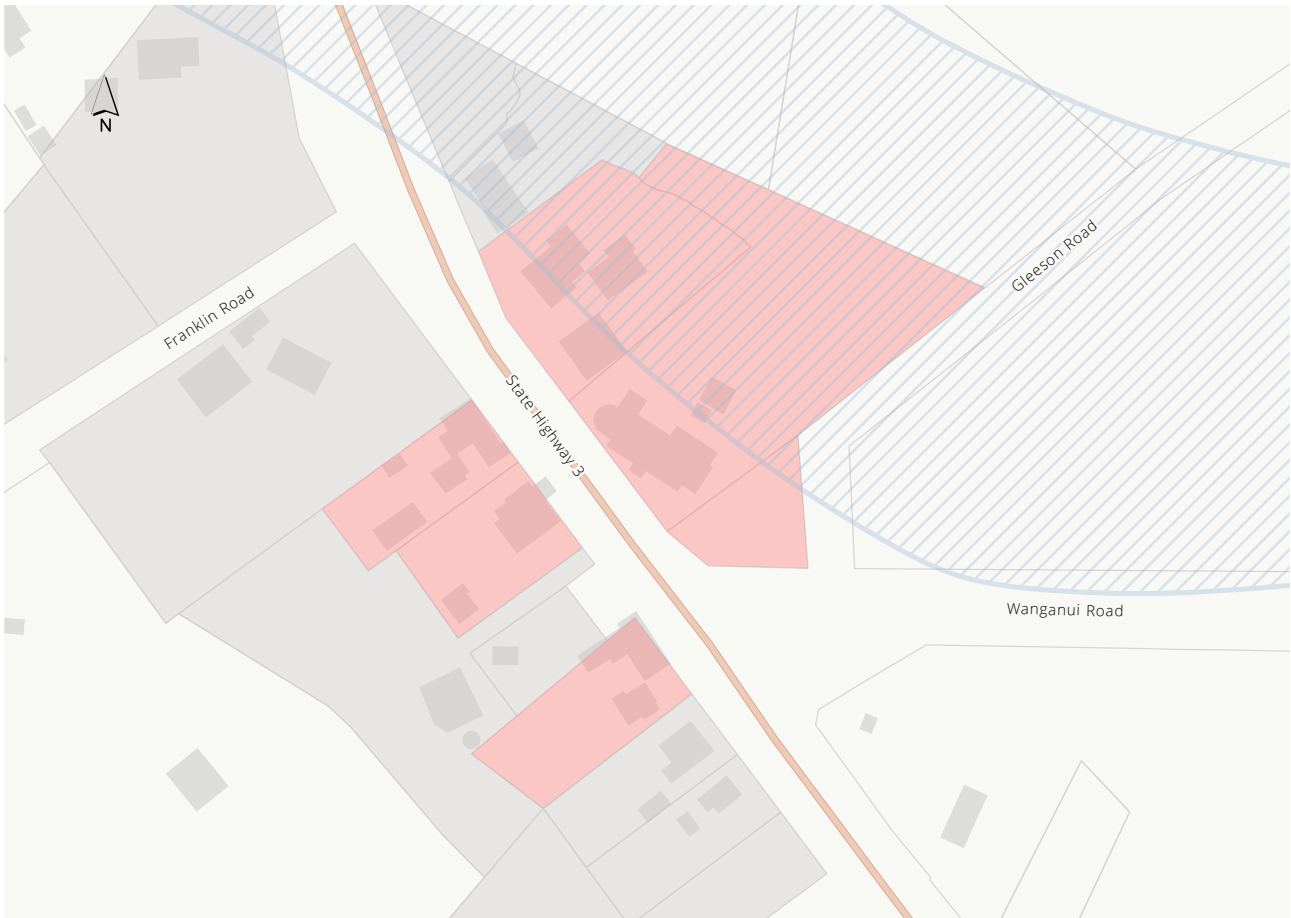
## 2 Enhance as a destination

Located on State Highway 3, Turakina has almost 6,000 vehicles travelling through every day. Turakina is already home to many popular events and businesses.

The village is highly photogenic and has great potential to attract more businesses and grow its reputation as a great place for travellers to stop.

### Priorities

- > Encourage the development of small-scale craft, boutique and cottage industries.
- > Invest in village beautification, focusing on developing photo opportunities.
- > Work collaboratively to increase traffic safety through the village, slowing traffic and providing more opportunities for travellers to stop and walk around.
- > Recognise the role events play in advertising Turakina as a destination.
- > Improve signage and implement wayfinding that encourage travellers to stop and walk around the village.



**LEGEND**

- |                            |                     |                  |
|----------------------------|---------------------|------------------|
| <b>District Plan Zones</b> | <b>Map Features</b> | — State Highways |
| Residential Zone           | Flood Zone          |                  |
| Commercial Zone            | Building Footprint  |                  |
| Rural Zone                 | Property Boundaries |                  |

**Future Commercial / Industrial growth**

The Turakina Village commercial area has a handful of commercial buildings and a local petrol station. The recent closure of the pub was a disappointment for the local community.

There is no anticipated need to extend the commercial area.

Industrial activities will be provided for in Marton or Bulls.



St Andrew's Presbyterian Church, Turakina

“High quality restaurant and accommodation at the Ben Nevis”

Community Voice



Turakina School

### 3 Protect community facilities

The Turakina Domain is an important asset for the Turakina community. It is used regularly by locals and travellers in the know and annually for the Turakina Highland Games.

Turakina Primary School is also important to the community, as are the local community organisations.

One of the key local places for community social connection was lost with the closure of the local pub. Regaining a local social community hub is important to the community.

#### Priorities

- > Protect the Domain and enhance connections between Cameron Park, the picnic tables, through town to the Domain through the development of a nature network.
- > Investigate options for the development of a community hub.



Turakina School

“Larger population for school.”

Community Voice





#### 4 Improve transport connections

State Highway 3 runs through the settlement, with the Marton-New Plymouth Rail Line running to the north of the village.

No public transport or active mobility options are currently available.

##### Priorities

- > Advocate for the implementation of innovative public transport options.
- > Develop Active Mobility Pathways that connect Turakina with Koitiata, Marton and Bulls.
- > Investigate options for improving pedestrian connectivity across the village.

“Buses stopping in Turakina so they can pick up and drop off so we don’t have to travel to a bus stop when traveling out of town.”

Community Voice















## Action Plan

| Rangitikei Priority Area | Key Themes                    | Project |     |  |
|--------------------------|-------------------------------|---------|-----|--|
| Unique Communities       | RETAIN SMALL VILLAGE FEEL     | 1       | 1.1 | Undertake a District Plan Change for urban growth that considers rezoning a lifestyle growth areas.  |
|                          |                               |         | 1.2 | Identify opportunities for celebrating Turakina's dual heritage.   |
| Thriving Communities     | ENHANCE AS A DESTINATION      | 2       | 2.1 | Support the advertising of local events  |
|                          |                               |         | 2.2 | Review and implement improvements to signage, wayfinding, and photo opportunities.   |
|                          |                               |         | 2.3 | Review the District Plan to facilitate the establishment of: <ul style="list-style-type: none"> <li>Boutique accommodation.</li> <li>Craft and cottage industries.</li> </ul>  |
| Healthy Communities      | PROTECT COMMUNITY FACILITIES  | 3       | 3.1 | Investigate options for the development of a community hub.  |
|                          |                               |         | 3.2 | Develop nature networks: <ul style="list-style-type: none"> <li>Between Turakina and the Turakina River</li> <li>Around the village – Kahurauponga Stream, Cameron Park, travellers stop, Turakina Domain</li> </ul> |
|                          |                               |         | 3.3 | Recognise the work being completed by Ngā Puna Rau o Rangitikei and the Rangitikei Rivers Catchment Collective catchment groups that support environmental improvements.   |
| Connected Communities    | IMPROVE TRANSPORT CONNECTIONS | 4       | 4.1 | Work collaboratively with Waka Kotahi to investigate the lowering of the speed limit through the village.  |
|                          |                               |         | 4.2 | Advocate for the implementation of innovative public transport options.  |
|                          |                               |         | 4.3 | Plan for and develop Active Mobility Pathways <ul style="list-style-type: none"> <li>Turakina – Koitiata</li> <li>Turakina – Marton</li> <li>Turakina - Bulls</li> </ul>   |
|                          |                               |         | 4.4 | Work collaboratively with Waka Kotahi to improve the pedestrian experience and increase connection across the State Highway  |

The actions identified in the Action Plan are not guaranteed to be developed. Council will consider which actions are developed through long term planning processes and collaboration with implementation partners.

Quick win <1 year | Short term 1 - 5 years | Medium term 6 - 10 years | Long term 10+

| Timeframe   | Council's role(s)                    | Project Partners and Key Stakeholders  |
|---|--------------------------------------|--|
|  Short Term    | Strategy / Regulation                | Community<br>Turakina Community Committee<br>Mana whenua<br>Kiwi Rail<br>Waka Kotahi<br>Regional Council |
|  Medium Term   | Facilitation / Information           | Community<br>Turakina Community Committee<br>Mana Whenua   |
|  Ongoing       | Facilitation / Information<br>Funder |  |
|  Short Term    | Partner                              | Community<br>Waka Kotahi<br>Turakina Community Committee<br>Mana whenua<br>Local businesses              |
|  Medium Term | Strategy / Regulation                |  |
|  Long Term   | Partner                              | Community<br>Turakina Community Committee<br>Mana whenua   |
|  Long Term   | Service provider<br>Partner          | Community<br>Turakina Community Committee<br>Waka Kotahi<br>Mana whenua<br>Catchment Groups              |
|  Ongoing     | Supporter                            |  |
|  Short Term  | Advocate                             |  |
|  Long Term   | Advocate                             | Community<br>Turakina Community Committee<br>Waka Kotahi<br>Kiwi Rail                                    |
|  Long Term   | Service provider<br>Partner          |  |
|  Short Term  | Advocate                             |  |

# UTIKU

*Utiku is a small township, established at the end of the nineteenth century by the Crown as a Native Township. It housed settlers and workers who were building the railways network between Wellington and Auckland.*

In its heyday, and up until the early 1960's, the township included NZ Railways, which employed up to ten families, a Dairy Company that employed six families, two motor garages, two general stores, a three-teacher school as well as other families who lived in the township, but who worked in Taihape or on surrounding farms.

It is currently a lifestyle settlement next to the Hautapu River, just south of Taihape.

The village is now home to The Wool Company, Ravensdown fertiliser depot and the base for a heavy haulage trucking company.

Both State Highway 1 and the North Island Main Trunk Line separate the settlement in two.

Most of the land, contained in the township is owned and administered by Trustees for beneficiaries of two separate Potaka whānau trusts, which were established by Crown agencies when the land was handed back to these beneficiaries, in the early 1990's.

The settlement is currently zoned as a mix of Rural, Residential or Commercial (The Wool Company).

Land to the east of the State Highway is identified as Class 2, while land to the west of the State Highway is identified as a mix of Class 4 and 6.



## Key community priorities

- Public access to the natural environment.
- Connected and resilient community.
- More housing.





# VISION FOR *Utiku*

**Utiku** develops as a thriving, connected and sustainable papakāinga community.

### Key Themes

- 1 Papakāinga
- 2 Transport network
- 3 Natural environment
- 4 Commercial development

### Key Spatial Moves

- P Papakāinga development

### Legend

#### District Plan Zones

- Residential Zone
- Commercial Zone
- Rural Zone

#### Map Features

- Building Footprint
- Property Boundaries
- Green space
- River
- Railway
- State Highways
- Nature Network





1 **Papakāinga**

The Potaka Whānau Trust, supported by Te Rūnanga o Ngāti Hauiti, aspire to build papakāinga housing within the township to provide the accommodation needed to meet the demand of beneficiary owners returning to live at Utiku.

The provision of community facilities would be considered as part of the papakāinga development.

**Priorities**

- > Enable the development of papakāinga.



“The opportunity to provide housing for our people at Utiku”

Community Voice





## 2 *Transport network*

Utiku has no public transport options available. Access from the State Highway is in a 100km/h zone with no turning bay.

### *Priorities*

- > Increase traffic safety through the settlement.
- > Advocate for improved public transport options, including rail.



“Utiku will be a connected, resilient community where people care and share with each other.”

*Community Voice*



📍 Rangitikei River

### 3 Natural environment

The natural environment is important to the community. The Hautapu River runs to the east of the settlement and the community also has strong connections with the Rangitikei River and Ruahine Ranges.

#### Priorities

- > Support community-led environmental enhancement and access projects.
- > Retain or improve access to the Hautapu River, Rangitikei River and Ruahine Ranges.



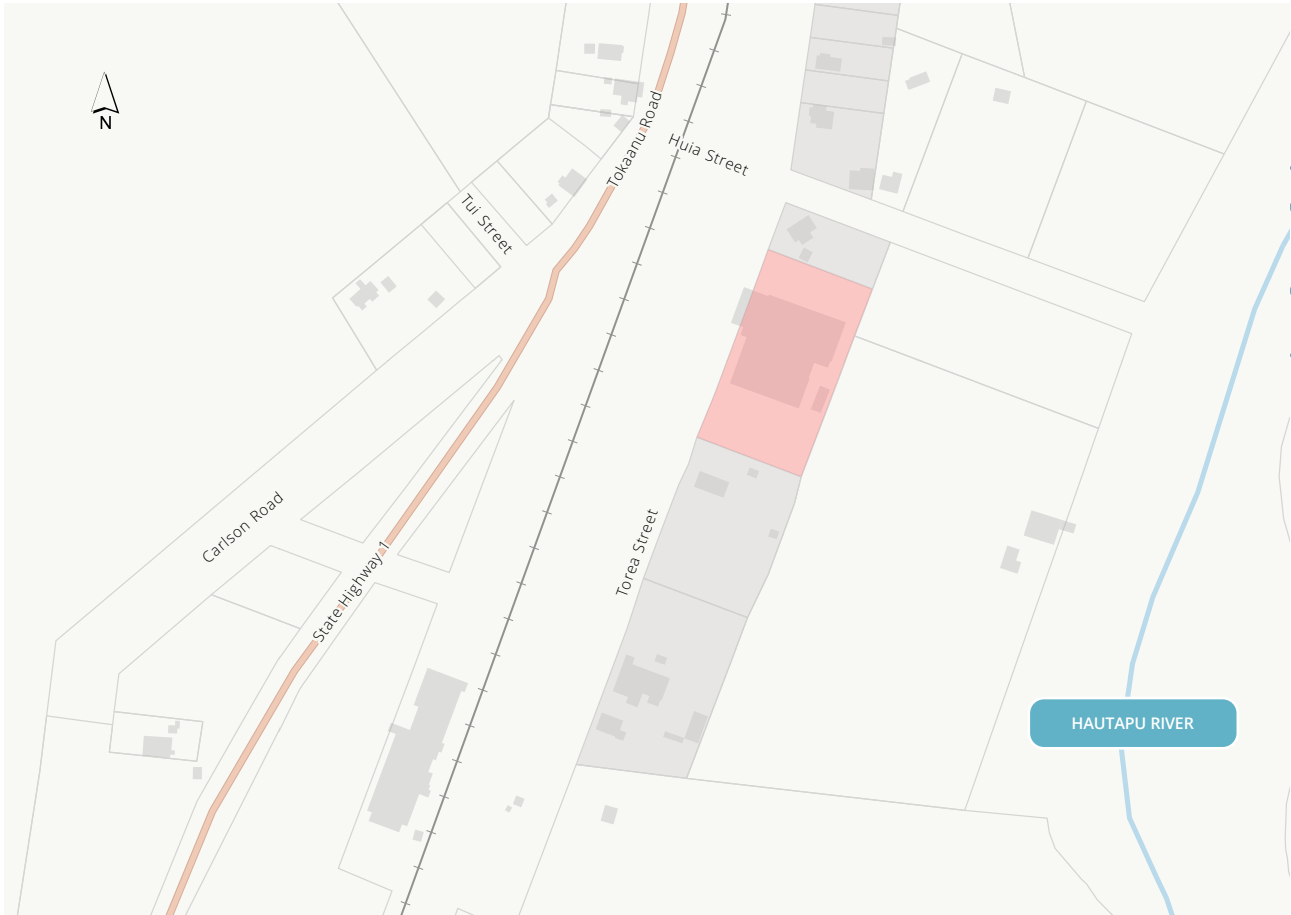
📍 Hautapu River

“The natural environment is our most important resource and needs our urgent attention - this includes the land, the waterways and the ecosystems that live there”

Community Voice



📍 Rangitikei River



#### LEGEND

|                            |                     |                |
|----------------------------|---------------------|----------------|
| <b>District Plan Zones</b> | <b>Map Features</b> | Railway        |
| Residential Zone           | River               | State Highways |
| Commercial Zone            | Building Footprint  |                |
| Rural Zone                 | Property Boundaries |                |

## 4 Commercial development

Utiku is home to The Wool Company, Ravensdown fertiliser depot and the base for a heavy haulage trucking company.

There is no public transport available, and access to the village from State Highway 3 can be challenging.

No additional land is projected to be required for business purposes.

### Priorities

- > Work alongside local businesses with aspirations to open or extend their business in Utiku.



“A range of small businesses run by local people located in and around the village of Utiku (e.g. The Wool Company) would be preferable to large industrial operations.”

Community Voice

## Action Plan

| Rangitikei Priority Area | Key Themes             | Project |     |   |
|--------------------------|------------------------|---------|-----|---|
| Healthy Communities      | PAPAKĀINGA             | 1       | 1.1 | Review the District Plan approach for papakāinga development.   |
|                          |                        |         | 1.2 | Work collaboratively to support the development of papakāinga housing, including the provision of infrastructure and community facilities.  |
| Connected Communities    | TRANSPORT NETWORK      | 2       | 2.1 | Advocate for Waka Kotahi to investigate options for increasing traffic safety through the village and the nearby Toe Toe Road passing lane including: <ul style="list-style-type: none"> <li>• A reduced speed limit</li> <li>• A right hand turning bay into Huia Street</li> <li>• Trucks turning signs on either end of the village</li> </ul> |
|                          |                        |         | 2.2 | Advocate for improved public transport options.   |
| Healthy Communities      | NATURAL ENVIRONMENT    | 3       | 3.1 | Investigate opportunities for increasing access to the Hautapu River, Rangitikei River and Ruahine Ranges.  |
| Thriving Communities     | COMMERCIAL DEVELOPMENT | 4       | 4.1 | Review the extent of the commercial zone in Utiku   |

The actions identified in the Action Plan are not guaranteed to be developed. Council will consider which actions are developed through long term planning processes and collaboration with implementation partners.

| Timeframe   | Council's role(s)                       | Project Partners and Key Stakeholders                                      |
|---|---|--|
|  Medium Term   | Strategy / Regulator Partner            | Mana whenua<br>Regional Council<br>Te Puni Kōkiri<br>Kainga Ora            |
|  Ongoing       | Supporter<br>Facilitation / Information |  |
|  Medium Term   | Advocate                                | Community<br>Mana whenua<br>Waka Kotahi                                    |
|  Medium Term | Advocate                                | Community<br>Regional Council<br>Kiwi Rail                                 |
|  Long Term   | Advocate                                | Community<br>Mana whenua<br>Regional Council<br>Department of Conservation |
|  Medium Term | Strategy / Regulation                   | Community<br>Landowners<br>Businesses<br>Mana whenua                       |



# WHANGAEHU

*The small settlement of Whangaehu sits along State Highway 3 on the western side of the Whangaehu River within close commuting distance to Whanganui.*

The Whangaehu village is the western gateway to the Rangitikei District.

Whangaehu Marae is located just a short drive from the village and is associated with Rangiwahakaturia-Taitapu.

The settlement has a church, hall and local primary school.



WHANGAEHU

## **Key community priorities**

- Flood resilience.
- Protecting the natural environment.







# VISION FOR *Whangaehu*

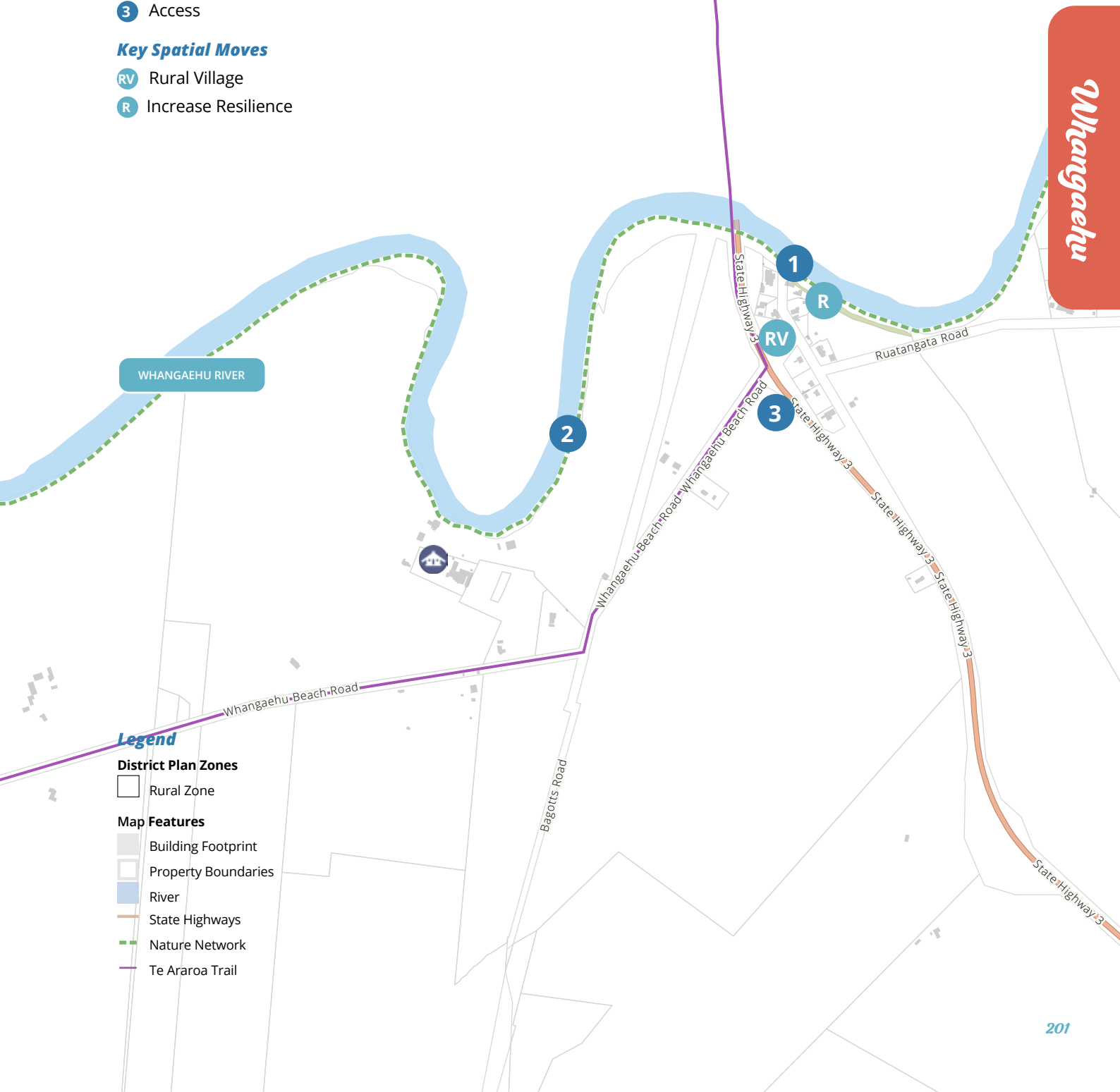
**Whangaehu** is a thriving rural community, strongly connected with the Whangaehu River, high flood resilience, biodiversity and water quality.

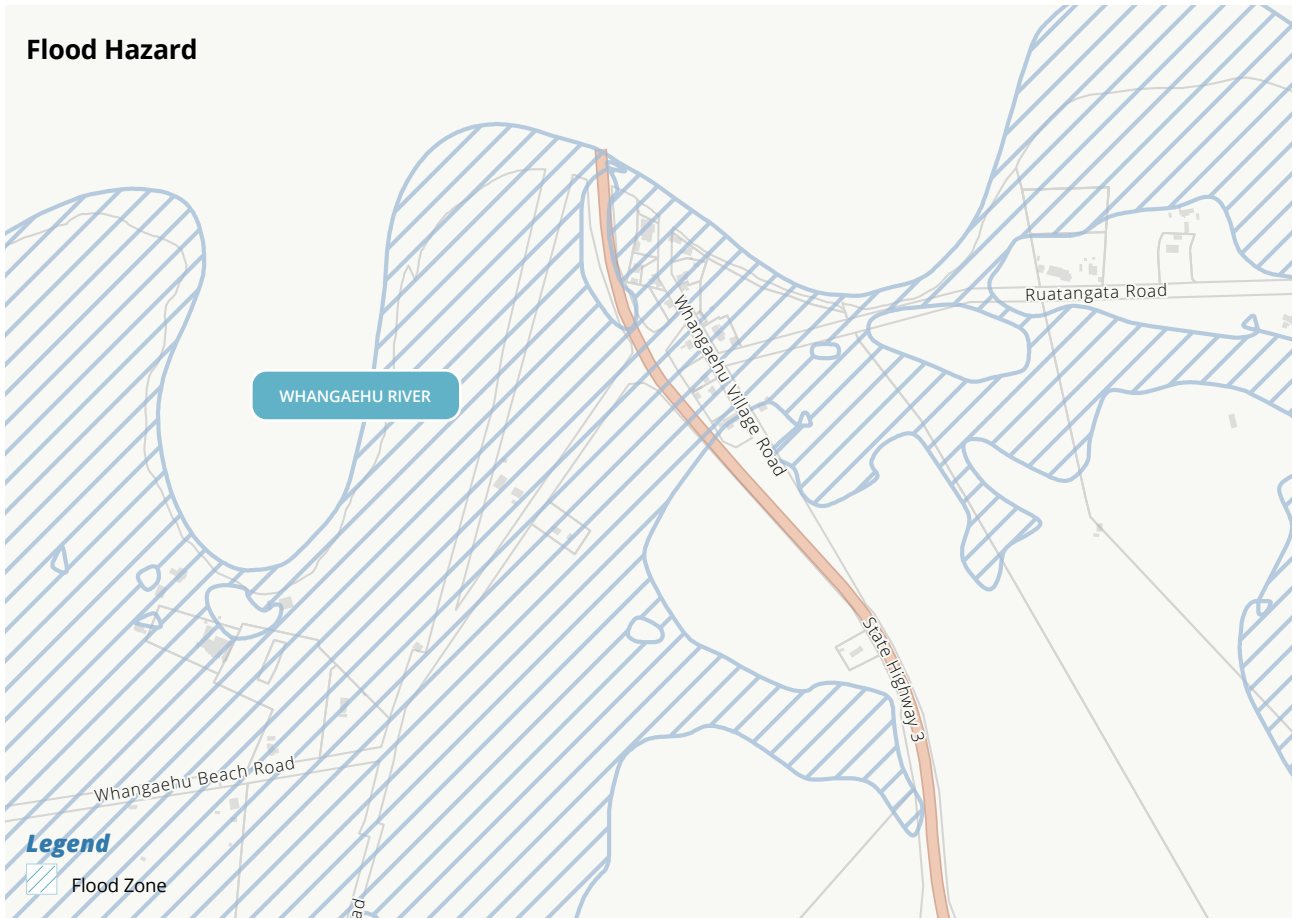
### Key Themes

- 1 Resilience
- 2 Environment
- 3 Access

### Key Spatial Moves

- RV Rural Village
- R Increase Resilience





**1 Resilience**

Whangaehu village is at risk from flooding from the Whangaehu River.

Parts of the settlement have been impacted by significant floods in the past and the risk of future flooding is likely to get worse over time. The village is also at risk from lahar travelling down the Whangaehu River from the Ruapehu volcano.

The village has no reticulated services and is located on a strip of Class 2 land that runs alongside the river.

Given the significant flood hazard impacting the settlement, no future housing development will be allowed in the village. A few more houses may be developed in the surrounding rural environment.



“High flood resilience”

Community Voice

**Priorities**

- > Increase resilience and reduce risk to residents associated with flooding from the Whangaehu River.





## 2 Environment

The community is strongly connected to the Whangaehu River and want water quality and biodiversity improved.

### Priorities

- > Water quality and biodiversity improvement.

“Dramatically increased biodiversity and water quality”

Community Voice

Whangaehu



## 3 Access

Whangaehu is the western gateway to the Rangitikei.

There is no public transport available, and access to the village from State Highway 3 can be challenging.





### Priorities

- > Enhance Whangaehu as the western gateway into the Rangitikei.
- > Increase traffic safety.
- > Advocate for improved public transport options, including rail.

## Action Plan

| Rangitikei Priority Area                            | Key Themes  | Project |     |  |
|---|-------------|---------|-----|--|
| <b>Healthy Communities</b>                          | RESILIENCE  | 1       | 1.1 | Work alongside the community and Horizons Regional Council to undertake a risk assessment and investigate and implement options for reducing the risk associated with flooding from the Whangaehu River. |
| <b>Healthy Communities</b>                          | ENVIRONMENT | 2       | 2.1 | Recognise the work being completed by the Rangitikei Whangaehu sub-group that support environmental improvements.  |
| <b>Connected Communities<br/>Unique Communities</b> | ACCESS      | 3       | 3.1 | Enhance the entrance to Whangaehu to increase the sense of arrival in the Rangitikei.  |
|   |             |         | 3.2 | Advocate for Waka Kotahi to investigate options for increasing traffic safety improvements through the village.  |
|   |             |         | 3.3 | Advocate for improved public transport options.  |

*The actions identified in the Action Plan are not guaranteed to be developed. Council will consider which actions are developed through long term planning processes and collaboration with implementation partners.*

| Timeframe   | Council's role(s)            | Project Partners and Key Stakeholders            |
|---|------------------------------|--|
|  Medium Term   | Strategy / Regulator Partner | Regional Council<br>Community<br>Waka Kotahi     |
|  Ongoing       | Facilitation / Information   | Catchment Group<br>Regional Council<br>Community |
|  Medium Term | Partner Service Provider     | Waka Kotahi<br>Community                         |
|  Ongoing     | Advocate                     | Community<br>Mana whenua<br>Waka Kotahi          |
|  Medium Term | Advocate                     | Community<br>Regional Council<br>Kiwi Rail       |



📍 *Mapspast - Taihape c.1939*



*Kaupapa kōrero*

# *The Details*

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**Community Engagement - March - April 2022**

**206 survey responses**

**373 ideas on the interactive map**

A discussion document and summary documents were created along a series of surveys aimed at seeking high level input into a range of topics such as vision for 2050, opportunities and challenges, residential environments, transport networks and town centres.

Seven community drop-in sessions were held, five community meetings were attended and three schools participated in workshop sessions.

**Business survey - April 2022**

**38 survey responses**

An online survey of local business was undertaken with the aim of understanding expansion and land use needs of local businesses throughout the Rangitīkei.

**Stakeholder discussions - Ongoing**

Stakeholder discussions were held with key agencies throughout Pae Tawhiti Rangitīkei Beyond.


**Landowner engagement - October - November 2022**


Notification to and discussions with landowners with properties in areas that have been assessed for suitability for future growth.


**Community Consultation - March - April 2023**


**187 submissions**

Consultation on the draft Community Spatial Plan was held during early 2023. There were 187 submissions received on the document, with 24 submitters speaking to their submission at the oral hearing.


 Reticulated wastewater in Marton, Taihape, Bulls, Hunterville, Mangaweka, Rātana Pā, Koitiata (part)

 Reticulated water in Marton, Taihape, Bulls, Hunterville, Mangaweka, Rātana Pa.

 In 2021 there were **6,790** filled jobs


 Digital connectivity issues in rural areas, and communities such as Koitiata, Scott's Ferry and Kauangaroa.


 The District's GDP was \$729 million in 2021 prices, experiencing **2.3%** growth for 2021.

 Agriculture, forestry and fishing are the biggest contributors to GDP – **31.4%**


 **1,224km** km of roads, **803km** sealed and **421km** unsealed.


**250** bridges


 Limited *public transport* options

 In 2018 the Rangitikei had 5,742 occupied dwellings

**74.8%** of dwellings have 3 or 4 bedrooms

 Pressure on power supply in Marton.

 16,050 people currently live in the Rangitikei, an increase of **1.3%** or **170** people per annum since 2014.

 Average house values were **\$511,849** in 2022, with strong growth in house values since 2015.

## Horopaki a-Rohe District Context

The Rangitikei District covers 4,479 square kilometres of diverse landscapes, ranging from the sand country on the south coast to the magnificent hill country of the Upper Rangitikei. The Rangitikei is one of the larger districts by area with a comparatively small population.

Located in the Central North Island, the Rangitikei is primarily part of the Manawatū-Whanganui region. Whanganui and Palmerston North are within a commutable distance from southern Rangitikei. Wellington, New Plymouth, Taupō and the Hawke's Bay are within a 2 – 3 hour drive.

The Rangitikei has the advantage of access to State Highways 1 and 3, both of which provide a significant volume of inter-regional freight and motorists who stop in our towns for services. The Taihape-Napier Road provides Hawke's Bay with a key link to Rangitikei and Ruapehu and vice versa. All communities in Rangitikei are dependent on private vehicles.

There are extensive rail lines through the Rangitikei, both the North Island Main Trunk Line and the Marton New Plymouth Line. These lines are mainly used for freight, with no commuter services available for the district. Horizons Regional Council provides limited bus services for some of our communities. The Ministry of Education provides important bus services for students accessing schools.

Base Ōhakea is located just across the Rangitikei River in the Manawatū District. The Airbase is nationally significant defence infrastructure and has a significant workforce, many who call the Rangitikei home. The ongoing expansion of Base Ōhakea will support ongoing population growth in southern Rangitikei.

Over the past few years, the District has been growing at a rate of around 170 people per year. Marton and Bulls have experienced the biggest growth pressure, but there is also housing pressure in Hunterville and Taihape. Currently, just over 16,000 people call the Rangitikei home.

The Rangitikei District has magnificent waterways, beaches, parks, reserves and open spaces. Our natural environment has exceptional beauty, holds a lot of history and is incredibly important to our communities.

The Te Araroa Trail is a significant pathway that travels through southern Rangitikei, and the District also has a range of cycle trails that encourage people to explore the Rangitikei.

Major waterways include the Rangitikei, Whangaehu and Turakina Rivers. Other waterways such as the Moawhango River, Hautapu River, Pourewa Stream and Tūtaenui Stream are also significant for our local communities.

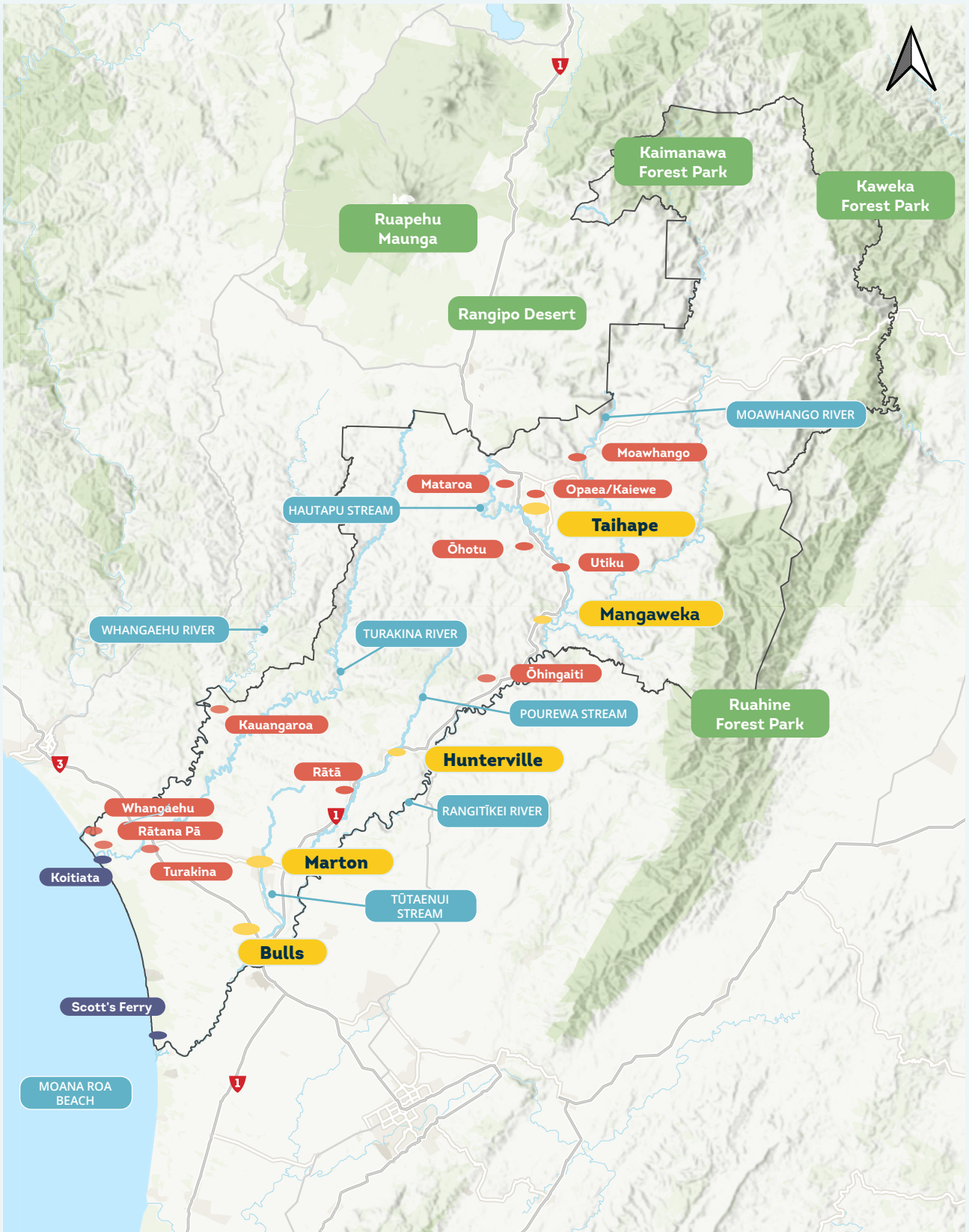
The northern reaches of the Rangitikei River has a Water Conservation Order that recognises its outstanding wild and scenic characteristics, and outstanding recreational, fisheries and wildlife habitat features.

The Operative Rangitikei District Plan also identifies a range of Outstanding Natural Landscapes and Natural Features throughout the Rangitikei.

A wide range of community groups are already active in improving nature networks throughout the Rangitikei. By working collaboratively with community groups and other agencies, we will be able to maximise the investment so that more projects are completed across the district.

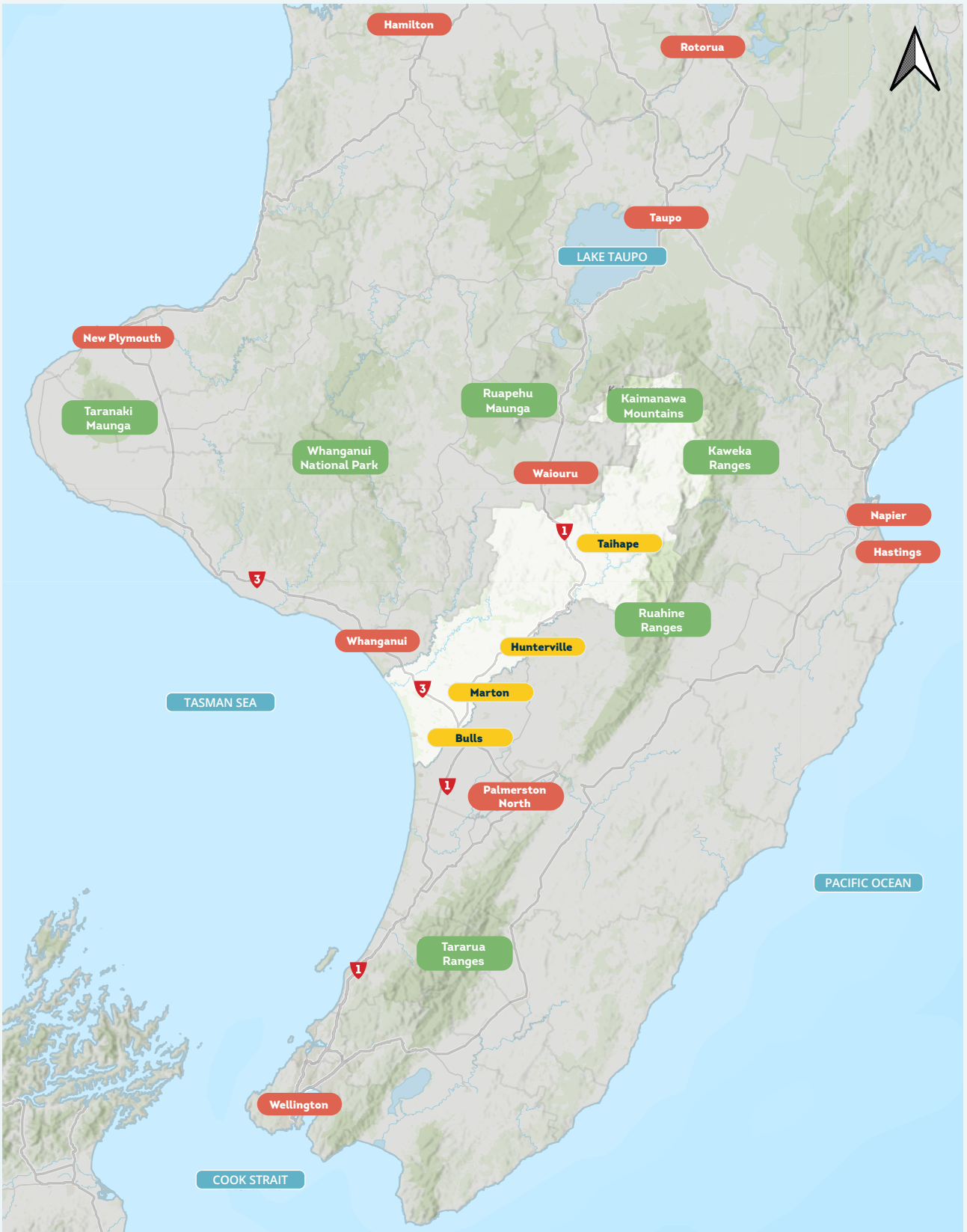
# Mapi o ngā Ahutanga o te Taiao

## Natural Features Map



The Details

# Mapi o Horopaki a Rohe Regional Context Map



## Ngā iwi me ngā hapū o Rangitīkei Rangitīkei Iwi and Hapū



Our district is home to 14 marae and historic marae sites. The Rātana Pā community is unique, a Māori community founded as a settlement for followers of T.W. Rātana's religious and political movement.

The following iwi are connected to the Rangitīkei:

- Ngāti Rangi
- Ngāi Te Ohuake
- Ngāti Whitikaupeka
- Ngāti Tamakōpiri
- Ngāti Hinemanu | Ngāti Paki
- Ngāti Hauiti
- Ngā Wairiki Ngāti Apa
- Ngāti Raukawa

Currently, two of these iwi have settled Te Tiriti o Waitangi | Treaty of Waitangi claims, which are Ngā Wairiki Ngāti Apa and Ngāti Rangi. The remaining iwi are all in the claim settlement process.

The year 2040 represents 200 years since the signing of Te Tiriti o Waitangi | Treaty of Waitangi. It represents a key milestone of the relationship between the Crown and Māori.

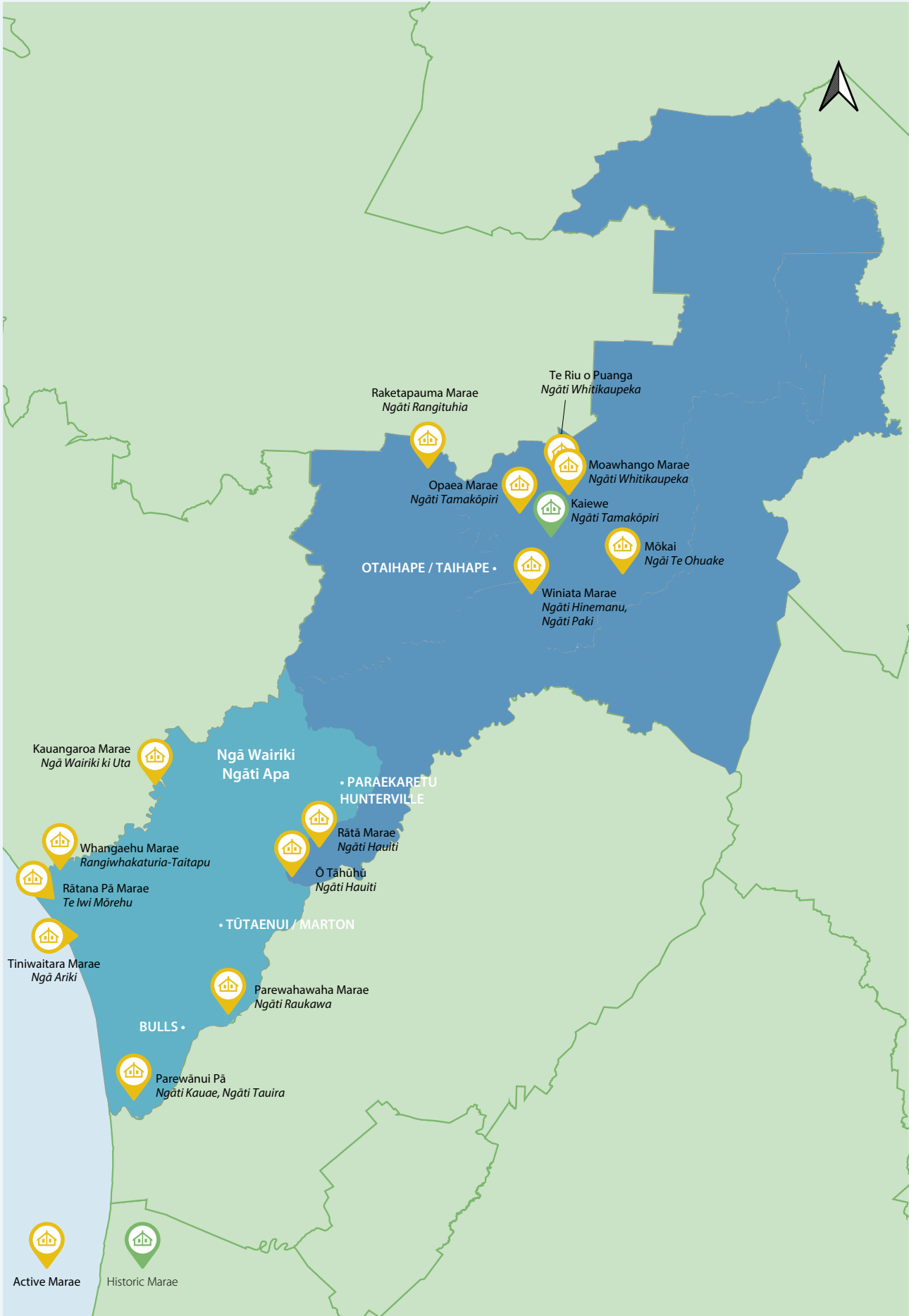
By 2050, all iwi throughout the Rangitīkei will be influential across a range of sectors such as farming, social services, education, business and

housing. This has been demonstrated already by Ngā Wairiki Ngāti Apa in southern Rangitīkei.

Ngā Wairiki Ngāti Apa is developing Te Poho o Tuariki as a wellbeing hub for the lower Rangitīkei and is involved in a range of environmental restoration projects, economic development initiatives and planning papakāinga developments.

The Ngāti Rangi Treaty settlement established the Te Waiū-o-te-Ika Framework (Whangaehu River Catchment) which provides; statutory recognition of Te Waiū-o-te-Ika, which recognises the river as a living and indivisible whole from Te Wai-ā-Moe to the sea; arrangements for decision-making for the Whangaehu River focused on the health and wellbeing of the River; and the establishment of an entity (Ngā Wai Tōtā) made up of representatives of Ngāti Rangi and other iwi with interests in the River, and local government representatives.

Council is committed to working with and supporting iwi and hapū to achieve shared aspirations for the future. This may include working collaboratively on shared topics of interest such as housing and community development and reviewing the District Plan to better provide for Māori aspirations, such as for papakāinga development.



## Ngā Kōwhiringa Opportunities



- Rangitīkei is central to the rest of the motu/ island. We are an easy commuting distance to Palmerston North, Whanganui, Manawātū and Ruapehu, and a two to three hour drive to Wellington, Taupō, Taranaki and Hawke's Bay. Our location makes Rangitīkei an attractive place to live, visit and do business.
- Connected to national transport links – State Highways 1 and 3; the North Island Main Trunk Line and the Marton New Plymouth Line; Palmerston North Airport and Whanganui Airport; and in the future, the revitalised Port of Whanganui. These connections make Rangitīkei an attractive location for industry to establish.
- Iwi in our district are in various phases of their Treaty Settlement processes. There will be significant future investments in both wellbeing and the Māori economy.
- Our natural environment is stunning with sweeping vistas of – river valleys, plains, hill country, cliffs and coasts. We have great access to the natural environment.
- We're excellent at producing food thanks to our productive range of soils and a great climate. Our district is home to significant exotic forests.
- Our relatively small settlements mean that accessing local goods and services is already effective, and there is opportunity for increased mode shift towards active mobility methods.
- Our people work together, there are many community-led projects being implemented which will positively contribute to our district.
- A changing climate provides a range of opportunities for our farming sector in particular horticulture.



## Ngā Whakatōrea Challenges



📍 Rural road



📍 Community Gardens



📍 SH1 and SH3 Intersection

- Our town centres in Marton, Bulls and Taihape are tired looking and have many vacant buildings. There are around 70 potentially earthquake-prone buildings in our town centres that need to be upgraded or demolished.
- The Rangitikei District has a small rating base of just over 8,000 ratepayers across 4,500 square kilometres – one of the largest local body areas in the country. This means there are limited ratepayers to contribute to the costs of providing services for the Rangitikei.
- Many of our towns and settlements including Marton, Bulls, Taihape, Hunterville, Turakina, Scott's Ferry, Koitiata, Whangaehu and Kauangaroa are in places where natural hazards exist, such as flooding, slips and sea-level rise.
- Digital connectivity is limited for communities such as Koitiata, Scott's Ferry and the wider rural communities.
- Electricity supply is currently under pressure, particularly in the south of the Rangitikei which has experienced significant growth.
- Ensuring our infrastructure is able to cope with projected growth is a key challenge. Increased demand for water supply, and increased volumes of wastewater need to be proactively planned for. Higher traffic volumes will increase the wear and tear on our roads and may require upgrades to major intersections.
- Our location, small population and distributed settlements present challenges for the cost-effective provision of public transport.
- Our climate is changing – we can expect more significant flooding events, longer dry spells, our aquifers will take longer to recharge, and king tides will affect coastal settlements and estuaries. Both our urban and rural communities will need to adapt to these ongoing climate impacts.
- The topography and soil classes of the Rangitikei create challenges for future growth. Towns such as Marton and Bulls are surrounded by Class 2 land, while towns such as Taihape and Hunterville are surrounded by hills which can be challenging to build on.
- The State Highway and railway network create challenges for settlements which they cut into two – Bulls, Turakina, Hunterville, Mangaweka, Utiku, Ōhingaiti, and Taihape.

## Rangitikei Rua Mano Rima Tekau

### Rangitikei in 2050

Not only will the size of our towns and settlements be bigger, the way they look and function will also change.

- We will be dealing with a highly disruptive climate. In the last five years we have already seen temperature and rainfall records broken, an upswing in heatwaves and extreme rainfalls, droughts, tornadoes, wildfires and flooding. The widespread impacts of this climate disruption on human, economic and natural systems are already occurring and will worsen.
- Globally as we work towards reducing greenhouse gases, “rapid and far-reaching” transitions in land, energy, industry, buildings, transport, and cities and towns will be required. The transportation sector will be transformed into one that is safer, faster, cheaper, more accessible, integrated and sustainable. The transport system for Rangitikei in 2050 is likely to have a predominance of electric and alternative fuel sources such as hydrogen for vehicles, public transport will be transformed by autonomous vehicles, micro-mobility (e.g. e-scooters) transport methods will be integrated into infrastructure planning and provision and new technology revolutionising transport - drone taxis, electric seaglidors, urban ropeways and hyper loops.
- New generations are shaping different priorities around the way we choose to live with each other and how we get from place to place. New Zealand is already seeing demand for low maintenance housing options, close to public transport networks in our biggest cities. We do know there is likely to be demand for a wider range of housing options, including smaller homes for our elderly, houses with smaller backyards, and larger multi-generational households. As intensification of our towns occurs, the need for high quality access to public space becomes increasingly important.
- Iwi and hapū will be economic and social powerhouses of the Rangitikei. By 2050 it would have been 10 years since the 200th anniversary of the signing of Te Tiriti o Waitangi/Treaty of Waitangi, and with settlement claims long settled, iwi will be providers of education, health and wellbeing services. Iwi will own and operate companies across all sectors in the local economy and papakāinga will be well-established.
- Our rural economy will have transformed, with significantly increased diversification, greater pressure on food security and maximising use of our highly productive land. Regenerative tourism will be a key part of the Rangitikei economy.

# Horopaki Mahere Planning Context

## National and Regional Strategies, Policies and Plans

### National

- National Policy Statement for Freshwater Management
- National Policy Statement on Urban Development
- National Policy Statement for Indigenous Biodiversity
- National Policy Statement for Highly Productive Land
- Government Policy Statement on Land Transport
- National Infrastructure Strategy
- New Zealand Coastal Policy Statement

### Regional

- Regional Spatial Plan
- Horizons One Plan
- Regional Climate Action Plan
- Regional Plan Transport Plan
- Accelerate 25 Manawatū-Whanganui Regional Growth Strategy

*Pae Tawhiti Rangitīkei Beyond  
– Rangitīkei Community  
Spatial Plan*

*Rangitīkei District Plan*

- *Economic Development Strategy*
- *Housing Strategy*
- *Parks, Reserves, Open Spaces and Sporting Facilities Strategy*
- *Destination Management Plan*

*Rangitīkei Long Term Plan*

- *Infrastructure & Financial Strategy*
- *Activity Management Plans*

*Annual Plans*

*The Details*

## Horopaki Kaupapa Here a-Motu National Policy Context

Reforms for the Three Waters, Resource Management Act and the Future for Local Government review will have significant impacts on how Pae Tawhiti Rangitikei Beyond is delivered.

Pae Tawhiti Rangitikei Beyond provides a clear picture of the aspirations of our communities and provides a guide for Council and the community as we go through a period of change.

### Review into the Future of Local Government

A comprehensive view into the future of local government has been established to identify how local democracy and governance needs to evolve over the next 30 years.

A final report was released in June 2023, which provides several recommendations, that if implemented, would fundamentally reshape the services Council delivers for the community.

### 3 Waters Reform

The Government's three waters reform means that, between 1 July 2024 and 1 July 2026, the management of drinking water, wastewater and stormwater will transfer from territorial authorities to ten water services entities.

Rangitikei will be part of the Manawatū-Whanganui entity ('Entity E') along with Ruapehu, Whanganui, Manawatū, Palmerston North, Horowhenua and Tararua. Decisions made by the proposed Entity for three waters may impact the timing and ability of infrastructure provision for future growth areas.

### Resource Management System

The Resource Management Act 1991 (RMA) is the primary legislation that manages land use and development. The RMA is proposed to be reformed, with the creation of three key pieces of legislation to replace it:

- Natural and Built Environments Act – key replacement to the RMA, with the purpose of enhancing the quality of the environment to support wellbeing.
- Spatial Planning Act – requiring the development of long-term spatial strategies.

- Climate Change Adaptation Act - Supporting New Zealand's response to the effects of climate change.

The Natural and Built Environments Act and Strategic Planning Act were both enacted in August 2023, with the transition to the new system proposed to occur over a 10 year period.

Under the RMA, a range of national direction has already been developed, or is proposed, that guides local decision-making.

### National Policy Statement on Urban Development (NPS-UD)

The National Policy Statement on Urban Development aims to ensure that New Zealand's towns and cities are well-functioning urban environments that meet the changing needs of our diverse communities.

It provides national direction that directs local authorities to enable greater supply and ensure that planning is responsive to changes in demand.

Due to its size, Rangitikei District Council is not a Tier 1, 2 or 3 local authority, however it provides a useful guide and framework to support Council's urban growth planning.

### National Policy Statement for Freshwater Management (NPS-FM)

The National Policy Statement for Freshwater 2020 provides local authorities with direction on how they should manage freshwater. The NPS-FM requires the management of freshwater to give effect to Te Mana o te Wai, maintain or improve water bodies, a national objectives framework, and targets for flora and fauna.

### National Policy Statement for Highly Productive Land (NPS-HPL)

The National Policy Statement for Highly Productive Land aims to improve the way highly productive land is managed to prevent the loss of more of our productive land and promote its sustainable management.

The NPS-HPL places significant restrictions on subdivision and development of Highly Productive Land.

## National Policy Statement for Indigenous Biodiversity (NPS-IB)

The National Policy Statement for Indigenous Biodiversity (NPS-IB) sets out national direction on the maintenance of indigenous biodiversity for New Zealand. It requires Council to map Significant Natural Areas and incorporate an associated management framework into the Rangitikei District Plan.

## National Transport Planning

The Transport Outcomes Framework developed by the Ministry of Transport sets out the purpose of the transport system as “A transport system that improves wellbeing and liveability”. It does this by contributing to five key outcomes; inclusive access, healthy and safe people, economic prosperity, resilience and security and environmental sustainability.

The Government Policy Statement (GPS) was most recently adopted in 2021 and sets out Government’s priorities for the land transport system. The four strategic priorities are safety, better travel options, climate change and improving freight connections.

To deliver on the outcomes set by the GPS, Waka Kotahi have developed several strategies. One of these is Arataki which sets out a 10 year view on strategic changes and actions needed to deliver long term outcomes. This document sets out national and regional directions. For the Manawatū-Whanganui region key aspects include; resilience, transition to a low carbon economy, access to social and economic opportunities, active transport, new technology, multimodal freight system, resilience, safety, and access to marae, cultural sites of significance and papakāinga.

Toitu Te Taiao, Waka Kotahi’s sustainability action plan seeks to reduce greenhouse gas emissions and improve public health. The strategy sets out an “Avoid Shift Improve” framework to; avoid the need to travel, or the time and distance travelled, shift how we move from cars to lower emission methods, and improve the emissions efficiency and the use of low carbon fuels.

The 2021-24 National Land Transport Programme sets out a three-year programme of planned activities and a 10-year forecast of revenue and expenditure to give effect to the GPS. Significant regional projects include the Ōtaki to North of Levin highway, Te Ahu a Turanga: Manawatū Tararua Highway project, and the capital connection upgrade.

Local projects identified include SH1/SH3 Bulls to Sanson improvements, Ohakea to Bulls shared path, SH3 Whanganui to Bulls safety project, a resilience project on SH1 Rangitira, Warrengate Road to Whangaehu Bridge shared path.

## Emissions Reduction Plan / Te hau mārohi ki anamata

The Emissions Reduction Plan sets to the direction for climate action to play New Zealand’s part in limiting global warming to 1.5°C. It sets out strategies, policies and actions for achieving our first emissions budget over the next 15 years, as required by the Climate Change Response Act 2002.

The plan covers a wide range of sectors including; transport, energy and industry, building and construction, forestry, waste and fluorinated gases. There are a number of key actions relevant to this plan including reducing reliance of vehicles, integration of land use planning and transport planning, supporting afforestation and growing forestry and wood processing.

## National Adaptation Plan

The National Adaptation Plan sets out New Zealand’s long term strategy for climate adaptation. It sets out three goals; reducing vulnerability, enhancing adaptive capacity, and strengthening resilience. Key areas of relevance to this document include infrastructure, homes, buildings and places, and communities.

## ***Horopaki Kaupapa Here a-Takiwā*** ***Regional Policy Context***

The Rangitīkei sits at the centre of the wider Manawatū-Whanganui region.

We have strong relationships already formed and will continue to work proactively with our neighbouring councils to ensure prosperity of the entire region.

### ***Regional Spatial Plan***

A spatial plan has already been developed as a region which this document builds from, providing a local context.

### ***Regional Land Transport Plan***

The Regional Land Transport Plan (RLTP) is the guiding strategic document for land transport within our region and identifies the region's key land transport issues, the objectives the region wants to achieve, and the strategic priorities that will be the immediate focus of agencies responsible for land transport planning through capital and maintenance projects for the region.

The 2021 RLTP identifies the following funded projects for the Rangitīkei: State Highway 1 Bulls to Sanson improvements, Kakariki Road/ State Highway 1 intersection improvements, and regional speed management.

Significant activities not funded for the Rangitīkei include the Taihape to Napier Road, Marton Rail Hub and the North Island (connector) Passenger Rail service.

### ***Horizons One Plan***

The One Plan is a consolidated Regional Policy Statement and Regional Plan. It sets objectives, policies and rules for the natural resources of the region. The One Plan is influential in the provision of infrastructure for three waters as well as for natural hazard management.

The One Plan seeks to avoid adverse effects on people, property and infrastructure and the wellbeing of communities from natural hazards, it also requires Council to consider the benefits of retaining Class I and II versatile soils when providing for urban growth.

### ***Regional Climate Action Joint Committee***

Rangitīkei is part of the Regional Climate Action Joint Committee which works together to develop climate adaptation and mitigation objectives, share information and facilitate collaboration. The Joint Committee is currently preparing a Regional Joint Climate Change Action Plan.

### ***Accelerate 25 Manawatū-Whanganui Growth Study & Economic Action Plan.***

The Manawatū-Whanganui Growth Study identifies a number of opportunities and key enablers to help realise our region's economic potential.

It is supported by the Manawatū-Whanganui Economic Action Plan which was created by business, iwi, local and central government to create a 'road map' for unlocking potential within the region and accelerating growth.

Key areas for the Rangitīkei District include the Marton Rail Hub, stock water resilience, and diversification of the primary sector.

### ***Regional Public Transport Plan***

The Regional Public Transport Plan guides the design and delivery of public transport services, information and infrastructure in the Manawatū-Whanganui (Horizons) region. The Regional Public Transport Plan sets out a vision and objectives that seek to ensure an integrated public transport system that enhances wellbeing and is the preferred mode of transport. The Public Transport Plan identifies the importance of considering future public transport requirements (good street and urban design) and giving people the ability to choose alternative travel modes. The Plan identifies long term projects for the Rangitīkei that include; exploring a Marton to Whanganui commuter service, exploring a Mangaweka to Taihape connector service, consideration of whether a connector service is needed between Hunterville and Marton or Bulls.

# OUR SHARED VISION: PROSPEROUS, STRONG, VIBRANT REGION FOR OUR PEOPLE, OUR MOKOPUNA, FOR NEW ZEALAND

## OUR 4 KEY ROLES IN NZ

- FOOD PRODUCTION, MARKETING, SCIENCE & AGRITECH POWERHOUSE
- CENTRAL NZ DISTRIBUTION HUB
- DEFENCE CENTRE
- VISITOR DESTINATION

## OUR 5 BIG REGIONAL INITIATIVES

- 1 REGIONAL FREIGHT RING ROAD
- 2 CENTRAL NZ FREIGHT HUB
- 3 MARTON RAIL HUB & MANUFACTURING
- 4 FOOD HQ CAMPUS DEVELOPMENT
- 5 WHANGANGI PORT DEVELOPMENT

## SUSTAINABLE FOOD, FIBRE & FOREST

- HILL COUNTRY
- HINTERLAND
- PLAINS
- FOOD BOWL
- COASTAL

## NATURAL ENVIRONMENT

- SPECIAL ENVIRONMENT - National & Forest Parks  
Tongariro National Park, Whangarei National Park, Pukekohe Forest Park, Kaitiaki Forest Park, Ruahine Forest Park, Tararua Forest Park
- OUR 3 MAIN LAKES  
Lake Taupo, Lake Waikare, Lake Taupo
- OUR 3 MAIN RIVER CATCHMENTS  
Te Awa Kaitiaki (Whangarei), Rangitikei River, Manawatu River

## CLIMATE CHANGE

- SEA LEVEL RISE
- HIGH INTENSITY RAINFALL
- DROUGHT

## REGIONAL WELL-BEING PARTNERSHIPS

- OUR REDEVELOPMENT AREAS  
Kawhiri, Colyton, Whangarei, Whangarei, Marton Junction, Highgate, Woodville, Pahiatua, Danerika, Shannon, South East Levin
- REFUGEE SETTLEMENT AREAS  
Palmerston North, Levin
- PARTNERSHIPS TO IMPROVE COMMUNITY HEALTH  
Palmerston North, Whangarei, Taupo, Levin

## OUR FIRST 10 YEARS OF CAPITAL INVESTMENT

- CRD & CIVIC REDEVELOPMENT**  
PK Streets for People Project, CIT Aerials Redevelopment, Salsbery Gallery Redevelopment
- SCIENCE & EDUCATION**  
Massey University/AgResearch, Ngati Apa Tertiary Training Centre
- INNOVATION & TECHNOLOGY**  
Food HQ Campus Development, Tairāwhiti Windparks, Kaikōura Central Wind Farm, Pukekohe Wind Farm
- DEFENCE**  
Levin Military Camp, Okaiawa Base Regeneration
- TRANSPORT**  
Whangarei Port Revitalisation, Orangi to North Levin (O2N2), Central NZ Freight Hub, Regional Freight Ring Road, Te Awa Kaitiaki, Coastal Connection (PK - WGN), Rangitikei Highway Project, Accessing Central NZ (B4B, SH1043 & Palmerston North to Levin), Lake Taupo Region, Route 52 Upgrade, PK - Feilding Shared Path
- HEALTH**  
PK Hospital Campus Upgrade
- INFRASTRUCTURE & ENVIRONMENT**  
Nature City - PK Woodward Treatment Plant, Nelson Palace, Kaitiaki Whangarei - Lake Taupo

## OUR 5 MAJOR URBAN GROWTH AREAS

- FALMERSTON NORTH
- WHANGANGI
- LEVIN
- FEILDING
- TASMANIA



| LEGEND |     |      |      |           |                     |     |             |                               |      |      |                        |                             |                   |
|--------|-----|------|------|-----------|---------------------|-----|-------------|-------------------------------|------|------|------------------------|-----------------------------|-------------------|
| SEA    | AIR | RAIL | ROAD | MT RANGES | REGIONAL CONNECTION | SH1 | SH2 SH3 SH4 | SH47 SH48 SH54 SH56 SH57 SH58 | SH45 | RAIL | NZ CYCLE TRAIL GRATEDE | NZ CYCLE TRAIL HEADLAND RES | REGIONAL BOUNDARY |
|        |     |      |      |           |                     |     |             |                               |      |      |                        |                             |                   |

The Details

## ***Horopaki Kaupapa Here a-Rohe*** ***Local Policy Context***

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### ***Strategic Framework***

Council's strategic framework identifies our purpose, vision, community outcomes, strategies and plans.

The strategic framework shows a hierarchy. Our purpose at the top guides everything we do, with everything below working towards achieving that purpose.

### ***Long Term Plan 2021-31***

The Rangitikei Long Term Plan sets out the activities Council plans on delivering over the next 10 years and how they will be funded.

### ***Rangitikei District Plan***

The Rangitikei District Plan sets out the issues, objectives, policies and rules for managing land use throughout the Rangitikei. It sets the policy framework from the identification of a range of zones.

### ***Parks, Open Spaces and Sporting Facilities Strategy***

The Parks, Open Spaces and Sporting Facilities Strategy provides a framework to guide decisions on parks, open-spaces and sporting facilities. It is focused on future provision and future communities through to 2050.

### ***Economic Development Strategy***

The draft Economic Development Strategy sets out the aspirations and approach for economic development throughout the Rangitikei District. It sets out ten priorities and four enablers.

### ***Housing Strategy***

The draft Housing Strategy provides a guideline of what Council could do to address housing need across ten housing sectors in the district (emergency housing, social housing, community housing, rental housing, privately owned homes, group homes, rest homes and assisted living facilities, retirement villages and Papakainga housing).

### ***Heritage Strategy***

Council's Heritage Strategy provides the long term vision to guide Council's management of heritage resources throughout the Rangitikei District. It recognises the challenges faced in the management of heritage throughout the Rangitikei and provides a set of goals, methods and an action plan to guide Council's management of heritage throughout the District.

### ***Town Centre Plans***

Plans for the development and revitalisation of Taihape, Mangaweka, Hunterville, Marton, Turakina and Bulls have been developed. They identify the key action areas for each of the individual town centres.

### ***Parks and Reserves Management Plans***

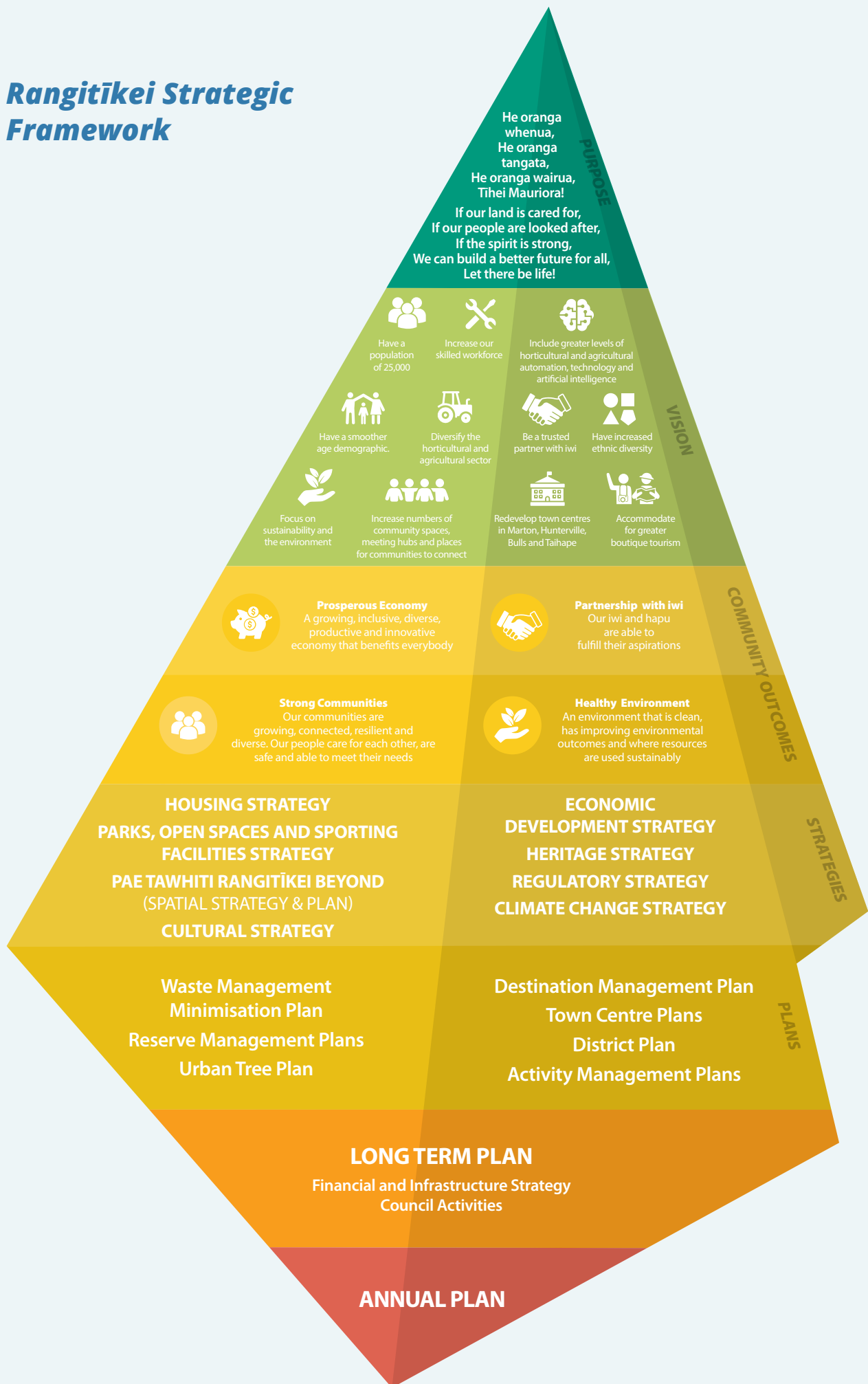
The Rangitikei has a range of parks and reserves management plans that articulate the aspirations for how these areas will be managed.

### ***Destination Management Plan***

Destination Rangitikei, the Destination Management Plan sets the framework to shape and grow the visitor economy within our rohe, identify business opportunities, explore what barriers might exist for this growth, with the overall aim of improving wellbeing of the Rangitikei.



# Rangitikei Strategic Framework



The Details

## Ngā Whakatupu Kāinga Residential Growth

The Rangitīkei has been growing at a rate of 1.3% since 2014 and we expect growth to continue. Council is aspiring to a population growth scenario where population will grow from 16,050 in 2021 to 25,000 by 2050.

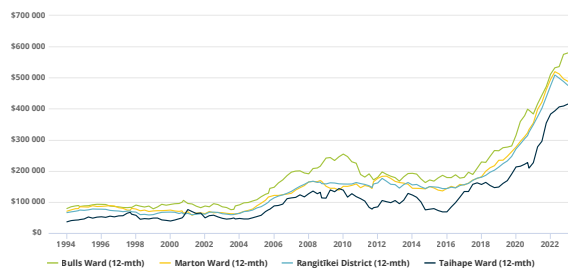
Population growth is dependent on a range of factors including housing demand locally and nationally, petrol prices, housing supply, and business growth or decline.

This section contains the detail of the Rangitīkei residential growth strategy. It provides information on the growth scenarios used, strategic directions and detail across Marton, Bulls, Taihape, Hunterville, Mangaweka and Turakina.

### Rangitīkei Population and Housing

#### Housing price

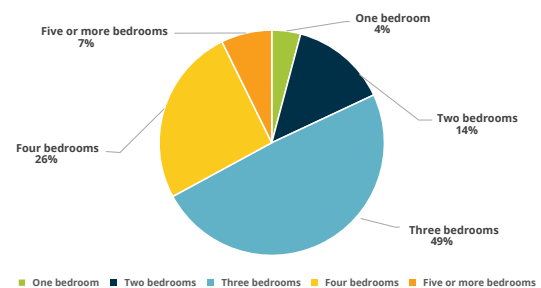
Housing prices have increased significantly across the Rangitīkei since around 2016. Affordability has been decreasing as house prices have increased faster than incomes.



12-month rolling Dwelling sales prices (actual)

#### Number of bedrooms

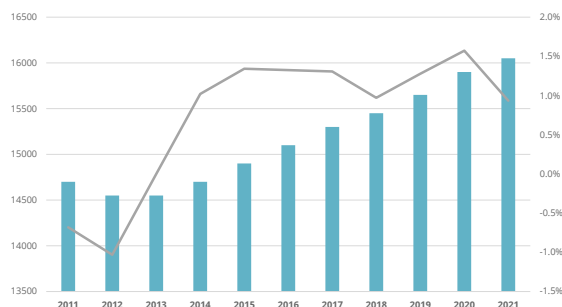
The majority of the occupied housing stock throughout the Rangitīkei District, 75% are three bedroom (49%) or four bedroom dwellings (26%). Only 18% of the occupied dwellings are one or two bedroom dwellings.



Number of bedrooms: Rangitīkei District

#### Population growth

The Rangitīkei population has experienced strong growth since 2014, with an additional 1,350 people moving to the District between 2014 and 2021.



Population Growth: Rangitīkei District 2011 - 2021

#### Ethnicity

At the 2018 Census, the majority of the Rangitīkei community identified as European 79%, followed by Māori 26% and Pacific 6%.



| Ethnicity                                    | Number | Percent |
|--|--------|---------|
| European or Other (including New Zealanders) | 11,871 | 79%     |
| Maori  | 3,907  | 26%     |
| Pacific                                      | 901    | 6%      |
| Asian  | 300    | 2%      |

## Ngā Whakatupu Growth Scenarios

To ensure the Rangitīkei is agile to respond to future needs we have identified three growth scenarios – 0.8%, 1.2% and 1.5%.

Based on our recent growth rate, and the need to ensure adequate supply of land for housing and business land, we used scenario 3 as the basis of this spatial plan (a growth rate of 1.5%).

Under this scenario the Rangitīkei would be home to an additional 8,938 people and 4,013 dwellings by 2050.

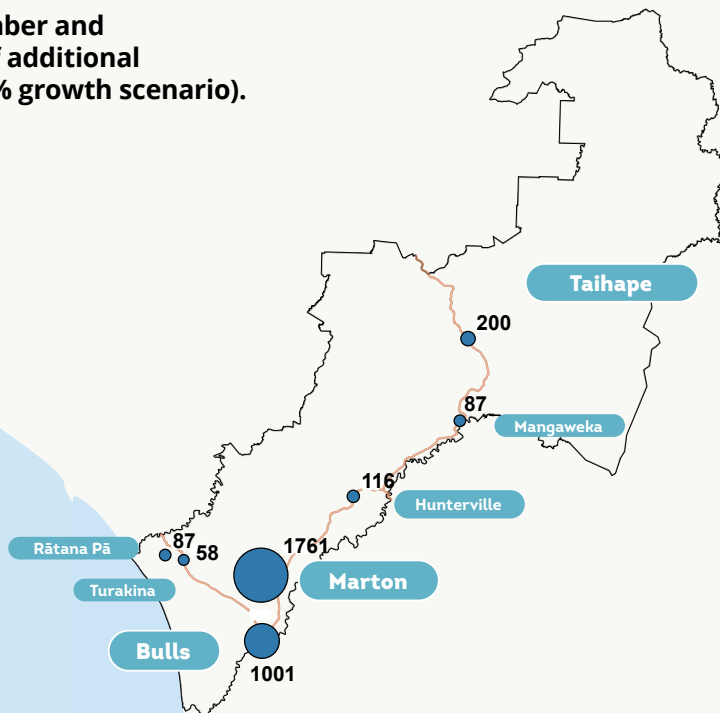
|                                     | 0.80%  | 1.20%  | 1.50%  |
|-------------------------------------|--------|--------|--------|
| Population 2050                     | 20,740 | 22,527 | 24,988 |
| Number of residents per year        | 163    | 234    | 311    |
| Total additional dwellings          | 2,162  | 2,941  | 4,013  |
| Number of dwellings needed per year | 75     | 101    | 138    |

### Distribution

We anticipate growth will be distributed unevenly throughout the Rangitīkei, with the highest concentration of growth predicted in southern Rangitīkei.

Strong growth in southern Rangitīkei will follow recent growth patterns and recognises the employment and commuter opportunities.

**Projected number and distribution of additional dwellings (1.5% growth scenario).**



|  |                | <b>0.80%</b>           |                   | <b>1.20%</b>           |                   | <b>1.50%</b>           |                   |
|--|----------------|------------------------|-------------------|------------------------|-------------------|------------------------|-------------------|
| <b>Population 2050</b>                     |                | 20,740                 |                   | 22,527                 |                   | 24,988                 |                   |
| <b>Number of residents per year</b>        |                | 163                    |                   | 234                    |                   | 311                    |                   |
| <b>Total additional dwellings</b>          |                | 2,162                  |                   | 2,941                  |                   | 4,013                  |                   |
| <b>Number of dwellings needed per year</b> |                | 75                     |                   | 101                    |                   | 138                    |                   |
| <b>Distribution</b>                        | <b>Percent</b> | <b>Number per year</b> | <b>Total 2050</b> | <b>Number per year</b> | <b>Total 2050</b> | <b>Number per year</b> | <b>Total 2050</b> |
| <b>Mokai Patea Total</b>                   | 2%             | 2                      | 44                | 2                      | 59                | 3                      | 80                |
| Rest Mokai Patea                           |                | 1                      | 29                | 1                      | 29                | 1                      | 29                |
| Mangaweka                                  |                | 1                      | 29                | 1                      | 29                | 3                      | 87                |
| <b>Ngamatea</b>                            | 0%             | -                      | -                 | -                      | -                 | -                      | -                 |
| <b>Turakina Total</b>                      | 6%             | 5                      | 131               | 6                      | 176               | 8                      | 240               |
| Ratana                                     |                | 2                      | 58                | 2                      | 58                | 3                      | 87                |
| Koitiata                                   |                | -                      | -                 | -                      | -                 | -                      | -                 |
| Turakina                                   |                | 1                      | 29                | 2                      | 58                | 2                      | 58                |
| Rural                                      |                | 1                      | 29                | 2                      | 58                | 3                      | 87                |
| <b>Otairi Total</b>                        | 6%             | 5                      | 131               | 6                      | 176               | 8                      | 240               |
| Hunterville                                |                | 2                      | 58                | 3                      | 87                | 4                      | 116               |
| Rural                                      |                | 2                      | 58                | 3                      | 87                | 4                      | 116               |
| <b>Taihape</b>                             | 5%             | 4                      | 109               | 5                      | 146               | 7                      | 200               |
| <b>Marton Rural</b>                        | 7%             | 5                      | 152               | 7                      | 205               | 10                     | 280               |
| <b>Marton North / South</b>                | 44%            | 33                     | 957               | 44                     | 1,289             | 61                     | 1,761             |
| <b>Parewanui</b>                           | 5%             | 4                      | 109               | 5                      | 146               | 7                      | 200               |
| <b>Bulls</b>                               | 25%            | 19                     | 544               | 25                     | 732               | 35                     | 1,001             |
|  | 100%           | 75                     | 2,175             | 101                    | 2,929             | 138                    | 4,002             |

# Ngā Whakatupu Whakahaere Growth management approach



## Ensure sufficient land supply

Rangitikei has huge potential for future residential growth associated with future business growth, commuter opportunities, an increase in work from home arrangements, and with trends of people moving out of cities towards the regions.

Ensuring sufficient land is available to cater for future growth is important to keep land prices affordable, capture all possible growth opportunities, and to ensure growth planning work is future proofed.

Three scenarios are considered through this document, including an aspirational scenario of a 1.5% growth rate, which is above technical projection data. Recent history has shown that the Rangitikei population has potential to grow significantly above projected levels, therefore, planning for an aspirational scenario will ensure the district will be ready if needed.



## Focus urban growth in Marton, Bulls, Taihape, Hunterville and Mangaweka

Urban growth will be planned for in areas with existing reticulation - Marton, Bulls, Taihape, Hunterville and Mangaweka.

The Rangitikei has a wide range of small towns and settlements. It is not viable or sustainable for reticulated services to be provided to smaller settlements which will limit their growth. Many of these small settlements provide a unique lifestyle that will be protected from residential growth.



## Enable papakāinga to be developed by iwi and hapū

The development of papakāinga is an important aspect of enabling iwi and hapū to connect with their whenua and live according to Te Ao Māori. It can support identity, enable intergenerational living, and strengthen cultural and spiritual identity and te reo Māori.

Papakāinga developments may occur in urban or rural communities and is driven by land ownership and whakapapa.



## Plan for expansion and intensification

Both expansion and intensification will be needed to support the wellbeing of our communities. Intensification should be enabled to encourage walkable neighbourhoods (supporting active and resilient communities), provide a diversity of housing (for different life stages and budgets), and as an efficient use of land. Intensification must occur in accordance with high quality urban design and access to public amenities, particularly parks and open spaces.

Intensification will be particularly important in Taihape and Hunterville, where section sizes are still large, and topography significantly limits expansion options.

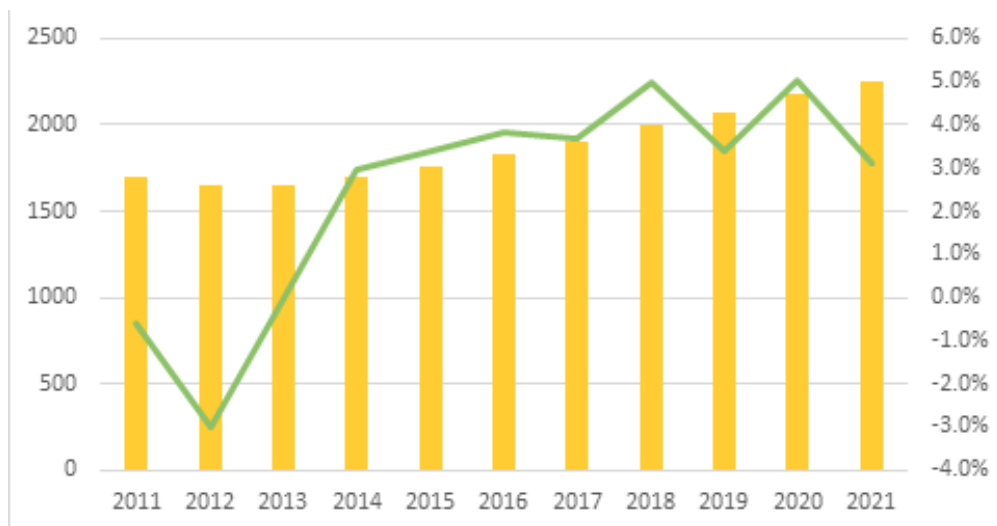
Expansion opportunities are also important to meet demand and ensure sufficient housing supply. Expansion needs to be considered alongside walkability and access to amenities.

# Ngā painga ā-mua Future Growth Area Assessments

## Bulls

Bulls has experienced rapid residential growth since 2014. Bulls has approximately 699 occupied dwellings (2018), an increase of 60 since 2013.

Bulls - Population Growth 2011-2011

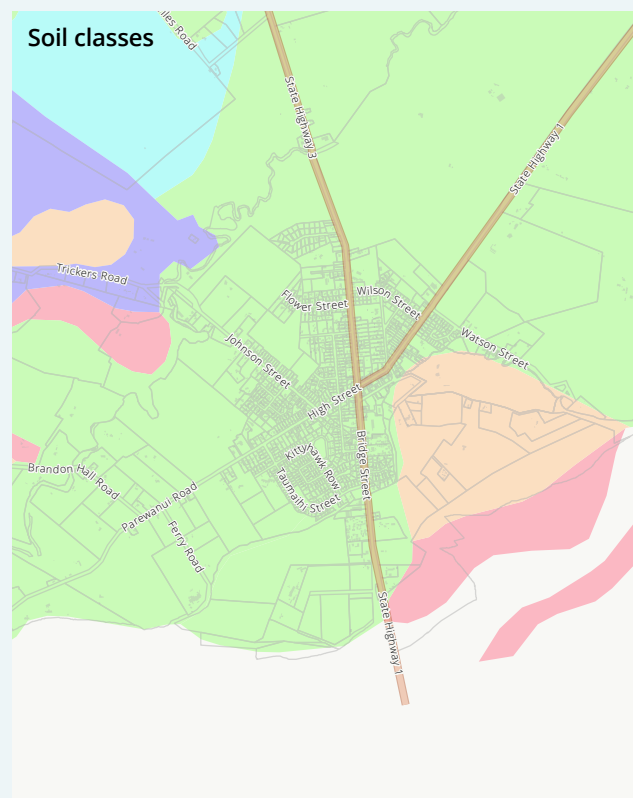


We expect strong residential growth to continue in Bulls due to the Ohakea Airbase and commutable location to Whanganui and Palmerston North.

The residential development pattern is predominantly low density, with the intersection of State Highways 1 and 3 in the centre.

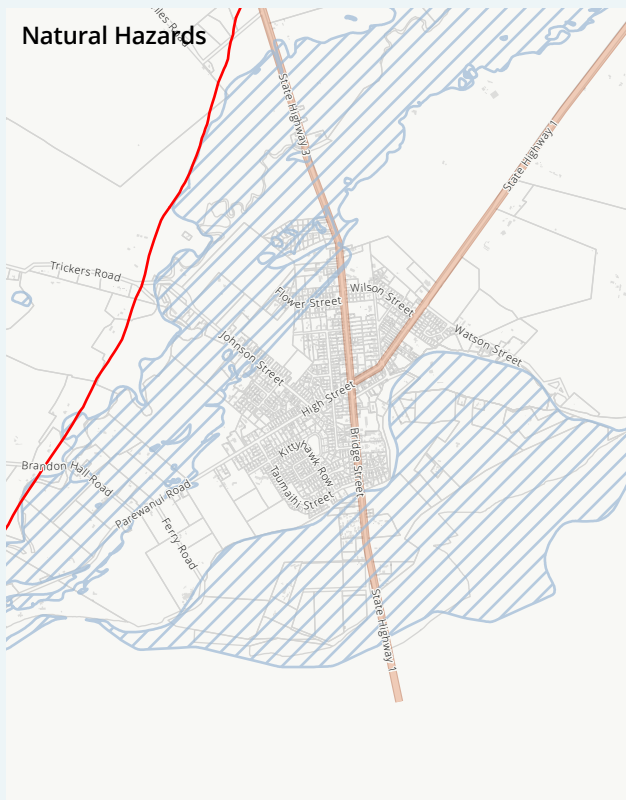
### Issues and opportunities

- Significant flood hazard to the west of the settlement from the Tūtaenui Stream and to the east from the Rangitikei River.
- Township surrounded by Class 2 soils. Low class soils to the south /south-west disconnected from the rest of the town.
- Highly walkable (apart from the traffic issues) – opportunity to retain this.
- Segregation of the town from State Highways 1 and 3.
- Location a significant advantage for future growth – close to Ohakea Airbase, commutable distance to Whanganui and Palmerston North.
- Limited diversity in housing stock.
- Affordable.

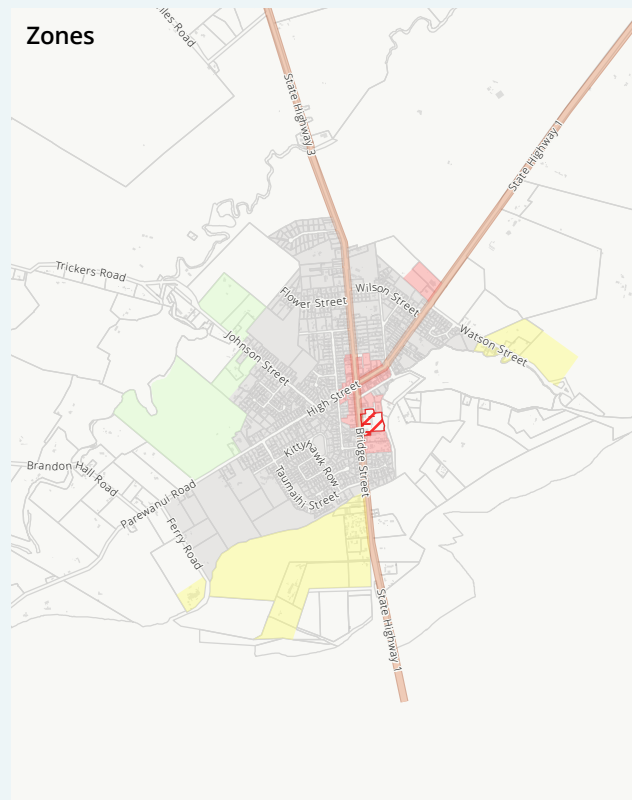


**LEGEND**

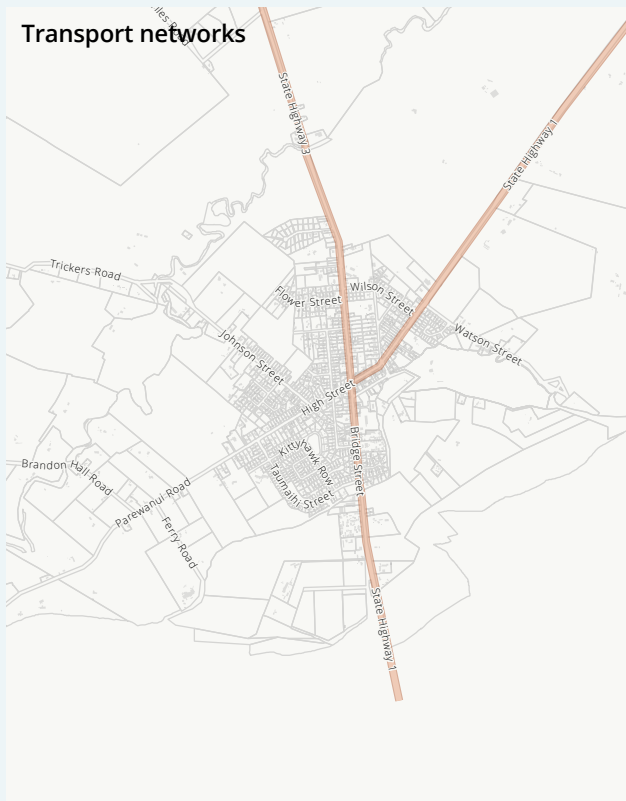
|   |   |  |  |
|---|---|--|--|
| <span style="display:inline-block; width:10px; height:10px; background-color: #FFC0CB; border:1px solid black;"></span> 1 | <span style="display:inline-block; width:10px; height:10px; background-color: #ADD8E6; border:1px solid black;"></span> 4 | <span style="display:inline-block; width:10px; height:10px; background-color: #6495ED; border:1px solid black;"></span> 8    | <span style="display:inline-block; width:10px; height:10px; background-color: #D3D3D3; border:1px solid black;"></span> Building Outline |
| <span style="display:inline-block; width:10px; height:10px; background-color: #90EE90; border:1px solid black;"></span> 2 | <span style="display:inline-block; width:10px; height:10px; background-color: #FF6347; border:1px solid black;"></span> 6 | <span style="display:inline-block; width:10px; height:10px; background-color: #A9A9A9; border:1px solid black;"></span> Town | <span style="display:inline-block; width:10px; height:10px; background-color: #8B4513; border:1px solid black;"></span> State Highway    |
| <span style="display:inline-block; width:10px; height:10px; background-color: #FFDAB9; border:1px solid black;"></span> 3 | <span style="display:inline-block; width:10px; height:10px; background-color: #8A2BE2; border:1px solid black;"></span> 7 | <span style="display:inline-block; width:10px; height:10px; border:1px solid black;"></span> Property Boundaries             |  |



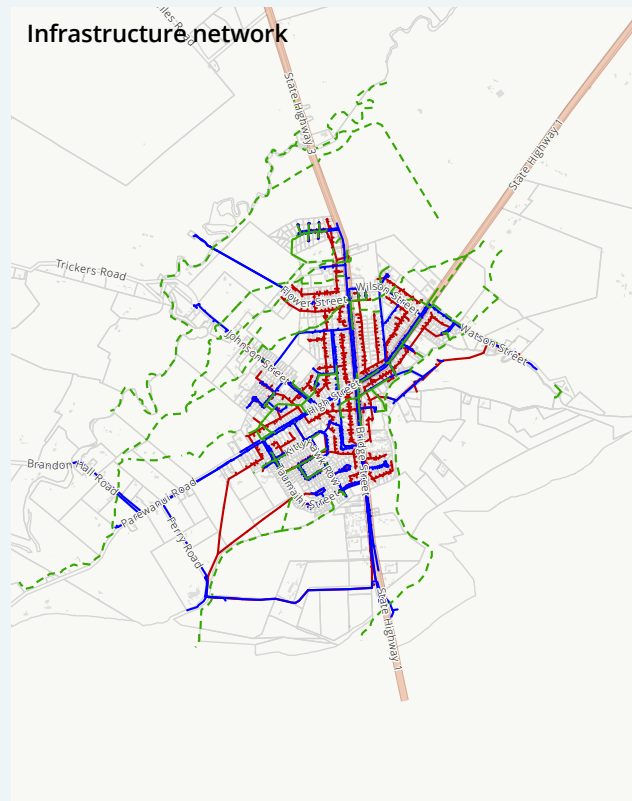
- LEGEND**
- Property Boundaries
  - HAZ Active Faults
  - Indicative Flood Zone
  - Building Outline
  - State Highway



- LEGEND**
- Comprehensive Development Area
  - Industrial
  - Rural Living
  - Commercial
  - Education
  - Agricultural Research
  - Residential
  - State Highway
  - Property Boundaries
  - Building Outline

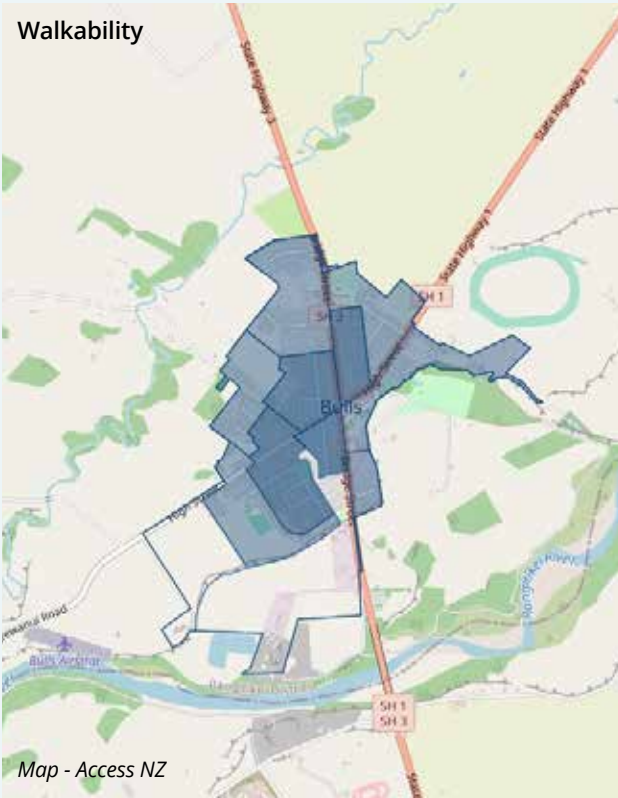


- LEGEND**
- State Highway
  - Property Boundaries
  - Building Outline



- LEGEND**
- Stormwater Line
  - Water Supply Line
  - Wastewater Line
  - State Highway
  - Open Drains
  - Property Boundaries
  - Building Outline

### Walkability

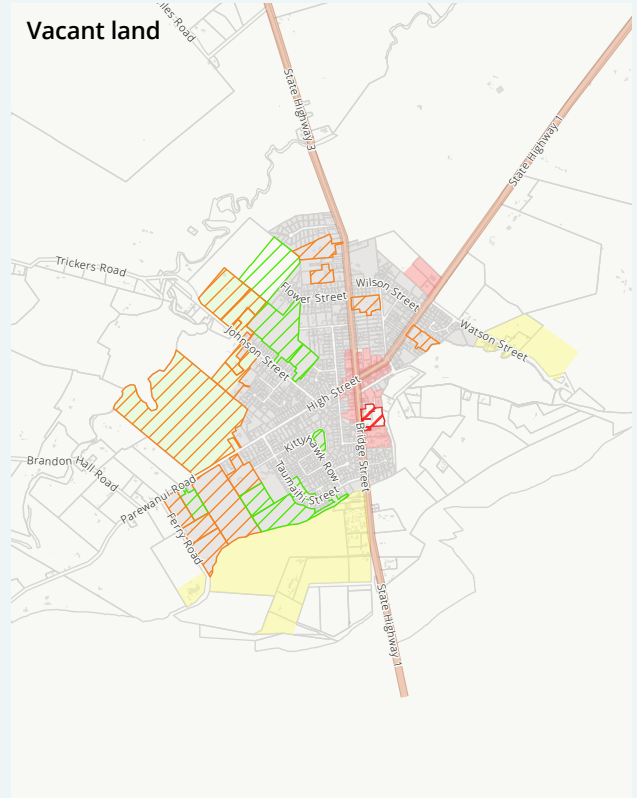


Map - Access NZ

#### LEGEND

- 5 min
- 10 min
- 15 min
- 20 min
- 20+ min

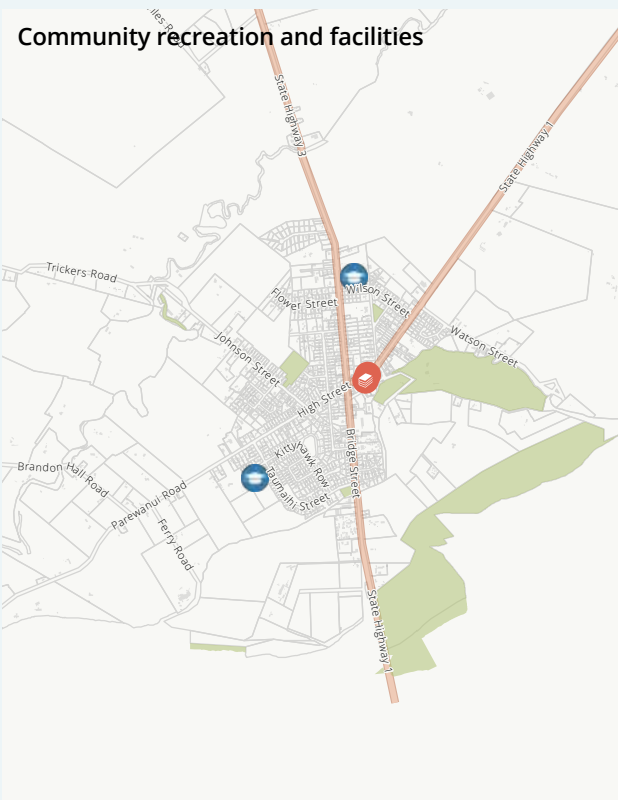
### Vacant land



#### LEGEND

- Under Developed
- Vacant
- Building Outline
- State Highway
- Property Boundaries

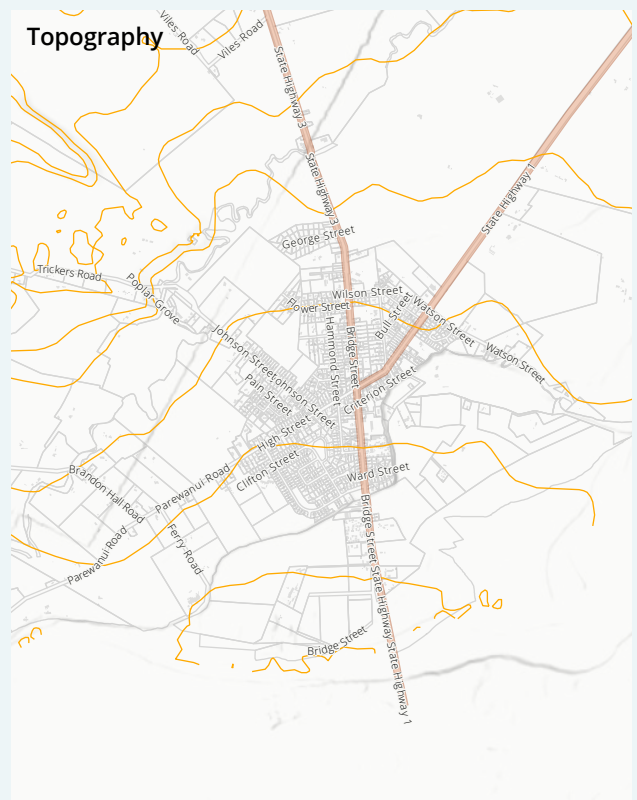
### Community recreation and facilities



#### LEGEND

- Property Boundaries
- School
- Pool
- Community Hall
- Library
- Building Outline
- Green Space
- State Highway

### Topography



#### LEGEND

- State Highway
- 8m Contour
- Property Boundaries
- Building Outline



## Growth scenario and land capacity for Bulls

The growth scenarios project Bulls will provide for 25% of future growth in the Rangitikei. We anticipate there could be between 544 and 1,001 new dwellings required by 2050.

Current Residential zoned land provision is estimated to be sufficient for the next 10 – 20 years - depending on the growth rate of Bulls and provided all land identified as being 'available' is developed or redeveloped.

There is an under supply of Residential and Rural Lifestyle land, in the long term across all three scenarios. While there is 30 hectares of Rural Lifestyle land zoned for Bulls, the flood hazard impacts the entire area making it 'unavailable' as part of the land assessment.

|  |                           |
|--|---------------------------|
| <b>Houses Required</b>                         | <b>544 - 1,001 houses</b> |
| Residential (95%)                              | 517 - 951 houses          |
| Rural Living (5%)                              | 27 - 50 houses            |
|  |                           |
| <b>Residential Zone Land Required to 2050</b>  | <b>Hectares</b>           |
| Residential Zone Land Required                 | 52 - 95 hectares          |
|  |                           |
| <b>Residential Zone Land Availability</b>      | <b>Hectares</b>           |
| Vacant   | 15 hectares               |
| Underdeveloped                                 | 16 hectares               |
| Infill provision                               | 3 hectares                |
| Total available                                | 34 hectares               |
|  |                           |
| <b>Additional Residential Land Required</b>    | <b>18 - 61 hectares</b>   |
|  |                           |
| <b>Rural Living Zone Land Required to 2050</b> | <b>Hectares</b>           |
| Rural Living Zone Land Required                | 27 - 50 hectares          |
|  |                           |
| <b>Rural Living Land Availability</b>          | <b>Hectares</b>           |
| Vacant   | 0 hectares                |
| Underdeveloped                                 | 0 hectares                |
| Total Available                                | 0 hectares                |
|  |                           |
| <b>Additional Rural Living Land Required</b>   | <b>27 - 50 hectares</b>   |

## Growth options for Bulls

Both intensification and greenfield expansion options are proposed for Bulls. An additional 18 – 61 hectares of residential land is required, and 27 - 50 hectares of land for lifestyle development is required.

The significant flood hazard from the Tūtaenui Stream means Bulls will need to locate residential growth to the north.

BUL01 and BUL02 will be progressed for further assessment as the top priority residential growth areas for Bulls, however, only one of these areas will be needed to meet growth projections. Further discussions with the landowner of 233A State Highway 1 will occur regarding the future urban zoning of the Rural zone part of the site.

BUL03 could fill in a gap in the town, but would need to address flooding and stormwater matters.

BUL05 and BUL07 are options for lifestyle expansion. BUL05 does not contain highly productive land but is disconnected from the town and could be cut off in a flood event. BUL07 contains Class 2 land but is already fragmented.

Areas with low suitability rating will not be progressed further.

The Marton to Bulls Wastewater Centralisation project will future proof the Bulls wastewater disposal. The Bulls water supply will need to be future-proofed for growth. This is likely to include an additional water source, increased treatment plant capacity and upgrades to the reticulation network.

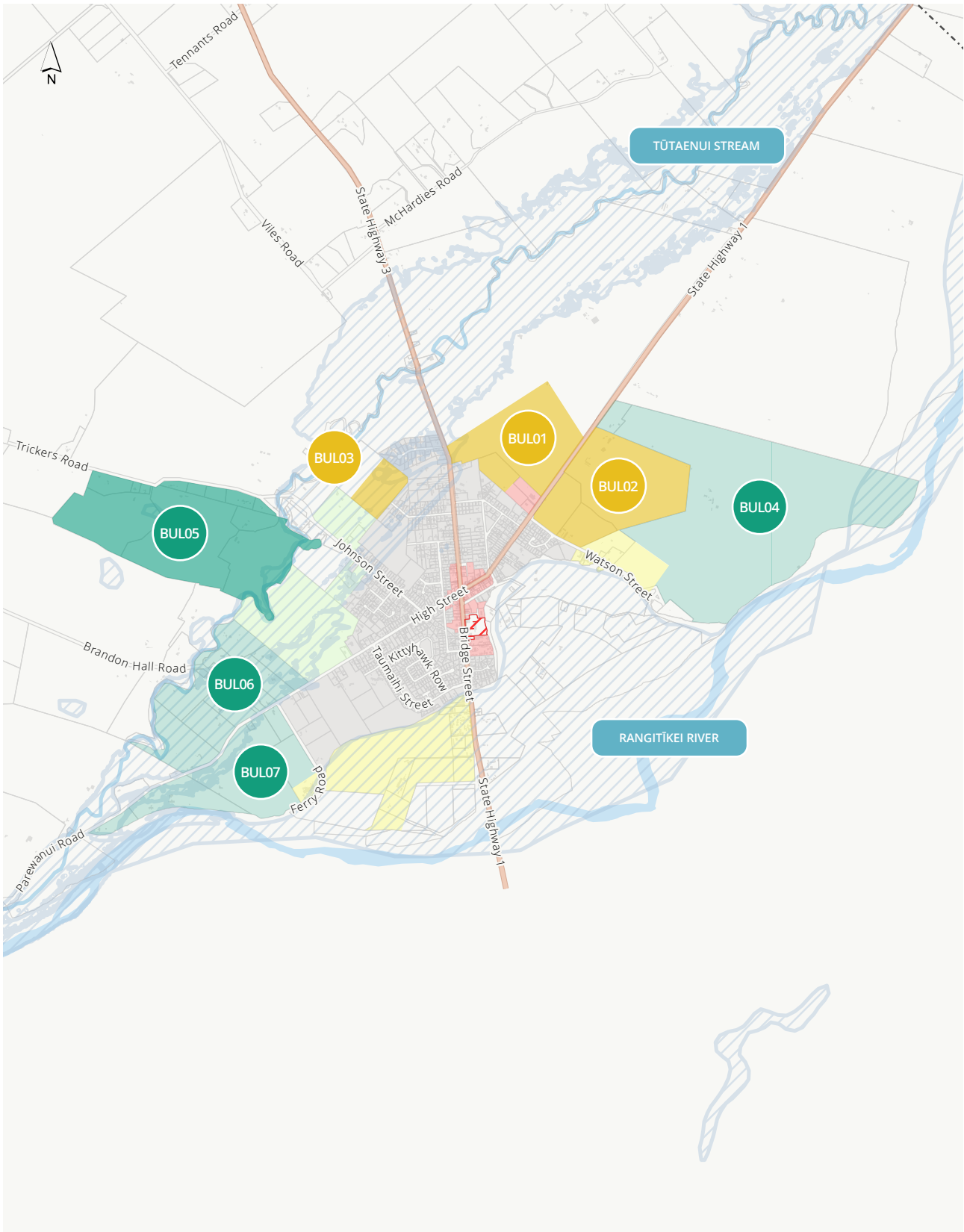
A stormwater catchment management plan may be needed to provide a holistic solution to stormwater drainage throughout Bulls.

Further work, including technical assessment, will be completed to refine the assessment of future growth areas, which may change prioritisation.

| Area  | Growth Opportunity | Size           | Suitability rating | Yield Estimate * |
|-------|--------------------|----------------|--------------------|------------------|
| BUL01 | Residential        | 33.7 hectares  | Moderate           | 404              |
| BUL02 | Residential        | 45.7 hectares  | Moderate           | 548              |
| BUL03 | Residential        | 7.1 hectares   | Moderate           | 85               |
| BUL04 | Lifestyle          | 132.5 hectares | Low                | 132              |
| BUL05 | Lifestyle          | 79.5 hectares  | Moderate           | 79               |
| BUL06 | Lifestyle          | 47.5 hectares  | Low                | 47               |
| BUL07 | Lifestyle          | 42.5 hectares  | Low                | 42               |

*Note: There may also be smaller properties on the fringe of the current Residential zone which may be appropriate for rezoning. These will be assessed through a District Plan change process.*

*\* Based on an assumption of 12 dwellings per hectare for residential and 1 dwelling per hectare for lifestyle.*



**LEGEND**

**District Plan Zones**

- Residential Zone
- Commercial Zone
- Industrial Zone

- Rural Zone
- Rural Living Zone

**Assessed Growth Areas**

- Residential High

- Residential Moderate
- Rural Lifestyle High
- Rural Lifestyle Moderate
- Rural Lifestyle Low

**Map Features**

- Flood Zone
- Stream
- River
- Building Footprint

- Property Boundaries
- State Highways

|   | BUL01       | BUL02       | BUL03       | BUL04           | BUL05           | BUL06           | BUL07           |
|---|-------------|-------------|-------------|-----------------|-----------------|-----------------|-----------------|
| Criteria  | Residential | Residential | Residential | Rural Lifestyle | Rural Lifestyle | Rural Lifestyle | Rural Lifestyle |
| Natural Hazards                                 | ●           | ●           | ●           | ●               | ●               | ●               | ●               |
| Environmental significance                      | ●           | ●           | ●           | ●               | ●               | ●               | ●               |
| Highly productive land                          | ●           | ●           | ●           | ●               | ●               | ●               | ●               |
| Proximity to amenities / walkability            | ●           | ●           | ●           | ●               | ●               | ●               | ●               |
| Access to key transport networks / connectivity | ●           | ●           | ●           | ●               | ●               | ●               | ●               |
| Wastewater                                      | ●           | ●           | ●           | N/A             | N/A             | N/A             | N/A             |
| Reticulated Water                               | ●           | ●           | ●           | N/A             | N/A             | N/A             | N/A             |
| Stormwater                                      | ●           | ●           | ●           | N/A             | N/A             | N/A             | N/A             |
| Incompatible land use (reverse sensitivity)     | ●           | ●           | ●           | ●               | ●               | ●               | ●               |
| Topographical limitations                       | ●           | ●           | ●           | ●               | ●               | ●               | ●               |
| Existing Development                            | ●           | ●           | ●           | ●               | ●               | ●               | ●               |
| Cultural significance                           | ●           | ●           | ●           | ●               | ●               | ●               | ●               |
| Soil Contamination                              | ●           | ●           | ●           | ●               | ●               | ●               | ●               |
| Suitability rating                              | <b>M</b>    | <b>M</b>    | <b>M</b>    | <b>L</b>        | <b>M</b>        | <b>L</b>        | <b>L</b>        |

- High level of consistency with criteria. No significant issues. Positive outcomes achieved. Low costs associated with developing the area.
- Some consistency with criteria, but some issues to be resolved. Development outcome okay if measures taken. Medium costs associated with development.
- Inconsistent or low level of consistency with criteria. Significant constraints or potential issues. High costs.

**L** Low    **M** Medium    **H** High

## Huntermville

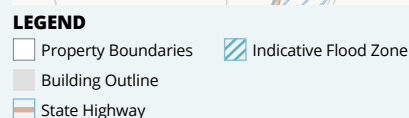
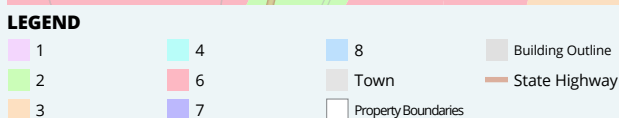
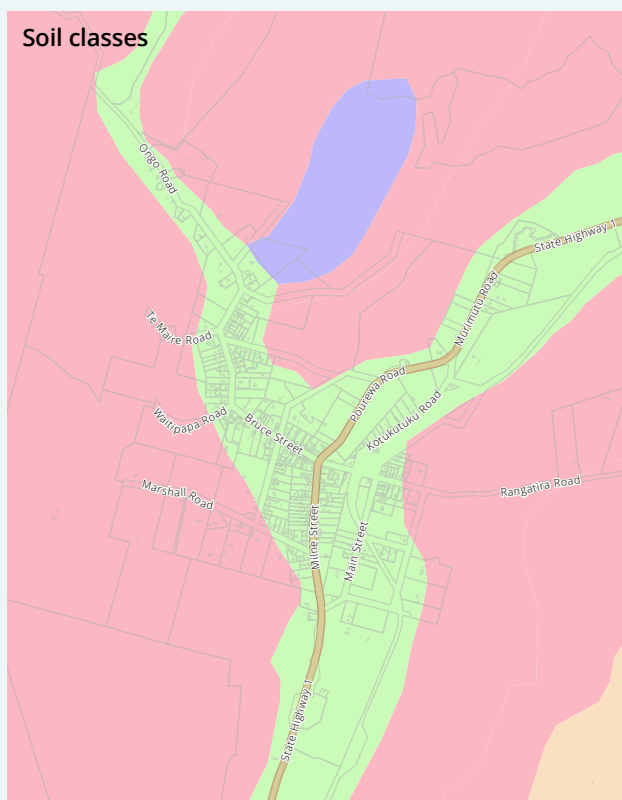
In 2018 there were 210 homes in Huntermville. The village has reticulated water and wastewater systems. Huntermville has had only 3 new homes constructed in the past 5 years.

We expect steady growth to occur in Huntermville due to its commutable location to Marton, affordability and for local workers.

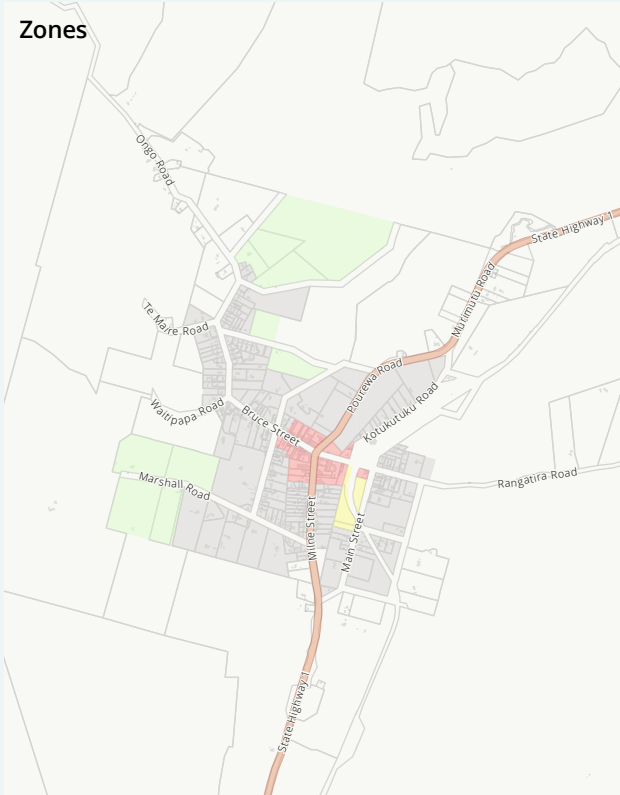
The residential development pattern is predominantly low density.

### Issues and opportunities

- Easy commute to Marton.
- State Highway 1 runs through the settlement.
- North Island Main Trunk Rail Line runs to the east.
- High quality community facilities available.
- Topography surrounding the town limits expansion options.
- Affordable.
- Good walkability.
- Flood hazard from the Pourewa Stream and local tributary.
- Limited diversity in housing stock.



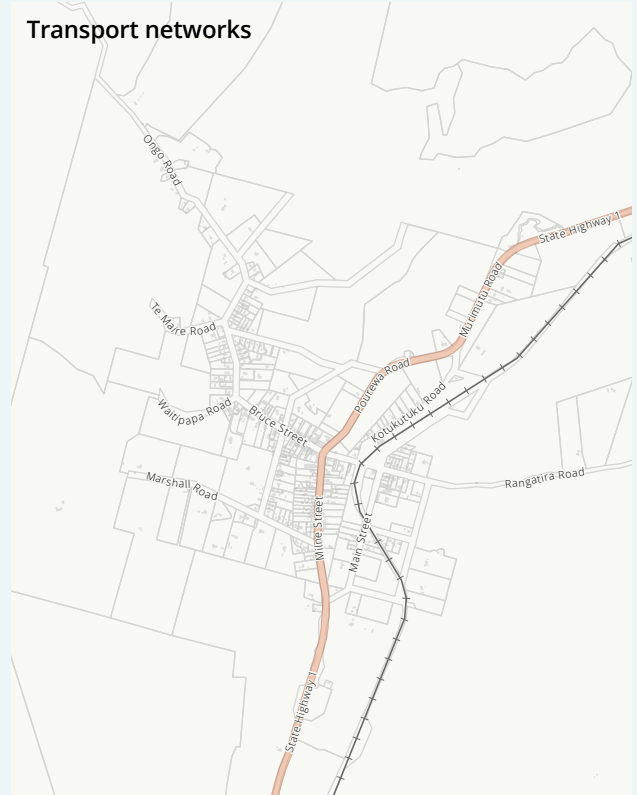
### Zones



#### LEGEND

- Residential
- Industrial
- Rural Living
- Property Boundaries
- Commercial
- Education
- Building Outline
- State Highway

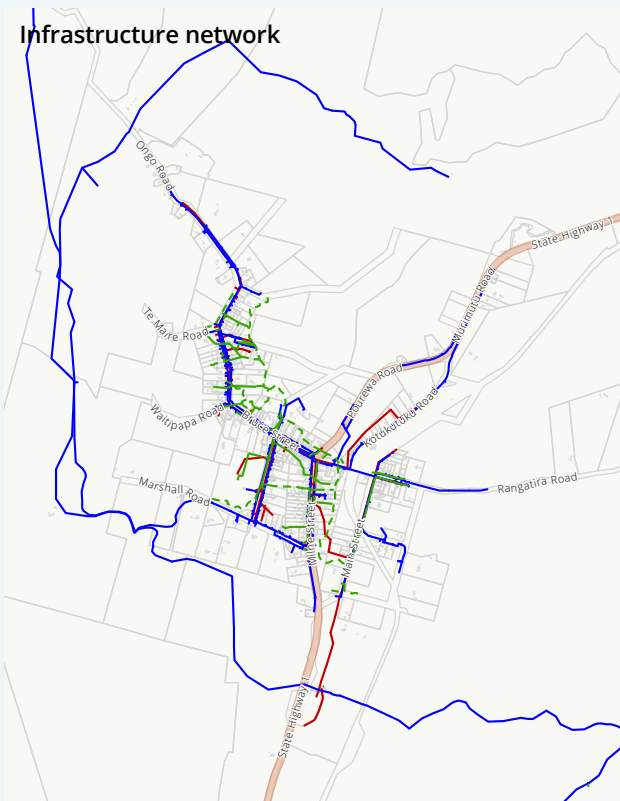
### Transport networks



#### LEGEND

- State Highway
- Railway
- Property Boundaries
- Building Outline

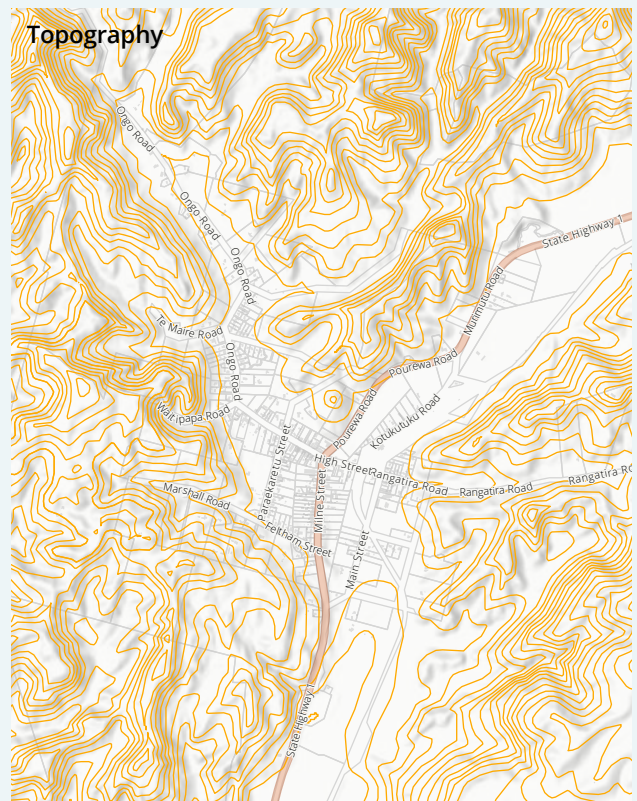
### Infrastructure network



#### LEGEND

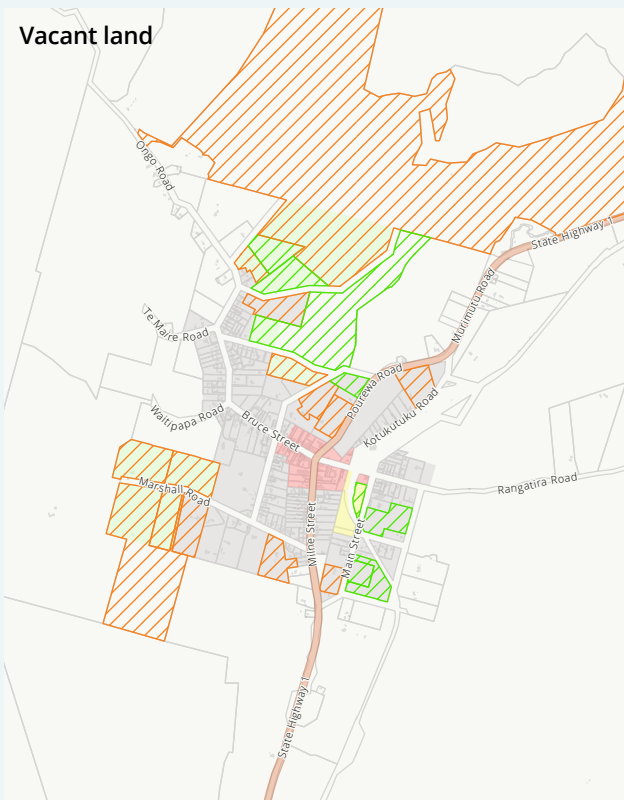
- Stormwater Line
- Wastewater Line
- State Highway
- Open Drains
- Property Boundaries
- Water Supply Line
- Building Outline

### Topography

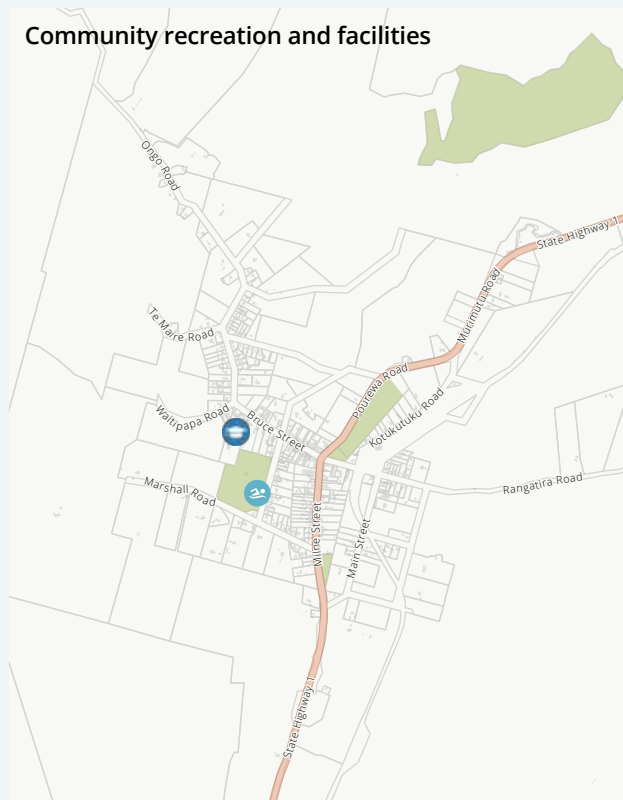


#### LEGEND

- State Highway
- 8m Contour
- Property Boundaries
- Building Outline



- LEGEND**
- Under Developed
  - Vacant
  - Property Boundaries
  - Building Outline
  - State Highway



- LEGEND**
- Property Boundaries
  - Building Outline
  - State Highway
  - S School
  - C Community Hall
  - L Library
  - P Pool
  - Green Space

## Growth scenario and land capacity for Hunterville

The growth scenarios project Hunterville will provide for 3% of future growth in the Rangitikei. We anticipate there could be between 58 and 116 new dwellings required by 2050.

There is a small under supply of Residential land across all three scenarios, with an oversupply of land for lifestyle purposes through to 2050.

Current Residential zoned land provision is estimated to be sufficient for the next 10 - 20 years - depending on the growth rate of Hunterville and provided all land identified as being 'available' is developed or redeveloped.

|  |                                 |
|--|---------------------------------|
| <b>Houses Required</b>                         | <b>58 - 116 houses</b>          |
| Residential (95%)                              | 55 - 110 houses                 |
| Rural Living (5%)                              | 3 - 6 houses                    |
|  |                                 |
| <b>Residential Zone Land Required to 2050</b>  | <b>Hectares</b>                 |
| Residential Zone Land Required                 | 6 - 11 hectares                 |
|  |                                 |
| <b>Residential Zone Land Availability</b>      | <b>Hectares</b>                 |
| Vacant   | 2 hectares                      |
| Underdeveloped                                 | 1 hectares                      |
| Infill provision                               | 1 hectares                      |
| Total available                                | 4 hectares                      |
|  |                                 |
| <b>Additional Residential Land Required</b>    | <b>2 - 7 hectares</b>           |
|  |                                 |
| <b>Rural Living Zone Land Required to 2050</b> | <b>Hectares</b>                 |
| Rural Living Zone Land Required                | 3 - 6 hectares                  |
|  |                                 |
| <b>Rural Living Land Availability</b>          |                                 |
| Vacant   | 7 hectares                      |
| Underdeveloped                                 | 13 hectares                     |
| Total Available                                | 20 hectares                     |
|  |                                 |
| <b>Additional Rural Living Land Required</b>   | <b>14 - 17 hectares surplus</b> |



## Growth options for Hunterville

Infill and redevelopment of the existing residential areas will be key to providing for future Residential growth for Hunterville.

The topography surrounding Hunterville and potential flood hazard creates significant limitations for greenfield growth. One area along Ongo Road West has been identified as potentially suitable for future expansion (HUN01).

Between 2 and 7 hectares of additional Residential zoned land projected to be needed, which means HUN01 should be sufficient to meet 30 year demand.

HUN02 and HUN04 are impacted by a potential flood hazard and HUN03 by topography constraints.

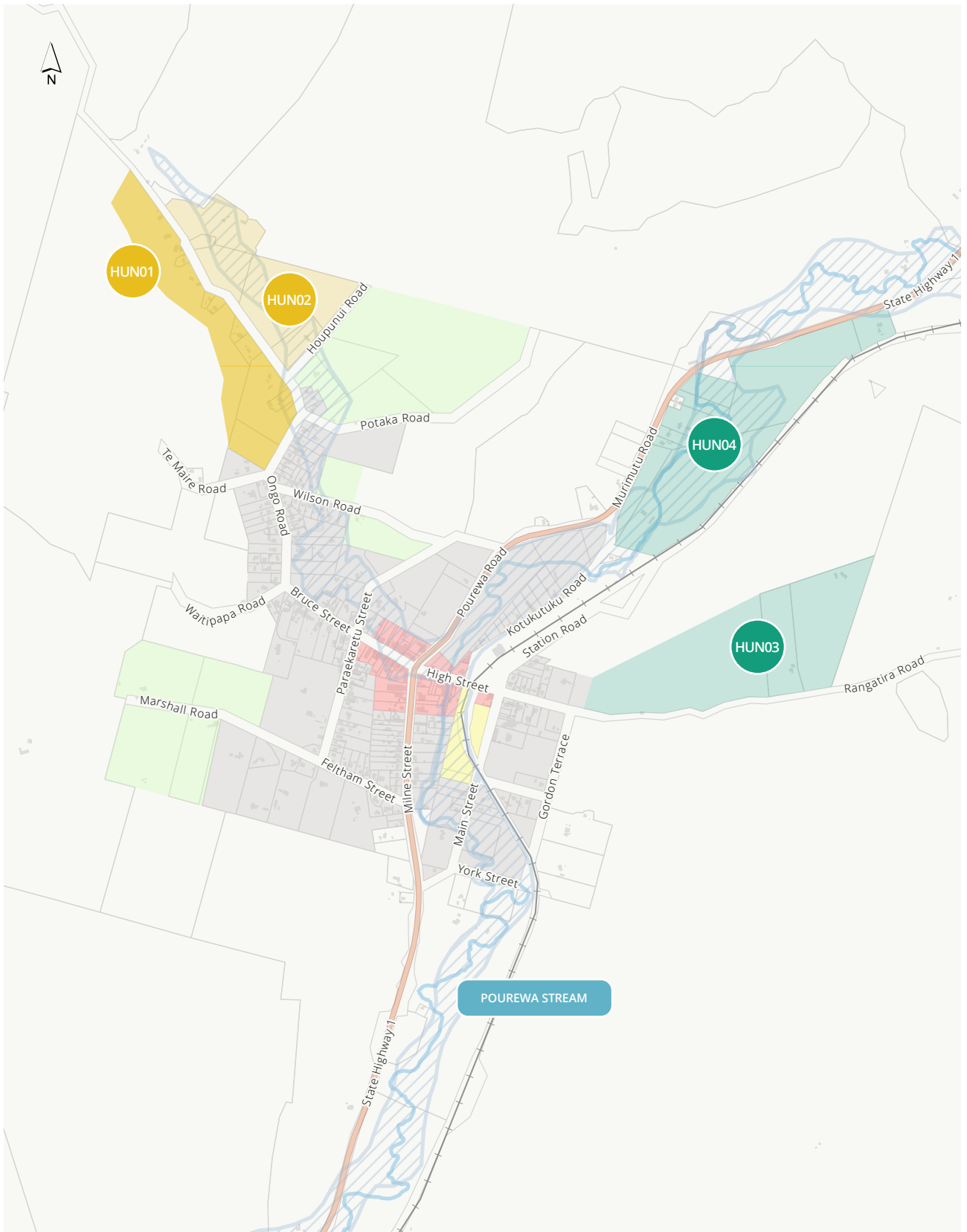
Areas with low suitability rating will not be progressed further.

The Hunterville wastewater treatment plant requires a new consent. Growth for Hunterville will be limited until the consent is granted. The water supply is currently operating effectively.

| Area                    | Growth Opportunity | Size          | Suitability rating   | Yield Estimate* |
|-------------------------|--------------------|---------------|----------------------|-----------------|
| HUN01 (Ongo Road west)  | Residential        | 13.7 hectares | Moderate suitability | 164             |
| HUN02 (Ongo Road east)  | Residential        | 12.5 hectares | Low suitability      | 150             |
| HUN03 (Rangatira Road)  | Rural Lifestyle    | 22.2 hectares | Low suitability      | 22              |
| HUN04 (State Highway 1) | Rural Lifestyle    | 23.6 hectares | Low suitability      | 23              |

*Note: There may also be smaller properties on the fringe of the current Residential zone which may be appropriate for rezoning. These will be assessed through a District Plan change process.*

*\* Based on an assumption of 12 dwellings per hectare for residential and 1 dwelling per hectare for lifestyle.*



**LEGEND**

|                            |                              |                          |                     |                |
|----------------------------|------------------------------|--------------------------|---------------------|----------------|
| <b>District Plan Zones</b> | Rural Living Zone            | Residential Low          | <b>Map Features</b> | Green space    |
| Residential Zone           | <b>Assessed Growth Areas</b> | Rural Lifestyle High     | Flood Zone          | Railway        |
| Commercial Zone            | Residential High             | Rural Lifestyle Moderate | Stream              | State Highways |
| Industrial Zone            | Residential Moderate         | Rural Lifestyle Low      | Building Footprint  |                |
| Rural Zone                 |                              |                          | Property Boundaries |                |

|   | HUN01       | HUN02       | HUN03           | HUN04           |
|---|-------------|-------------|-----------------|-----------------|
| Criteria  | Residential | Residential | Rural Lifestyle | Rural Lifestyle |
| Natural Hazards                                 | ●           | ●           | ●               | ●               |
| Environmental significance                      | ●           | ●           | ●               | ●               |
| Highly productive land                          | ●           | ●           | ●               | ●               |
| Proximity to amenities / walkability            | ●           | ●           | ●               | ●               |
| Access to key transport networks / connectivity | ●           | ●           | ●               | ●               |
| Wastewater                                      | ●           | ●           | N/A             | N/A             |
| Reticulated Water                               | ●           | ●           | N/A             | N/A             |
| Stormwater                                      | ●           | ●           | N/A             | N/A             |
| Incompatible land use (reverse sensitivity)     | ●           | ●           | ●               | ●               |
| Topographical limitations                       | ●           | ●           | ●               | ●               |
| Existing Development                            | ●           | ●           | ●               | ●               |
| Cultural significance                           | ●           | ●           | ●               | ●               |
| Soil Contamination                              | ●           | ●           | ●               | ●               |
| Suitability Rating                              | <b>M</b>    | <b>L</b>    | <b>L</b>        | <b>L</b>        |

- High level of consistency with criteria. No significant issues. Positive outcomes achieved. Low costs associated with developing the area.
- Some consistency with criteria, but some issues to be resolved. Development outcome okay if measures taken. Medium costs associated with development.
- Inconsistent or low level of consistency with criteria. Significant constraints or potential issues. High costs.

**L** Low    **M** Medium    **H** High

## Mangaweka

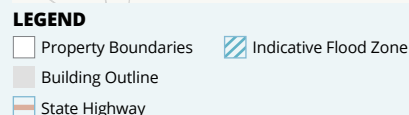
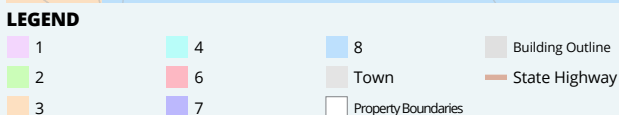
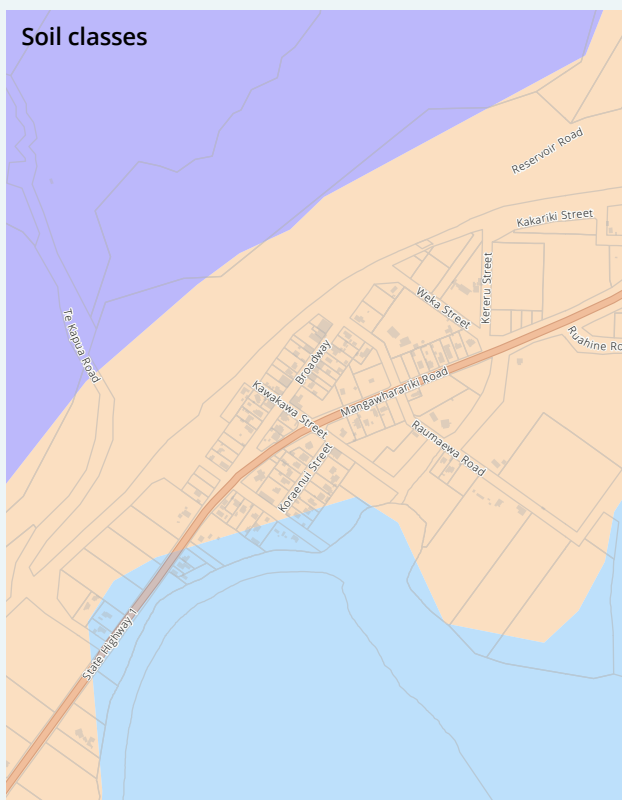
In 2018, there were 54 homes in Mangaweka. The village has reticulated water and wastewater systems. Mangaweka has had limited growth in the past 5 years.

We expect some growth to occur in Mangaweka due to its commutable location to Taihape and stunning natural environment and lifestyle.

The residential development pattern is predominantly low density.

### Issues and opportunities

- Only 15 minutes to Taihape.
- Easy access to the stunning natural environment.
- State Highway 1 running through.
- North Island Main Trunk Rail line to the west.
- Reticulated services already servicing the settlement.
- Located on a strip of class 3 land.
- Emerging destination.
- Limited diversity in housing stock.

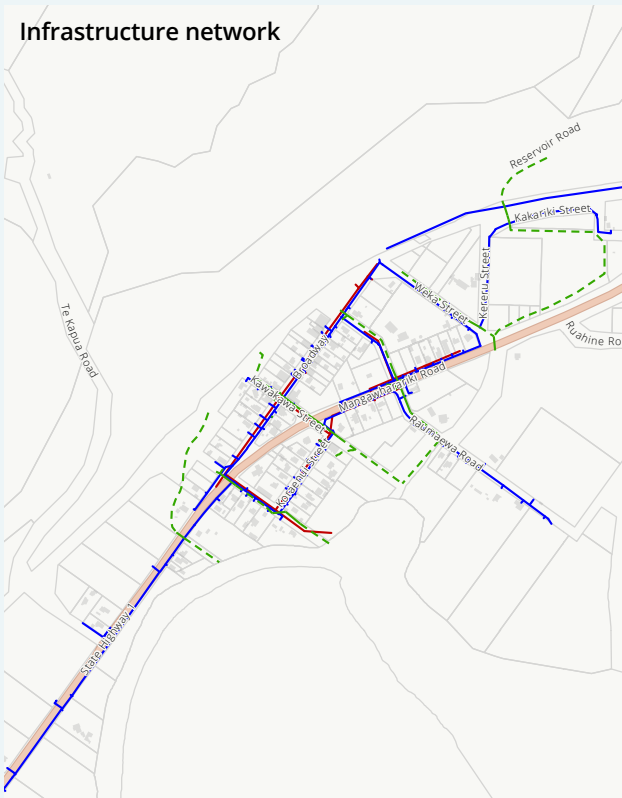




- LEGEND**
- Residential
  - Commercial
  - Property Boundaries
  - Building Outline
  - State Highway



- LEGEND**
- Railway
  - State Highway
  - Property Boundaries
  - Building Outline

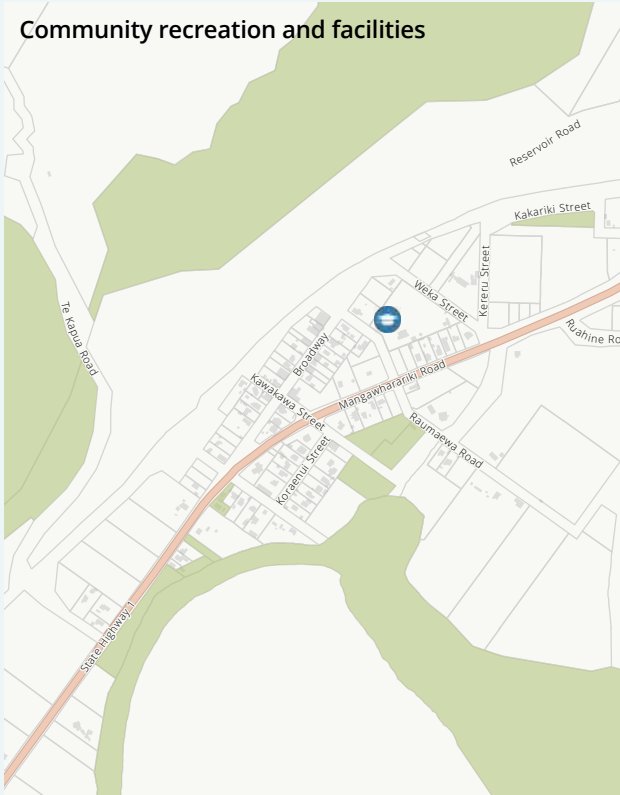


- LEGEND**
- Stormwater Line
  - Open Drains
  - Water Supply Line
  - Wastewater Line
  - Property Boundaries
  - Building Outline
  - State Highway



- LEGEND**
- Under Developed
  - Vacant
  - Property Boundaries
  - Building Outline
  - State Highway

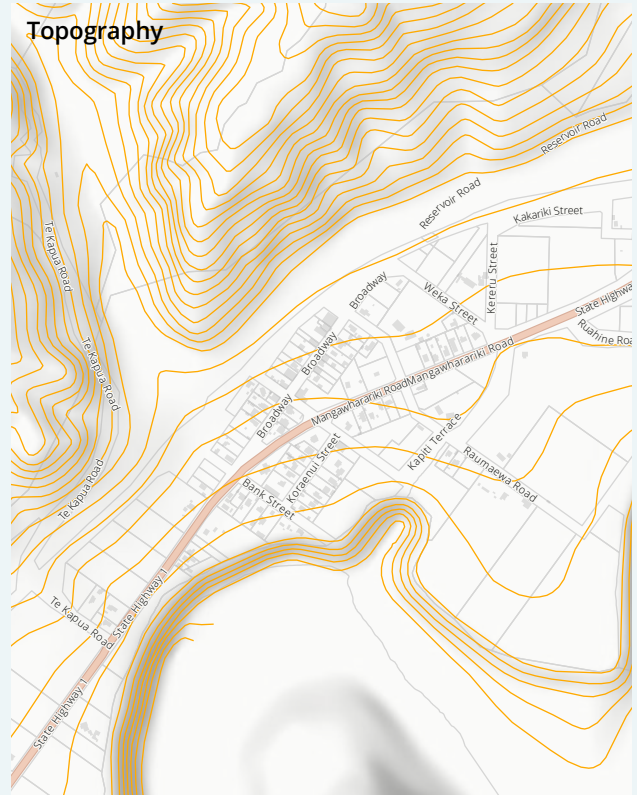
### Community recreation and facilities



**LEGEND**

- Property Boundaries
- Building Outline
- State Highway
- School
- Community Hall
- Library
- Pool
- Green Space

### Topography



**LEGEND**

- State Highway
- 8m Contour
- Property Boundaries
- Building Outline

## Growth scenario and land capacity for Mangaweka

The growth scenarios project Mangaweka will provide for 1% of future growth in the Rangitikei. We anticipate there could be between 29 and 87 new dwellings required by 2050.

There is a small under supply of residential and lifestyle land across all three scenarios.

Current Residential zoned land provision is estimated to be sufficient for the next 5 - 14 years - depending on the growth rate of Mangaweka and provided all land identified as being 'available' is developed or redeveloped.

|  |                       |
|--|-----------------------|
| <b>Houses Required</b>                         | <b>29 - 87 houses</b> |
| Residential (95%)                              | 28- 83 houses         |
| Rural Living (5%)                              | 1 - 4 houses          |
|  |                       |
| <b>Residential Zone Land Required to 2050</b>  | <b>Hectares</b>       |
| Residential Zone Land Required                 | 3 - 8 hectares        |
|  |                       |
| <b>Residential Zone Land Availability</b>      | <b>Hectares</b>       |
| Vacant   | 0 hectares            |
| Underdeveloped                                 | 0 hectares            |
| Infill provision                               | 1 hectares            |
| Total available                                | 1 hectares            |
|  |                       |
| <b>Additional Residential Land Required</b>    | <b>2 - 7 hectares</b> |
|  |                       |
| <b>Rural Living Zone Land Required to 2050</b> | <b>Hectares</b>       |
| Rural Living Zone Land Required                | 1 - 4 hectares        |
|  |                       |
| <b>Rural Living Land Availability</b>          | <b>Hectares</b>       |
| Vacant   | 0 hectares            |
| Underdeveloped                                 | 0 hectares            |
| Total Available                                | 0 hectares            |
|  |                       |
| <b>Additional Rural Living Land Required</b>   | <b>1 - 4 hectares</b> |

## Growth options for Mangaweka

Infill and redevelopment of the existing residential areas alongside greenfield expansion are anticipated for future residential and lifestyle growth for Mangaweka.

Greenfield growth areas were considered around the settlement.

With an additional 2 – 7 hectares of residential land required, and 1 - 4 hectares of land for lifestyle development required, only one growth area will be needed to meet residential growth, and one growth area needed to meet lifestyle development.

MAN01 and MAN02 were assessed for future residential growth.

MAN01 has limitations associated with its location between the rail and state highway networks, existing development, and access to the wastewater network. The setbacks likely to be required from the rail and state highway networks limit the suitability of this area for future growth.

MAN02 also has limitations associated with the state highway network, and location adjacent to the Rangitikei River which will have both cultural and environmental significance. Overall, MAN02 provides the best opportunity for residential growth and will be assessed as the first priority through the District Plan review. If unforeseen constraints are found, MAN01 will be considered as an alternative.

MAN03 and MAN04 were assessed for rural lifestyle development. Both have limitations associated with highly productive land, walkability, and potential incompatible uses. Overall MAN04 is likely to provide the best opportunity for future lifestyle growth (dependent on future mapping of highly productive land).

The Mangaweka water source and water treatment plant are able to cope with growth in the area. The wastewater treatment plant is operating effectively, and if inflow and infiltration issues can be addressed, has capacity for growth.

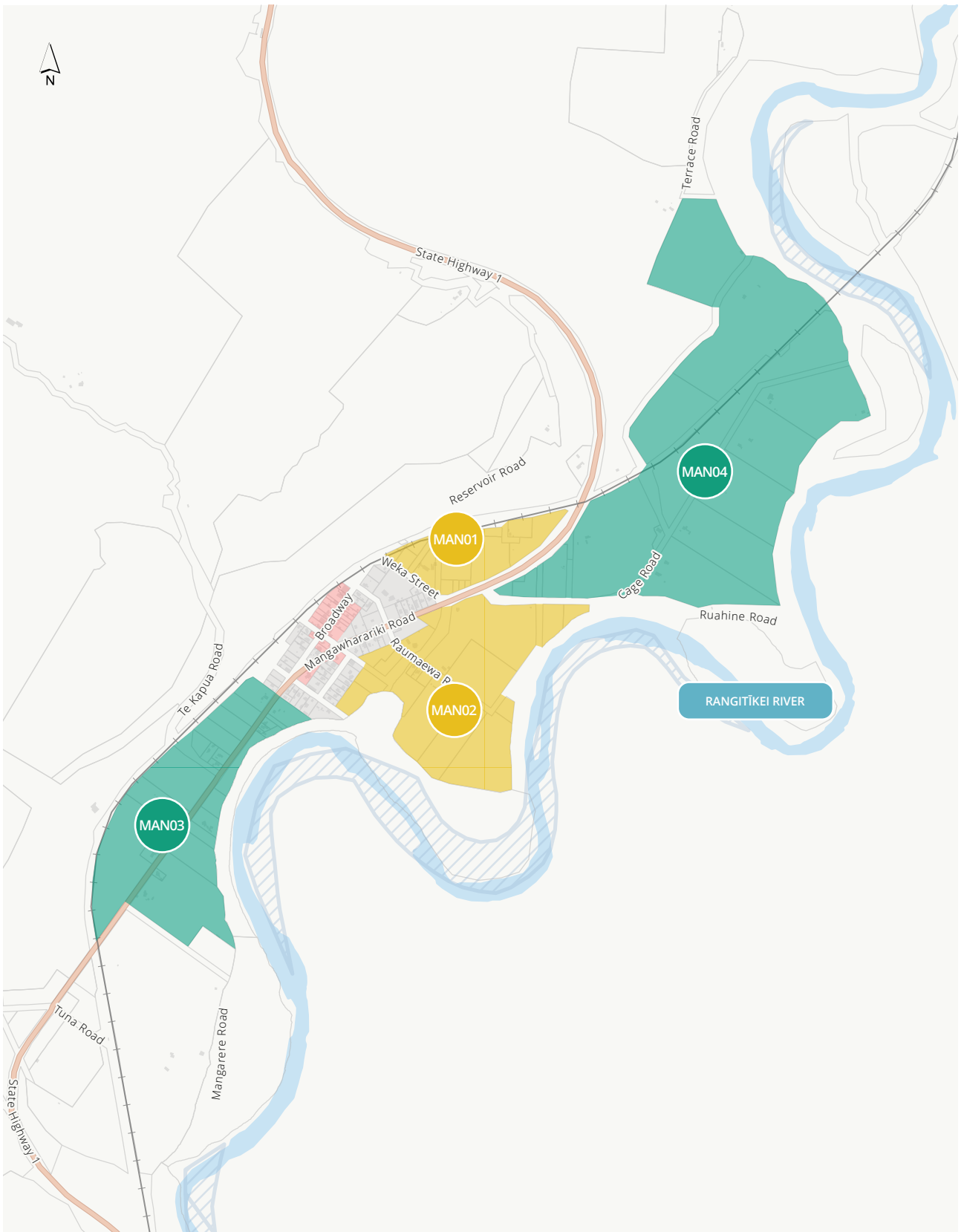
Further work, including technical assessment, will be completed to refine the assessment of future growth areas, which may change prioritisation.

| Area                    | Growth Opportunity | Size          | Suitability rating | Yield Estimate* |
|-------------------------|--------------------|---------------|--------------------|-----------------|
| MAN01 (Kereru Street)   | Residential        | 8.1 hectares  | Moderate           | 97              |
| MAN02 (Raumaewa Street) | Residential        | 27.2 hectares | Moderate           | 326             |
| MAN03 (SH 1 West)       | Rural Lifestyle    | 28.4 hectares | Moderate           | 28              |
| MAN04 (Cage Road)       | Rural Lifestyle    | 75.4 hectares | Moderate           | 75              |

*Note: There may also be smaller properties on the fringe of the current Residential zone which may be appropriate for rezoning. These will be assessed through a District Plan change process.*

*\* Based on an assumption of 12 dwellings per hectare for residential and 1 dwelling per hectare for lifestyle.*





**LEGEND**

**District Plan Zones**

- Residential Zone
- Commercial Zone
- Rural Zone

**Assessed Growth Areas**

- Residential High
- Residential Moderate
- Rural Lifestyle High
- Rural Lifestyle Moderate

**Map Features**

- Flood Zone
- River
- Building Footprint
- Property Boundaries

- Greenspace
- Railway
- State Highways

|   | MAN01       | MAN02       | MAN03           | MAN04           |
|---|-------------|-------------|-----------------|-----------------|
| Criteria  | Residential | Residential | Rural Lifestyle | Rural Lifestyle |
| Natural Hazards                                 | ●           | ●           | ●               | ●               |
| Environmental significance                      | ●           | ●           | ●               | ●               |
| Highly productive land                          | ●           | ●           | ●               | ●               |
| Proximity to amenities / walkability            | ●           | ●           | ●               | ●               |
| Access to key transport networks / connectivity | ●           | ●           | ●               | ●               |
| Wastewater                                      | ●           | ●           | N/A             | N/A             |
| Reticulated Water                               | ●           | ●           | N/A             | N/A             |
| Stormwater                                      | ●           | ●           | N/A             | N/A             |
| Incompatible land use (reverse sensitivity)     | ●           | ●           | ●               | ●               |
| Topographical limitations                       | ●           | ●           | ●               | ●               |
| Existing Development                            | ●           | ●           | ●               | ●               |
| Cultural significance                           | ●           | ●           | ●               | ●               |
| Soil Contamination                              | ●           | ●           | ●               | ●               |
| Suitability rating                              | <b>M</b>    | <b>M</b>    | <b>M</b>        | <b>M</b>        |

- High level of consistency with criteria. No significant issues. Positive outcomes achieved. Low costs associated with developing the area.
- Some consistency with criteria, but some issues to be resolved. Development outcome okay if measures taken. Medium costs associated with development.
- Inconsistent or low level of consistency with criteria. Significant constraints or potential issues. High costs.

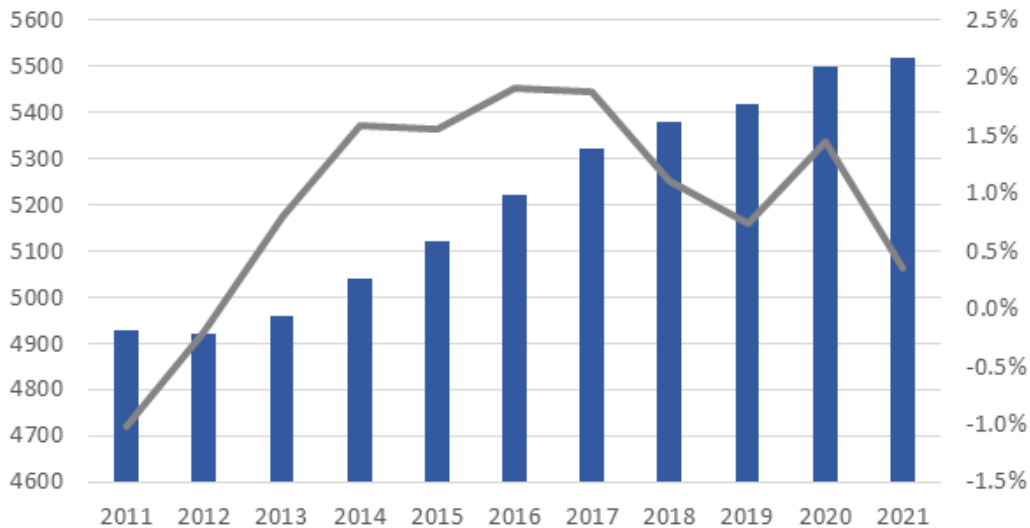
**L** Low      **M** Medium      **H** High

## Marton

Marton is the largest urban area in the Rangitikei and has experienced rapid residential growth since 2014. Marton currently has approximately 2,052 occupied dwellings (2018).

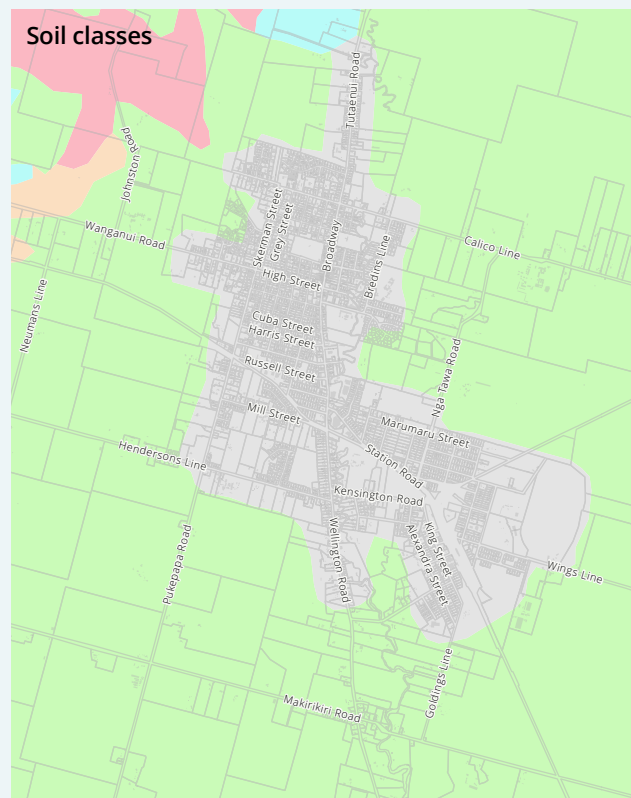
We expect strong residential growth to continue in Marton due to its commutable location to Whanganui and Palmerston North and anticipated future business growth. The residential development pattern is predominantly low density, with one main town centre located towards the north of the town.

Marton - Population Growth 2011-2021



### Issues and opportunities

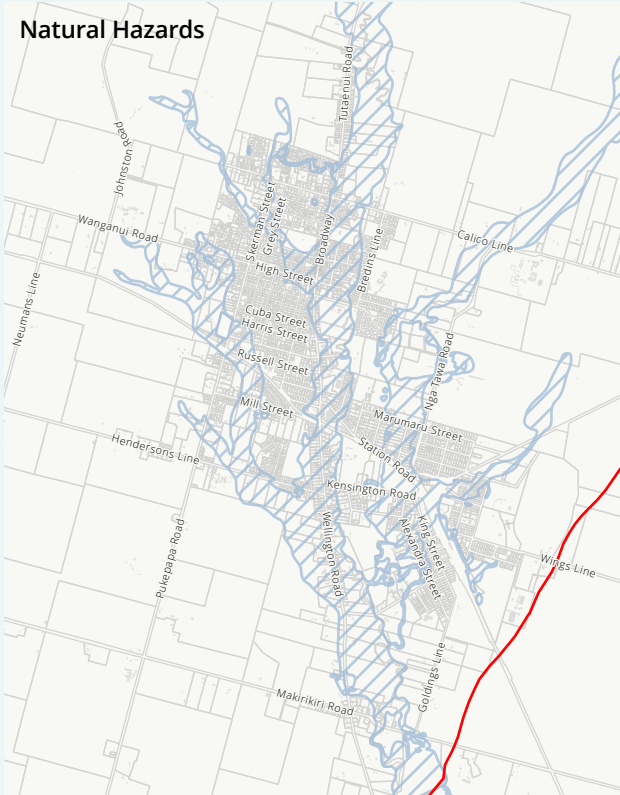
- Flood hazards throughout Marton from the Tūtaenui Stream and tributaries.
- Off the state highway network which provides a quieter environment.
- Significant growth in new housing in the past 5 years compared to past decline.
- Good walkability.
- Surrounded by Class 2 land.
- Topography around Marton provides the opportunity to grow in many directions.
- Historic ribbon development reduces walkability around the town.
- Limited diversity in housing stock.
- Rapidly rising house prices reducing affordability.



**LEGEND**

- |   |   |                     |                  |
|---|---|---------------------|------------------|
| 1 | 4 | 8                   | Building Outline |
| 2 | 6 | Town                |                  |
| 3 | 7 | Property Boundaries |                  |

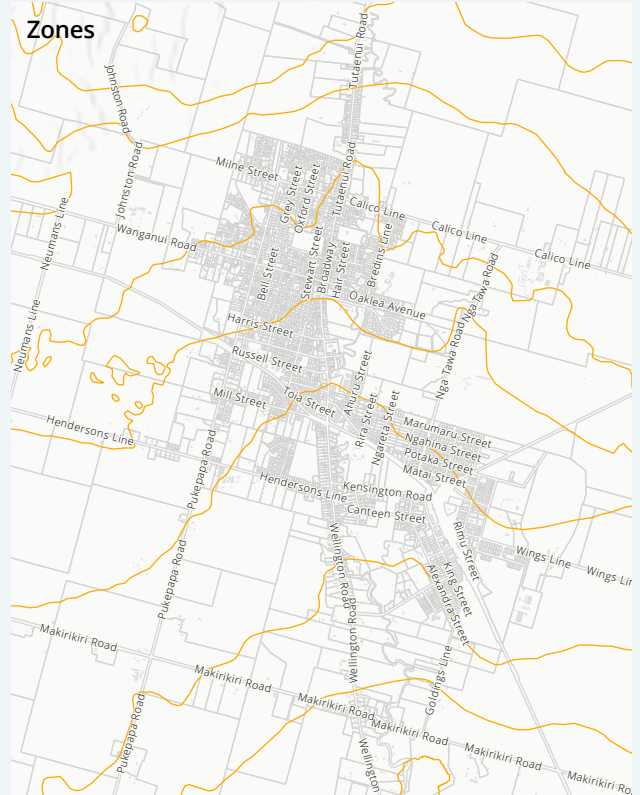
## Natural Hazards



### LEGEND

- Property Boundaries
- Indicative Flood Zone
- Building Outline
- HAZ Active Faults

## Zones



### LEGEND

- Commercial
- Industrial
- Education
- Residential
- Property Boundaries
- Rural Living
- Building Outline

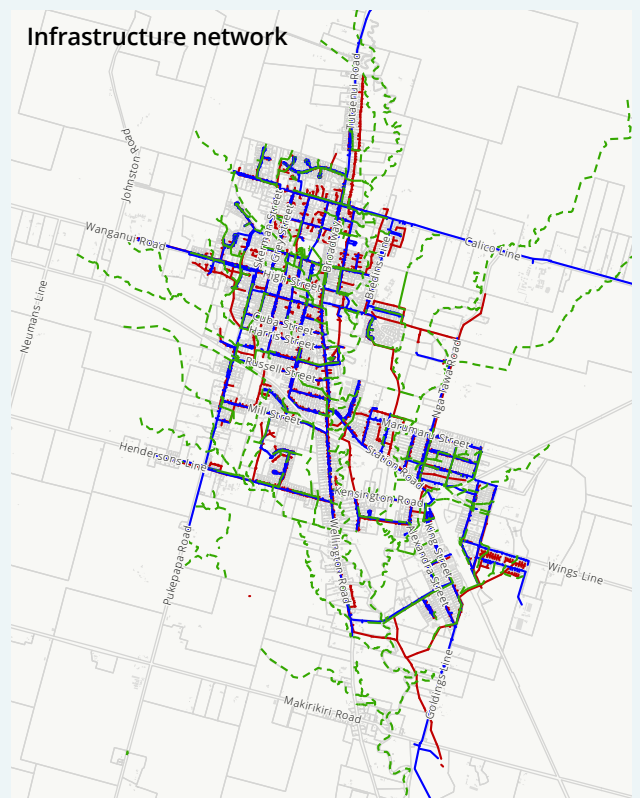
## Transport networks



### LEGEND

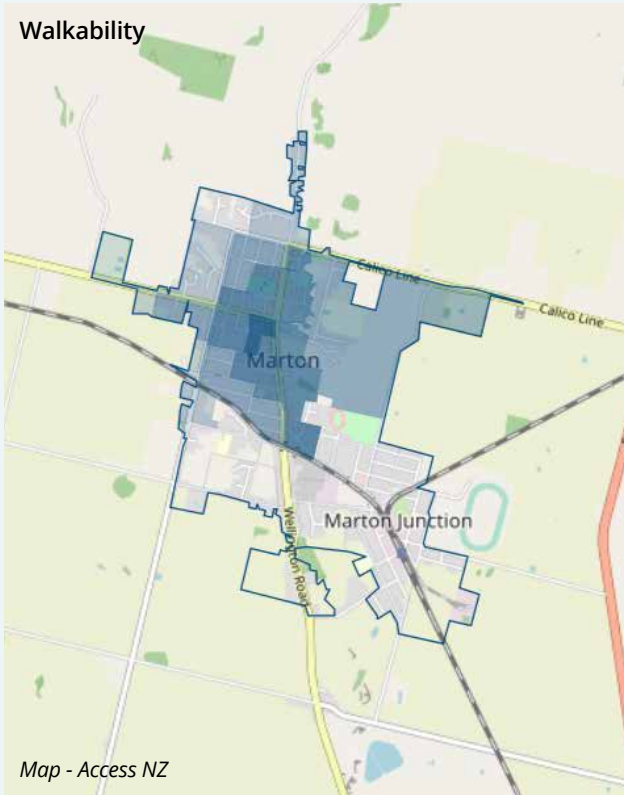
- Railway
- State Highway
- Property Boundaries
- Building Outline

## Infrastructure network



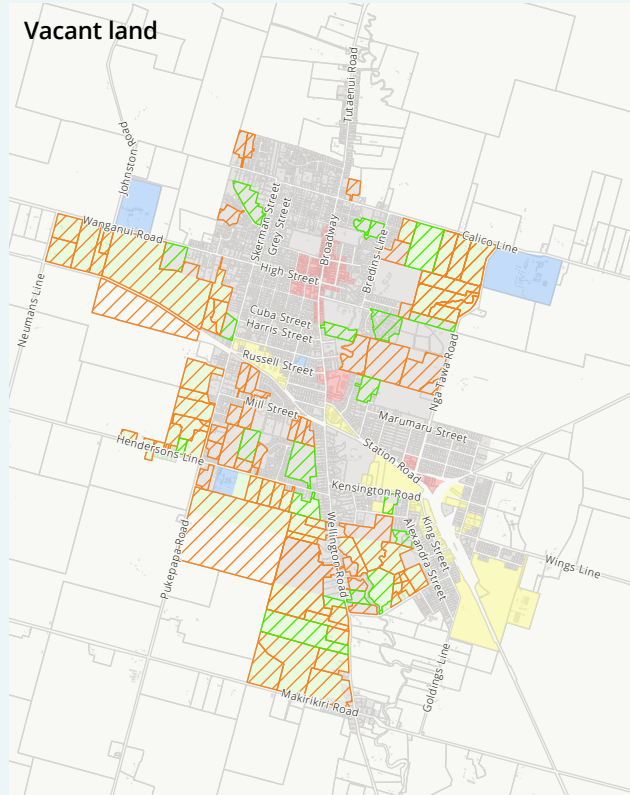
### LEGEND

- Stormwater Line
- Wastewater Line
- Water Supply Line
- Property Boundaries
- Building Outline



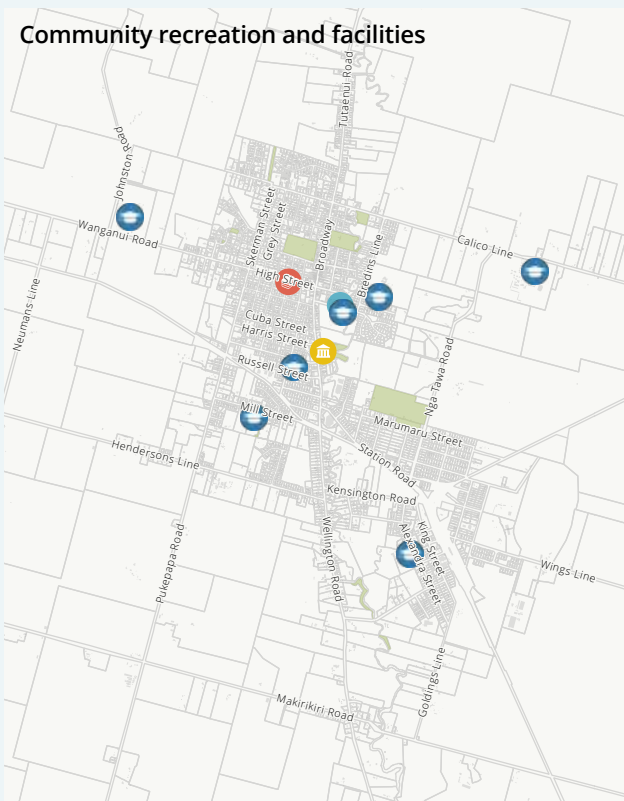
**LEGEND**

- 5 min
- 10 min
- 15 min
- 20 min
- 20+ min



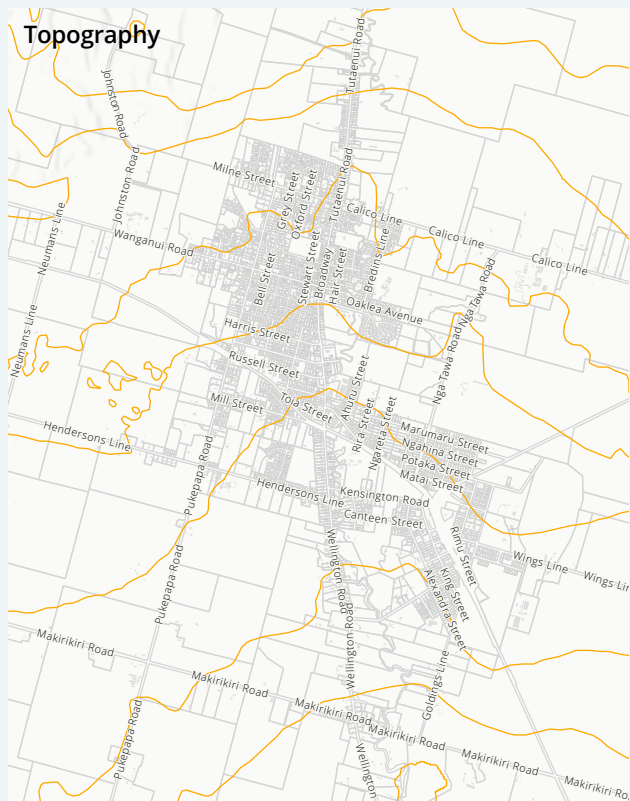
**LEGEND**

- Under Developed
- Vacant
- Property Boundaries
- Building Outline



**LEGEND**

- Property Boundaries
- Building Outline
- State Highway
- School
- Community Hall
- Library
- Pool
- Green Space



**LEGEND**

- State Highway
- Property Boundaries
- Building Outline
- 8m Contour

## Growth scenario and land capacity for Marton

The growth scenarios project Marton will provide for 44% of future growth in the Rangitikei. We anticipate there could be between 957 and 1,761 new dwellings required by 2050.

Current Residential zoned land provision is estimated to be sufficient for the next 12 – 22 years - depending on the growth rate of Marton and provided all land identified as being 'available' is developed or redeveloped. However, there is an under supply of Residential Zone land (22 – 98 hectares) in the long term.

There is a sufficient supply of Rural Living Zone land available.

|  |  |
|--|--|
| <b>Houses Required</b>                         | <b>957 - 1,761 houses</b>              |
| Residential (95%)                              | 909 - 1,673 houses                     |
| Rural Living (5%)                              | 48 - 88 houses                         |
|  |  |
| <b>Residential Zone Land Required to 2050</b>  | <b>Hectares</b>                        |
| Residential Zone Land Required                 | 91 - 167 hectares                      |
|  |  |
| <b>Residential Zone Land Availability</b>      | <b>Hectares</b>                        |
| Vacant   | 17 hectares                            |
| Underdeveloped                                 | 48 hectares                            |
| Infill provision                               | 4 hectares                             |
| Total available                                | 69 hectares                            |
|  |  |
| <b>Additional Residential Land Required</b>    | <b>22 – 98 hectares</b>                |
|  |  |
| <b>Rural Living Zone Land Required to 2050</b> | <b>Hectares</b>                        |
| Rural Living Zone Land Required                | 48 - 88 hectares                       |
|  |  |
| <b>Rural Living Land Availability</b>          | <b>Hectares</b>                        |
| Vacant   | 80 hectares                            |
| Underdeveloped                                 | 69 hectares                            |
| Total Available                                | 149 hectares                           |
|  |  |
| <b>Additional Rural Living Land Required</b>   | <b>Oversupply of 61 - 101 hectares</b> |

## Growth options for Marton

Both intensification and greenfield expansion options are proposed for Marton.

Marton's flat topography facilitates a wide range of options for future greenfield development. However, not all areas have the same suitability for development. Key challenges include flooding, highly productive land and accessibility.

The Marton Water Supply Strategy implementation and Marton to Bulls Wastewater Centralisation projects will future proof the Marton drinking water and wastewater supply and disposal. Investigation into the capacity of the reticulated network is underway.

A stormwater catchment management plan will be needed to provide a holistic solution to stormwater drainage throughout Marton.

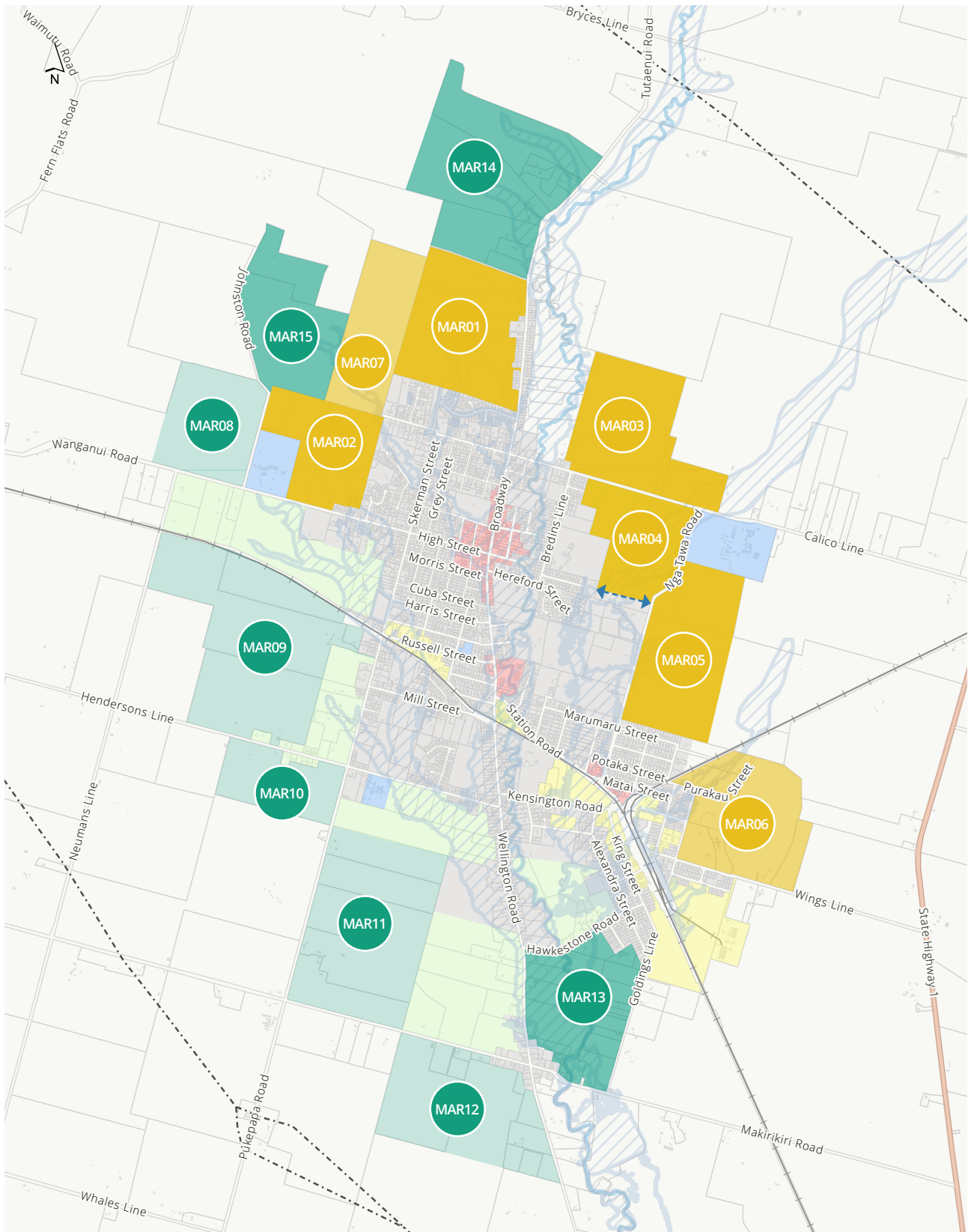
Areas with high and moderate suitability will be progressed for further consideration, noting that up to 98 hectares of additional land is anticipated to be required for growth through to 2050, which means only one or two of the identified areas will need to be rezoned.

Further work, including technical assessment, will be completed to refine the assessment of future growth areas, which may change this prioritisation.

| Area  | Growth Opportunity | Size           | Suitability rating | Yield Estimate* |
|-------|--------------------|----------------|--------------------|-----------------|
| MAR01 | Residential        | 64.2 hectares  | High               | 770             |
| MAR02 | Residential        | 41.8 hectares  | High               | 501             |
| MAR03 | Residential        | 62.7 hectares  | High               | 752             |
| MAR04 | Residential        | 38.7 hectares  | High               | 464             |
| MAR05 | Residential        | 62.3 hectares  | High               | 747             |
| MAR06 | Residential        | 60.2 hectares  | Moderate           | 722             |
| MAR07 | Residential        | 43.8 hectares  | Moderate           | 525             |
| MAR08 | Lifestyle          | 43.6 hectares  | Low                | 43              |
| MAR09 | Lifestyle          | 109.2 hectares | Low                | 109             |
| MAR10 | Lifestyle          | 30.3 hectares  | Low                | 30              |
| MAR11 | Lifestyle          | 95.1 hectares  | Low                | 95              |
| MAR12 | Lifestyle          | 73 hectares    | Low                | 73              |
| MAR13 | Lifestyle          | 57.5 hectares  | Moderate           | 57              |
| MAR14 | Lifestyle          | 97.2 hectares  | Moderate           | 92              |
| MAR15 | Lifestyle          | 52.4 hectares  | Moderate           | 52              |

*Note: There may also be smaller properties on the fringe of the current Residential zone which may be appropriate for rezoning. These will be assessed through a District Plan change process.*

*\* Based on an assumption of 12 dwellings per hectare for residential and 1 dwelling per hectare for lifestyle.*



**LEGEND**

**District Plan Zones**

- Residential Zone
- Commercial Zone
- Industrial Zone
- Education Zone
- Rural Zone

**Rural Living Zone**

- Rural Living Zone
- Assessed Growth Areas**
- Residential High
  - Residential Moderate
  - Residential Low

**Rural Lifestyle High**

- Rural Lifestyle High
- Rural Lifestyle Moderate
- Rural Lifestyle Low

**Map Features**

- Flood Zone

**Stream**

- Building Footprint
- Property Boundaries
- Power Lines
- Pedestrian links
- Railway

**State Highways**

- State Highways



|   | MAR01       | MAR02       | MAR03       | MAR04       | MAR05       | MAR06       | MAR07           | MAR08           | MAR09           | MAR10           | MAR11           | MAR12           | MAR13           | MAR14           | MAR15           |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Criteria  | Residential | Residential | Residential | Residential | Residential | Residential | Rural Lifestyle | Rural Lifestyle | Rural Lifestyle | Rural Lifestyle | Rural Lifestyle | Rural Lifestyle | Rural Lifestyle | Rural Lifestyle | Rural Lifestyle |
| Natural Hazards                                 | ●           | ●           | ●           | ●           | ●           | ●           | ●               | ●               | ●               | ●               | ●               | ●               | ●               | ●               | ●               |
| Environmental significance                      | ●           | ●           | ●           | ●           | ●           | ●           | ●               | ●               | ●               | ●               | ●               | ●               | ●               | ●               | ●               |
| Highly productive land                          | ●           | ●           | ●           | ●           | ●           | ●           | ●               | ●               | ●               | ●               | ●               | ●               | ●               | ●               | ●               |
| Proximity to amenities / walkability            | ●           | ●           | ●           | ●           | ●           | ●           | ●               | ●               | ●               | ●               | ●               | ●               | ●               | ●               | ●               |
| Access to key transport networks / connectivity | ●           | ●           | ●           | ●           | ●           | ●           | ●               | ●               | ●               | ●               | ●               | ●               | ●               | ●               | ●               |
| Wastewater                                      | ●           | ●           | ●           | ●           | ●           | ●           | N/A             | N/A             | N/A             | N/A             | N/A             | N/A             | N/A             | N/A             | N/A             |
| Reticulated Water                               | ●           | ●           | ●           | ●           | ●           | ●           | N/A             | N/A             | N/A             | N/A             | N/A             | N/A             | N/A             | N/A             | N/A             |
| Stormwater                                      | ●           | ●           | ●           | ●           | ●           | ●           | N/A             | N/A             | N/A             | N/A             | N/A             | N/A             | N/A             | N/A             | N/A             |
| Incompatible land use (reverse sensitivity)     | ●           | ●           | ●           | ●           | ●           | ●           | ●               | ●               | ●               | ●               | ●               | ●               | ●               | ●               | ●               |
| Topographical limitations                       | ●           | ●           | ●           | ●           | ●           | ●           | ●               | ●               | ●               | ●               | ●               | ●               | ●               | ●               | ●               |
| Existing Development                            | ●           | ●           | ●           | ●           | ●           | ●           | ●               | ●               | ●               | ●               | ●               | ●               | ●               | ●               | ●               |
| Cultural significance                           | ●           | ●           | ●           | ●           | ●           | ●           | ●               | ●               | ●               | ●               | ●               | ●               | ●               | ●               | ●               |
| Soil Contamination                              | ●           | ●           | ●           | ●           | ●           | ●           | ●               | ●               | ●               | ●               | ●               | ●               | ●               | ●               | ●               |
| Suitability rating                              | H           | H           | H           | H           | H           | M           | M               | L               | L               | L               | L               | L               | M               | M               | M               |

- High level of consistency with criteria. No significant issues. Positive outcomes achieved. Low costs associated with developing the area.
- Some consistency with criteria, but some issues to be resolved. Development outcome okay if measures taken. Medium costs associated with development.
- Inconsistent or low level of consistency with criteria. Significant constraints or potential issues. High costs.

**L** Low    **M** Medium    **H** High

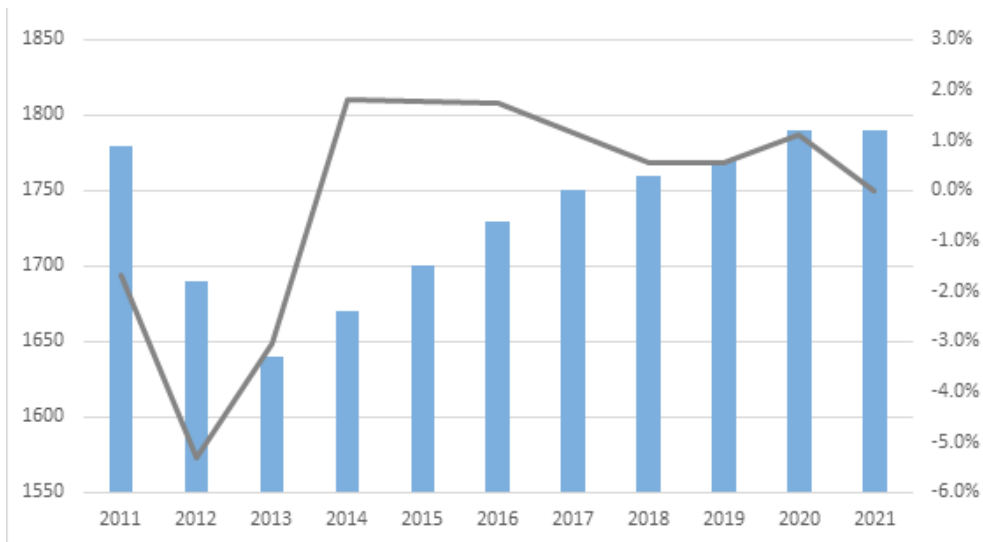
## Taihape

Taihape has experienced steady population growth since 2014. Taihape has approximately 696 occupied dwellings (2018), an increase of only 15 since 2013.

We expect population growth to continue in Taihape, driven by locals returning home, and expansion of local industries.

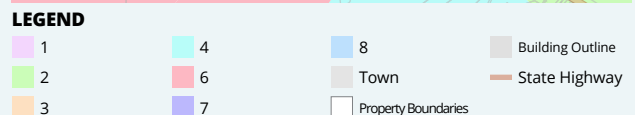
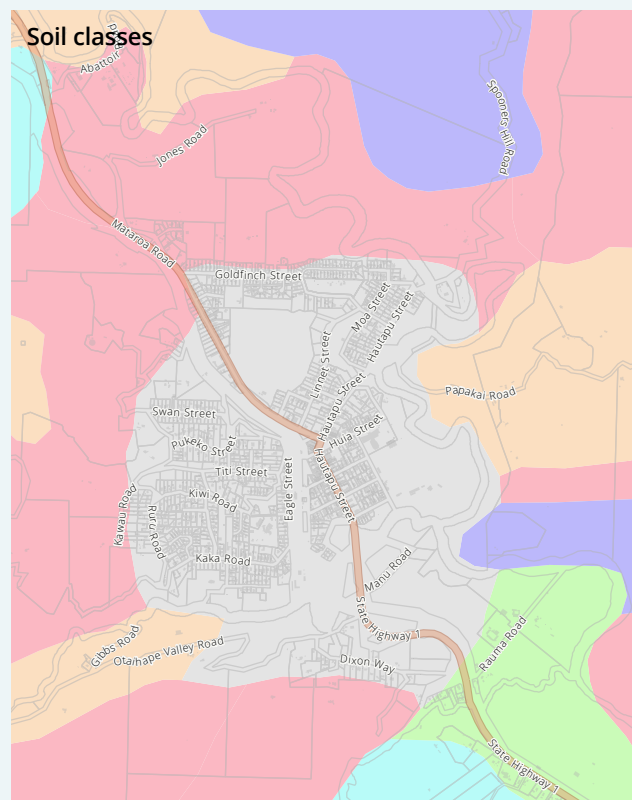
The residential development pattern is predominantly low density.

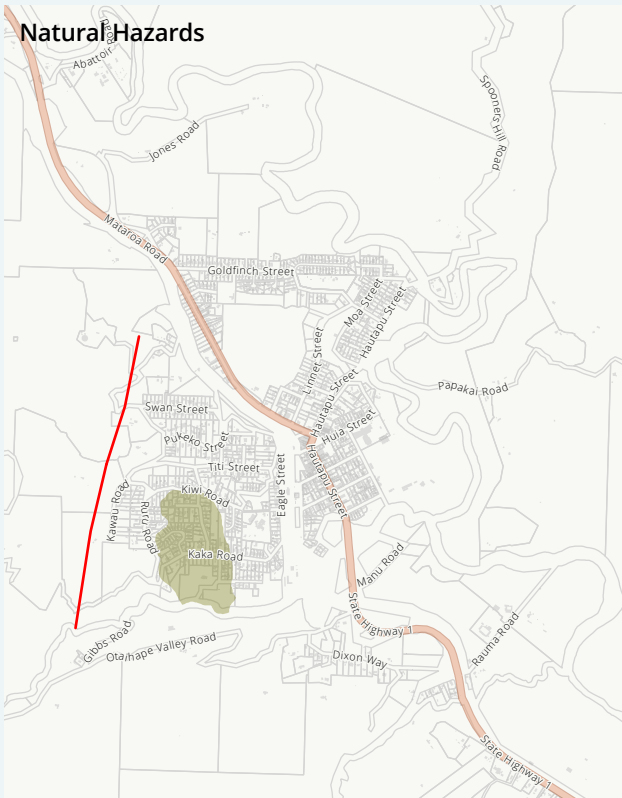
Taihape - Population Growth 2011-2021



## Issues and opportunities

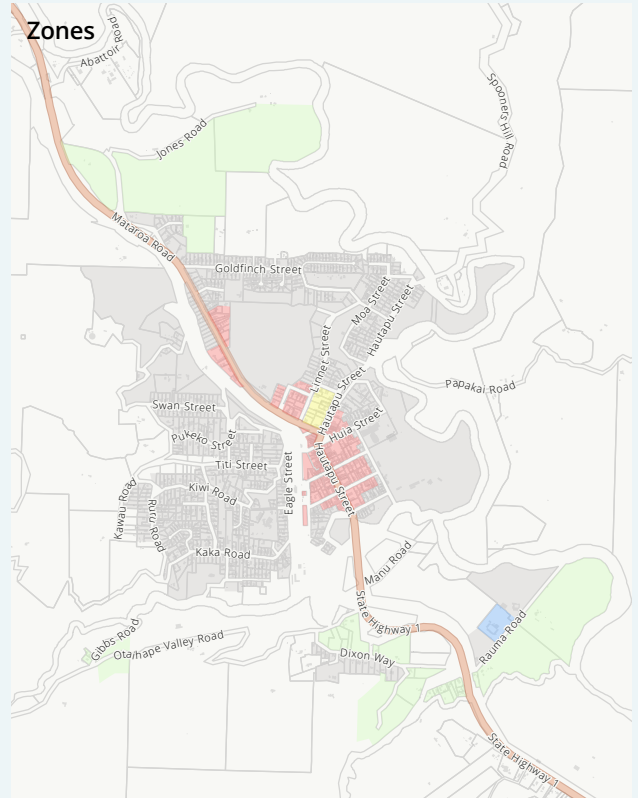
- Infill and intensification.
- Topography limits growth options.
- Demand for housing for local workers.
- Demand for low maintenance housing for the elderly.
- Limited diversity in housing stock.
- Redevelopment of the town centre with mixed use functions.





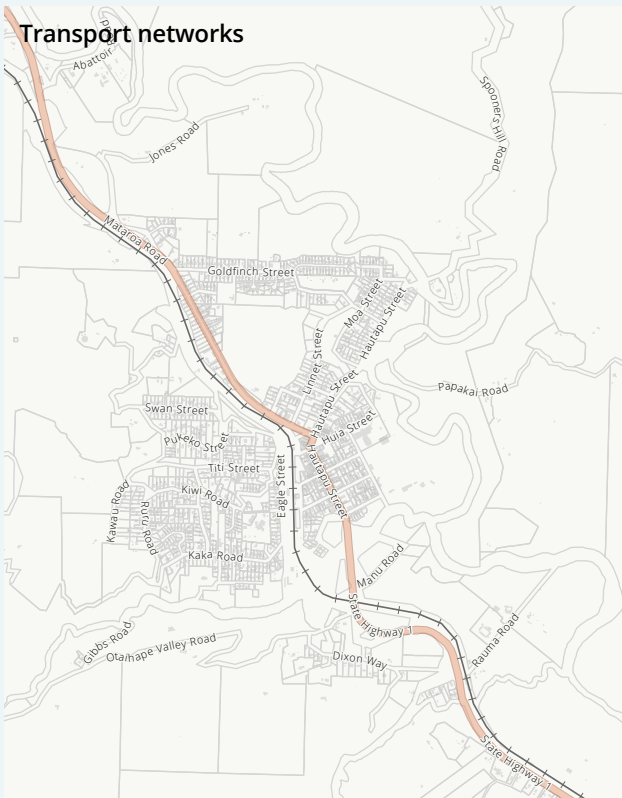
**LEGEND**

- Property Boundaries
- HAZ Active Faults
- Building Outline
- West Taihape Slip
- State Highway



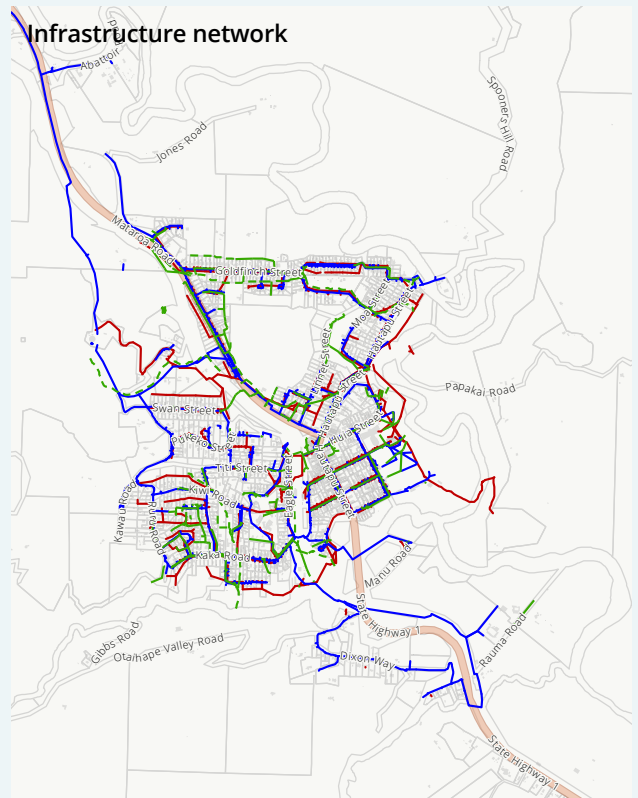
**LEGEND**

- Residential
- Industrial
- Rural Living
- State Highway
- Commercial
- Property Boundaries
- Education
- Building Outline



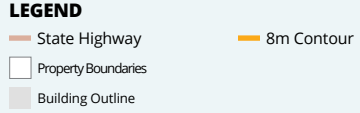
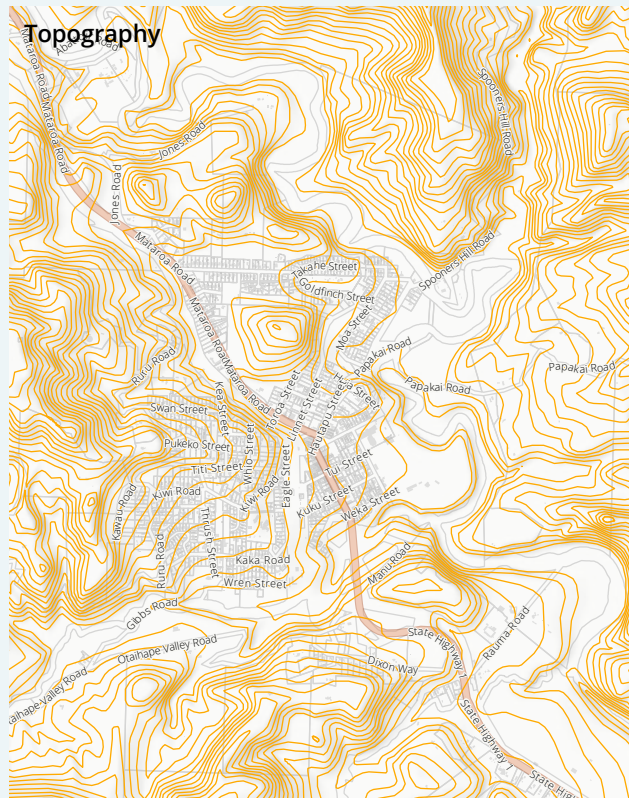
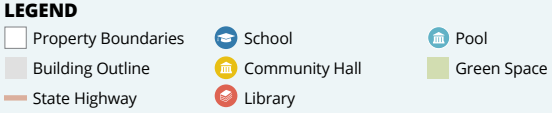
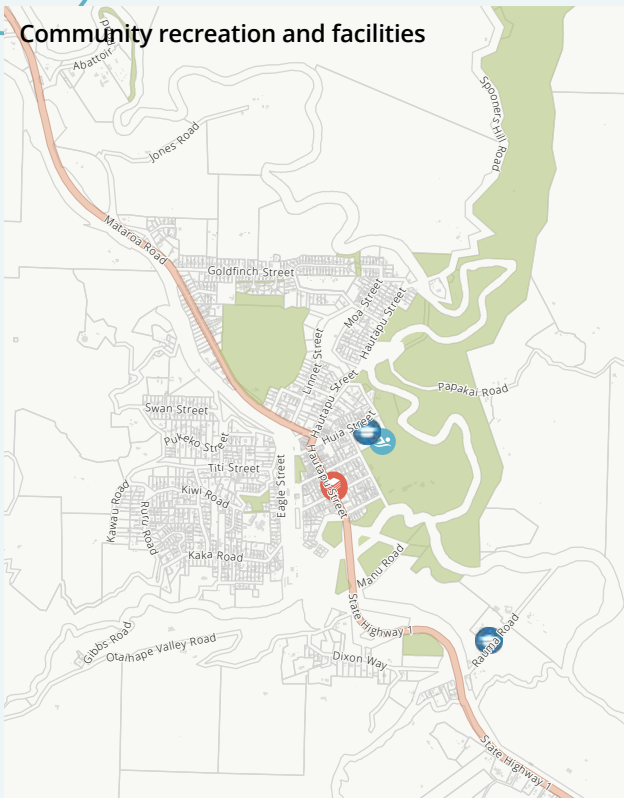
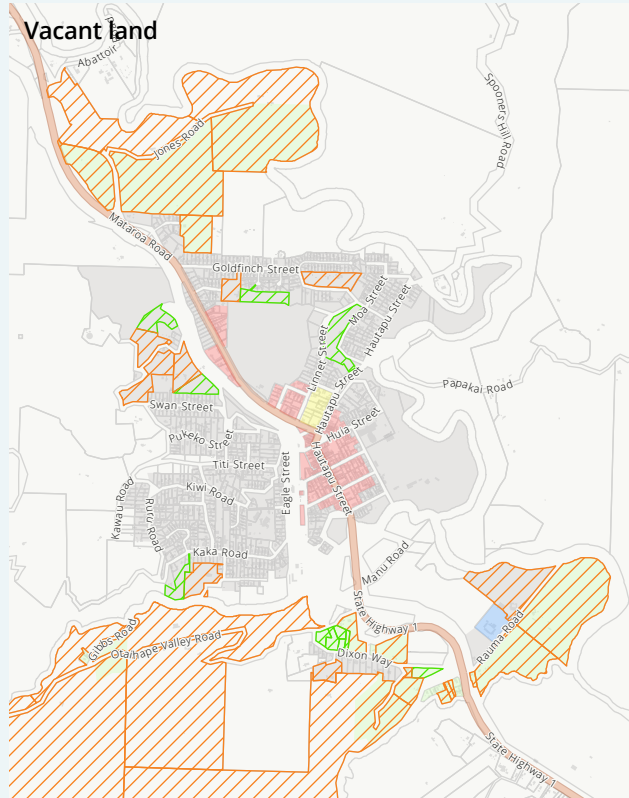
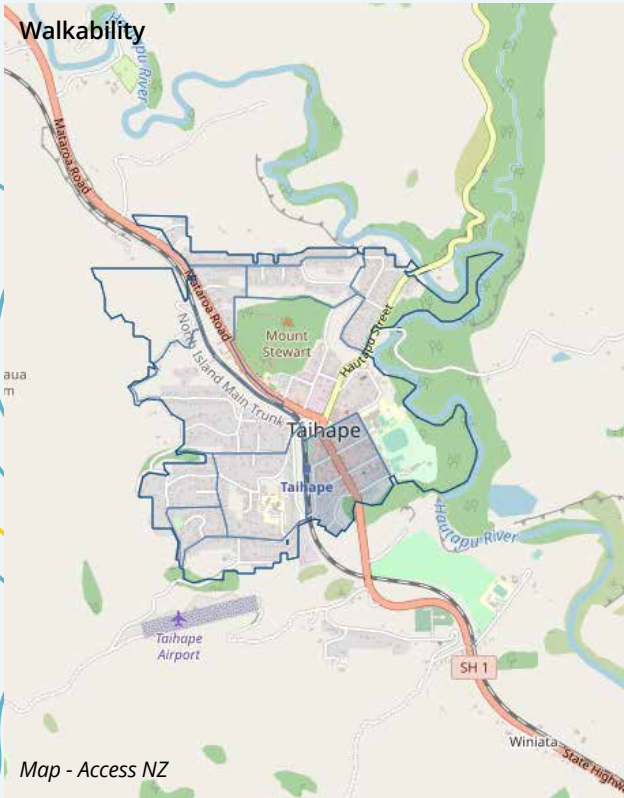
**LEGEND**

- + Railway
- State Highway
- Property Boundaries
- Building Outline



**LEGEND**

- Stormwater Line
- Wastewater Line
- State Highway
- Open Drains
- Property Boundaries
- Building Outline
- Water Supply Line



## Growth scenario and land capacity for Taihape

The growth scenarios project Taihape will provide for 5% of future growth in the Rangitikei. We anticipate there could be between 109 and 200 new dwellings required by 2050.

There is an under supply of Residential land across all three scenarios, with an oversupply of land for lifestyle purposes through to 2050.

Current Residential zoned land provision is estimated to be sufficient for the next 13 - 26 years - depending on the growth rate of Taihape and provided all land identified as being 'available' is developed or redeveloped.

|  |                                 |
|--|---------------------------------|
| <b>Houses Required</b>                         | <b>109 - 200 houses</b>         |
| Residential (95%)                              | 104 - 190 houses                |
| Rural Living (5%)                              | 5 - 10 houses                   |
|  |                                 |
| <b>Residential Zone Land Required to 2050</b>  | <b>Hectares</b>                 |
| Residential Zone Land Required                 | 10 - 19 hectares                |
|  |                                 |
| <b>Residential Zone Land Availability</b>      |                                 |
| Vacant   | 0 hectares                      |
| Underdeveloped                                 | 6 hectares                      |
| Infill provision                               | 2 hectares                      |
| Total available                                | 8 hectares                      |
|  |                                 |
| <b>Additional Residential Land Required</b>    | <b>2 - 11 hectares</b>          |
|  |                                 |
| <b>Rural Living Zone Land Required to 2050</b> | <b>Hectares</b>                 |
| Rural Living Zone Land Required                | 5 - 10 hectares                 |
|  |                                 |
| <b>Rural Living Land Availability</b>          | <b>Hectares</b>                 |
| Vacant   | 0 hectares                      |
| Underdeveloped                                 | 42 hectares                     |
| Total Available                                | 42 hectares                     |
|  |                                 |
| <b>Additional Rural Living Land Required</b>   | <b>32 - 37 hectares surplus</b> |

## Growth options for Taihape

Infill and redevelopment of the existing residential areas will be key to providing for future Residential growth for Taihape.

With an additional 2 – 11 hectares of residential land required only one growth area will be needed to meet residential growth, and one growth area needed to meet lifestyle development.

Greenfield growth options have been considered in the Jones Road (TAI01) area and Rauma Road area (TAI02), both areas have limitations.

The Jones Road area (TAI01) has challenges with undulating topography, walkability, and access onto the State Highway network.

The Rauma Road area, TAI02 is already zoned for Rural lifestyle purposes, and is flat. However, it is disconnected from the main town, impacting on walkability and access to the three waters network.

TAI03 is a piece of land subject to Treaty claims and will need to be reconsidered once those have been settled.

Areas with low suitability rating will not be progressed further.

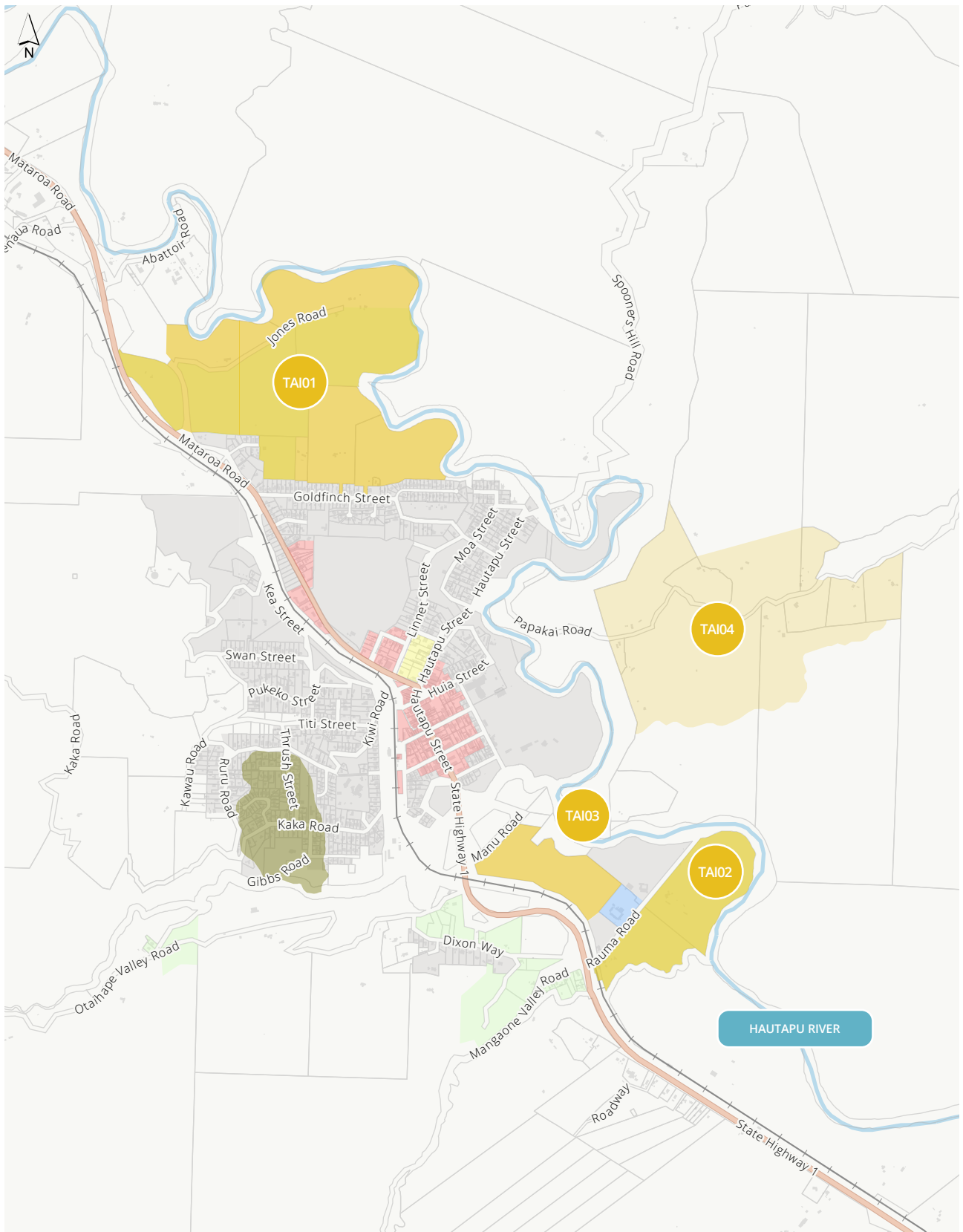
A new consent will be required for the Taihape Wastewater discharge to future-proof the discharge for growth. The Taihape water supply will need to be future-proofed for growth.

Further work, including technical assessment, will be completed to refine the assessment of future growth areas, which may change prioritisation.

| Area                             | Growth Opportunity | Size        | Suitability rating | Yield Estimate* |
|----------------------------------|--------------------|-------------|--------------------|-----------------|
| TAI01 (Jones Road area)          | Residential        | 85 hectares | Moderate           | 1,020           |
| TAI02 (Rauma Road)               | Residential        | 21 hectares | Moderate           | 252             |
| TAI03 (Rauma Road / Manu Street) | Residential        | 12 hectares | Moderate           | 144             |
| TAI04 (Papakai Road)             | Residential        | 81 hectares | Low                | 972             |

*Note: There may also be smaller properties on the fringe of the current Residential zone which may be appropriate for rezoning. These will be assessed through a District Plan change process.*

*\* Based on an assumption of 12 dwellings per hectare for residential and 1 dwelling per hectare for lifestyle.*



**LEGEND**

**District Plan Zones**

- Residential Zone
- Commercial Zone
- Industrial Zone
- Education Zone

- Rural Zone
- Rural Living Zone
- Taihape West Slip

**Assessed Growth Areas**

- Residential High
- Residential Moderate
- Residential Low

**Map Features**

- River
- Building Footprint
- Property Boundaries
- Green space

- Railway
- State Highways

|   | TAI01       | TAI02       | TAI03       | TAI04       |
|---|-------------|-------------|-------------|-------------|
| Criteria  | Residential | Residential | Residential | Residential |
| Natural Hazards                                 | ●           | ●           | ●           | ●           |
| Environmental significance                      | ●           | ●           | ●           | ●           |
| Highly productive land                          | ●           | ●           | ●           | ●           |
| Proximity to amenities / walkability            | ●           | ●           | ●           | ●           |
| Access to key transport networks / connectivity | ●           | ●           | ●           | ●           |
| Wastewater                                      | ●           | ●           | ●           | ●           |
| Reticulated Water                               | ●           | ●           | ●           | ●           |
| Stormwater                                      | ●           | ●           | ●           | ●           |
| Incompatible land use (reverse sensitivity)     | ●           | ●           | ●           | ●           |
| Topographical limitations                       | ●           | ●           | ●           | ●           |
| Existing Development                            | ●           | ●           | ●           | ●           |
| Cultural significance                           | ●           | ●           | ●           | ●           |
| Soil Contamination                              | ●           | ●           | ●           | ●           |
| Suitability rating                              | <b>M</b>    | <b>M</b>    | <b>M</b>    | <b>L</b>    |

- High level of consistency with criteria. No significant issues. Positive outcomes achieved. Low costs associated with developing the area.
- Some consistency with criteria, but some issues to be resolved. Development outcome okay if measures taken. Medium costs associated with development.
- Inconsistent or low level of consistency with criteria. Significant constraints or potential issues. High costs.

**L** Low      **M** Medium      **H** High



## Turakina

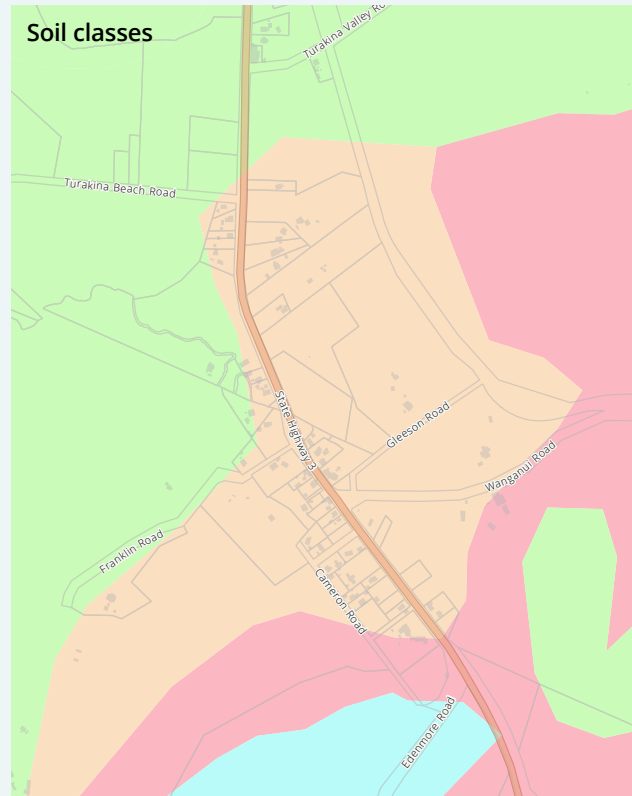
Turakina has experienced limited growth over the past few years. The settlement has a residential and commercial zone but does not have reticulated services.

The village has opportunities for growth due to its location - a short commute from Marton, Bulls and Whanganui.

The residential development pattern is predominantly low density.

### Issues and opportunities

- Commutable to Whanganui, Marton and Ohakea.
- Located on State Highway 3.
- No reticulated services.
- Limited non-highly productive land to the south of the settlement.
- Limited diversity in housing stock.
- Great open space – Turakina Domain.



#### LEGEND

|   |   |                     |                  |
|---|---|---------------------|------------------|
| 1 | 4 | 8                   | Building Outline |
| 2 | 6 | Town                | State Highway    |
| 3 | 7 | Property Boundaries |                  |



#### LEGEND

|                     |                       |
|---------------------|-----------------------|
| Property Boundaries | Indicative Flood Zone |
| Building Outline    |                       |
| State Highway       |                       |



#### LEGEND

|             |                     |               |
|-------------|---------------------|---------------|
| Residential | Property Boundaries | State Highway |
| Commercial  | Building Outline    |               |

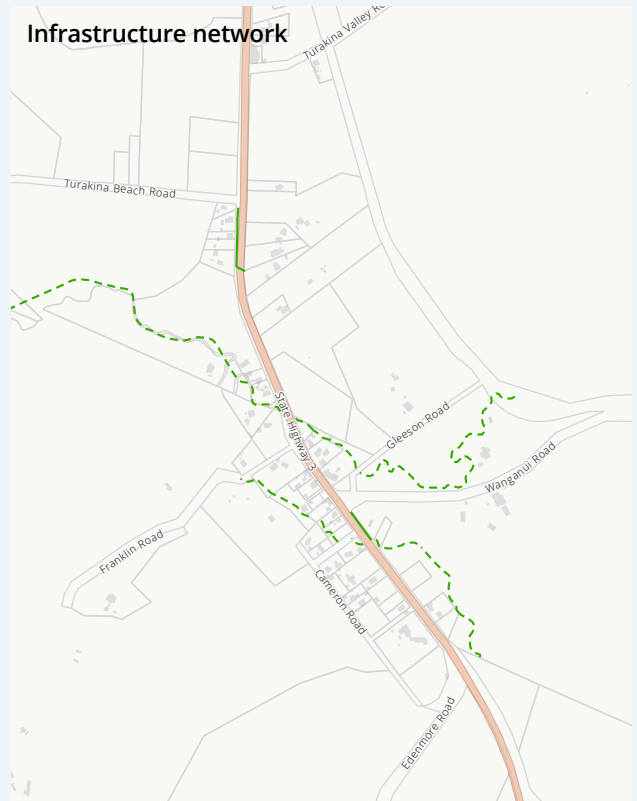
### Transport networks



#### LEGEND

- + Railway
- Property Boundaries
- Building Outline
- State Highway

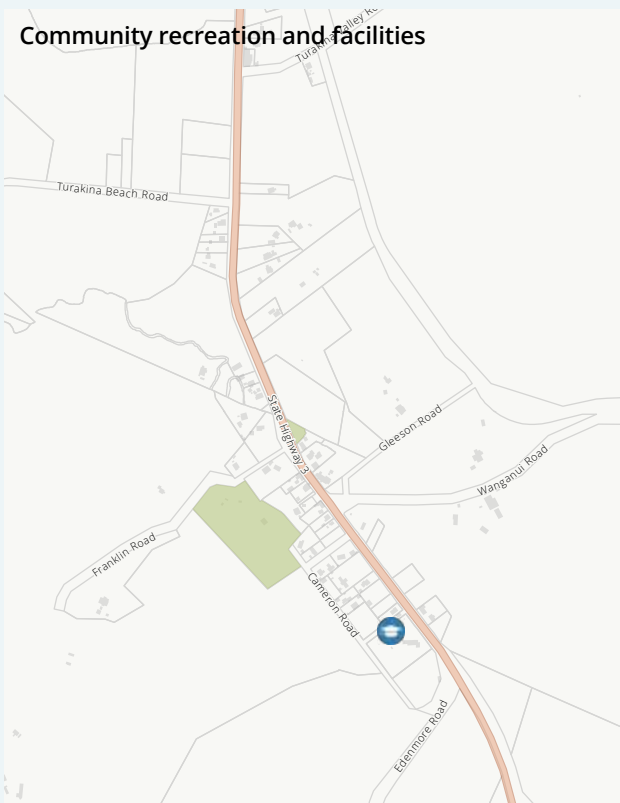
### Infrastructure network



#### LEGEND

- Stormwater Line
- Open Drains
- Water Supply Line
- Wastewater Line
- Property Boundaries
- Building Outline
- State Highway

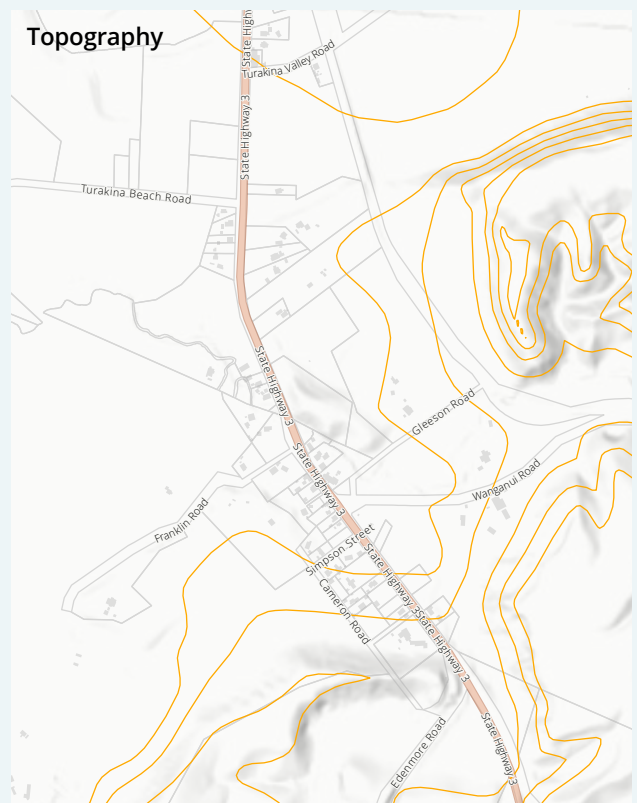
### Community recreation and facilities



#### LEGEND

- Property Boundaries
- Building Outline
- State Highway
- School
- Community Hall
- Library
- Pool
- Green Space

### Topography



#### LEGEND

- State Highway
- Property Boundaries
- Building Outline
- 8m Contour

## Growth scenario and land capacity for Turakina

The growth scenarios project Turakina will provide for around 1% of future growth in the Rangitikei.

We anticipate there could be between 29 and 58 new dwellings required by 2050.

Turakina does not have reticulated services, therefore, future growth has only been planned for rural lifestyle development. There is no land currently zoned for rural lifestyle purposes, so the ability of Turakina to grow will depend on rezoning.

|  |                         |
|--|-------------------------|
| <b>Houses Required</b>                         | <b>29 - 58 houses</b>   |
| Residential (95%)                              | 0 houses                |
| Rural Living (5%)                              | 29 - 58 houses          |
|  |                         |
| <b>Residential Zone Land Required to 2050</b>  | <b>Hectares</b>         |
| Residential Zone Land Required                 | 0 hectares              |
|  |                         |
| <b>Residential Zone Land Availability</b>      | <b>Hectares</b>         |
| Vacant   | 0 hectares              |
| Underdeveloped                                 | 0 hectares              |
| Infill provision                               | 0.4 hectares            |
| Total available                                | 0.4 hectares            |
|  |                         |
| <b>Additional Residential Land Required</b>    | <b>-0.4 hectares</b>    |
|  |                         |
| <b>Rural Living Zone Land Required to 2050</b> | <b>Hectares</b>         |
| Rural Living Zone Land Required                | 29 - 58 hectares        |
|  |                         |
| <b>Rural Living Land Availability</b>          | <b>Hectares</b>         |
| Vacant   | 0 hectares              |
| Underdeveloped                                 | 0 hectares              |
| Total Available                                | 0 hectares              |
|  |                         |
| <b>Additional Rural Living Land Required</b>   | <b>29 - 58 hectares</b> |

## Growth options for Turakina

The key growth opportunity for Turakina is through rural lifestyle development. However, highly productive land around the settlement limits opportunities for lifestyle development.

A lack of reticulated services creates a barrier for residential-scale development.

Greenfield growth options have been considered around the village. With an additional 29 - 58 hectares for lifestyle development possibly needed, one growth area is likely to be needed. TUR03 has the best potential for future lifestyle growth, however, further assessment (particularly for highly productive land) is required.

TUR01 was assessed as moderately suitable, however, is already relatively fragmented and unlikely to provide substantial growth capacity.

TUR02 was not considered suitable due to the presence of highly productive land, and TUR04 as a result of the potential flood hazard.

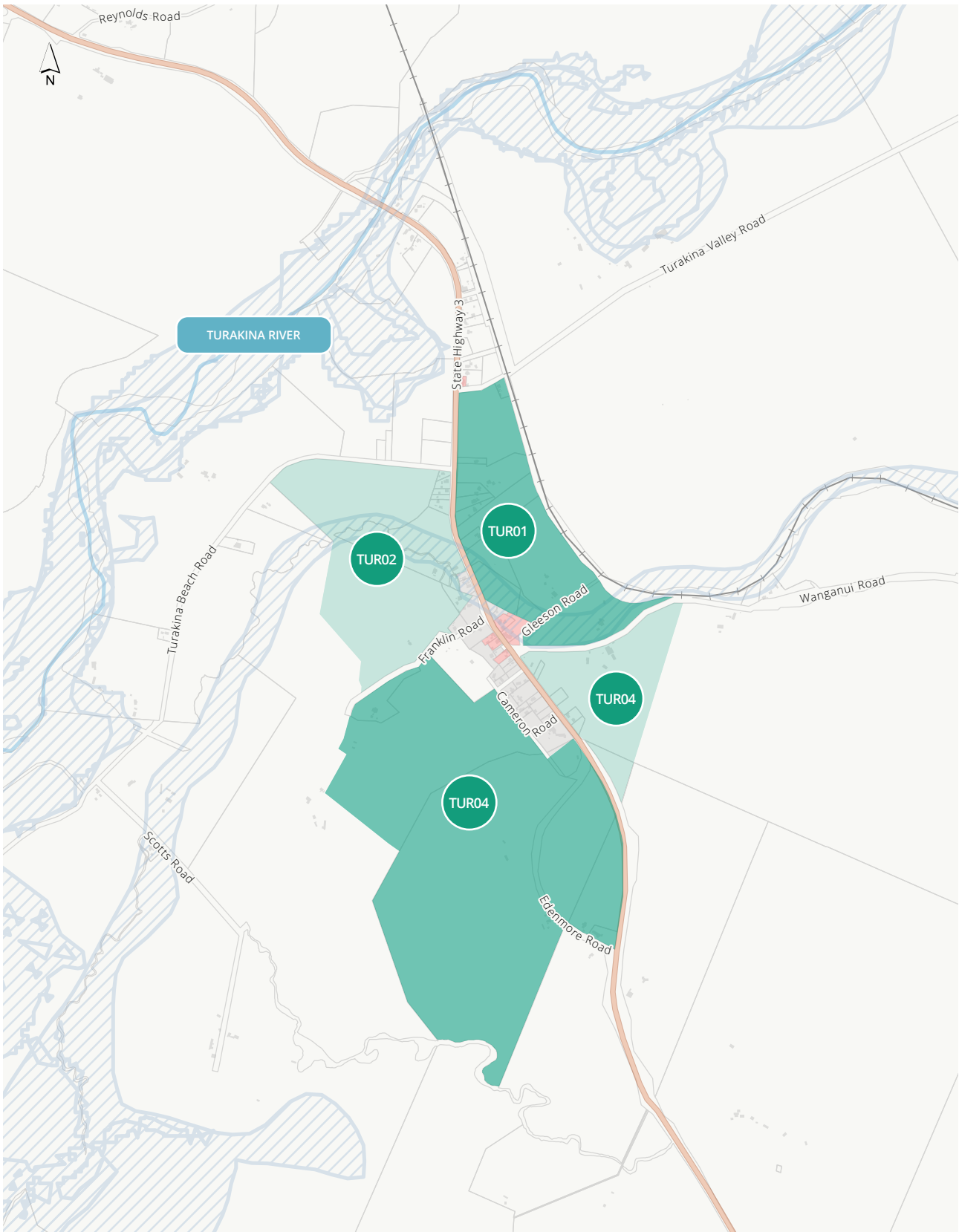
Areas with low suitability rating will not be progressed further.

Further work, including technical assessment will be completed to refine the assessment of future growth areas, which may change prioritisation.

| Area                         | Growth Opportunity | Size          | Suitability rating | Yield Estimate* |
|------------------------------|--------------------|---------------|--------------------|-----------------|
| TUR01 (NE of SH3)            | Lifestyle          | 26.6 hectares | Moderate           | 26              |
| TUR02 (NW of SH3)            | Lifestyle          | 31 hectares   | Low                | 31              |
| TUR03 (Franklin/Edenmore Rd) | Lifestyle          | 82.2 hectares | Moderate           | 82              |
| TUR04 (Wanganui Rd)          | Lifestyle          | 14.9 hectares | Low                | 14              |

*Note: There may also be smaller properties on the fringe of the current Residential zone which may be appropriate for rezoning. These will be assessed through a District Plan change process.*

*\* Based on an assumption of 12 dwellings per hectare for residential and 1 dwelling per hectare for lifestyle.*



**LEGEND**

**District Plan Zones**

- Residential Zone
- Commercial Zone
- Rural Zone

**Assessed Growth Areas**

- Rural Lifestyle High
- Rural Lifestyle Moderate
- Rural Lifestyle Low

**Map Features**

- Flood Zone
- Stream
- Building Footprint

**Property Boundaries**

- Property Boundaries
- Green space
- Railway
- State Highways

|   | TUR01           | TUR02           | TUR03           | TUR04           |
|---|-----------------|-----------------|-----------------|-----------------|
| Criteria  | Rural Lifestyle | Rural Lifestyle | Rural Lifestyle | Rural Lifestyle |
| Natural Hazards                                 | ●               | ●               | ●               | ●               |
| Environmental significance                      | ●               | ●               | ●               | ●               |
| Highly productive land                          | ●               | ●               | ●               | ●               |
| Proximity to amenities / walkability            | ●               | ●               | ●               | ●               |
| Access to key transport networks / connectivity | ●               | ●               | ●               | ●               |
| Wastewater                                      | N/A             | N/A             | N/A             | N/A             |
| Reticulated Water                               | N/A             | N/A             | N/A             | N/A             |
| Stormwater                                      | N/A             | N/A             | N/A             | N/A             |
| Incompatible land use (reverse sensitivity)     | ●               | ●               | ●               | ●               |
| Topographical limitations                       | ●               | ●               | ●               | ●               |
| Existing Development                            | ●               | ●               | ●               | ●               |
| Cultural significance                           | ●               | ●               | ●               | ●               |
| Soil Contamination                              | ●               | ●               | ●               | ●               |
| Suitability rating                              | <b>M</b>        | <b>L</b>        | <b>M</b>        | <b>L</b>        |

- High level of consistency with criteria. No significant issues. Positive outcomes achieved. Low costs associated with developing the area.
- Some consistency with criteria, but some issues to be resolved. Development outcome okay if measures taken. Medium costs associated with development.
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**L** Low      **M** Medium      **H** High

## Kuputaka Glossary

**Active mobility pathway** – a shared pathway that is separate from vehicle movements and designed to enable people to travel through a range of transport options e.g. walking, cycling, mobility scooters, e-scooters.

**Active mobility** – means forms of transport that involve physical exercise, such as walking or cycling, and includes transport that may use a mobility aid such as a wheelchair

**Crime prevention through environmental design** – uses urban and architectural design in the management of built and natural environments. CPTED strategies aim to reduce victimisation, deter offender decisions that precede criminal acts, and build a sense of community among inhabitants so they can gain territorial control of areas, reduce crime, and minimize fear of crime.

**District Plan** – is the operative Rangitikei District Plan. The District Plan sets out the framework of issues, objectives, policies, and rules to manage land use and development for the Rangitikei District.

**Expansion** – means extending development onto land currently used for rural purposes.

**Infill** – the process of developing vacant or under-utilised parcels within existing urban areas that are already largely developed. Infill development typically involves creating a new section behind or in front of an existing house.

**Intensification** – is the development of a property, site or area at a higher density than currently exists.

**Long term plan** – is Council's long term plan (including the infrastructure strategy required to be included in it) adopted by under section 93 of the Local Government Act 2002. It sets out Council's planned activities and finances for a 10 year period.

**Low impact infrastructure design** – is using natural drainage features in the landscape, rather than piped systems for stormwater management; and incorporate such features into designs for erosion and sediment control to minimise and mitigate adverse impacts on receiving environments.

**Medium density housing** – is often developments including four or more dwellings with an average density of less than 350 m<sup>2</sup> per unit. It can include stand-alone dwellings, semi-detached (or duplex) dwellings, terraced housing or apartments within a building of four storeys or less.

**Micro mobility** – micro mobility devices include transport methods such as bicycles, e-bikes, electric scooters, electric skateboards.

**Mixed-use** – refers to areas or developments (buildings, sites, blocks) that combine two or more uses e.g. residential, offices and retail.

**Multi-modal transport** – is a transport system where a range of transport options are available e.g. walking, cycling, public transport, vehicles.

**Nature networks** – are green and blue corridors that link our waterways, parks and reserves. They can provide benefits for recreation, environment, social, health, education, economic, amenity and culture.

**Outstanding Natural Landscapes and Features** – are those identified and managed by the operative Rangitīkei District Plan.

**Pae Tawhiti Rangitīkei Beyond** – is the name for Council's spatial planning project. The full explanation of the meaning is provided on page 2.

**Papakāinga** – a community development for Māori on whenua Māori that often provides housing, but may also incorporate communal spaces and shared amenities (e.g. vegetable gardens, gathering spaces, recreation areas).

**Stormwater neutrality** – requires any rainfall on a site to be retained and disposed of on that site.

**Structure plans** – is a framework to guide the development or redevelopment of an area by defining the future development and land use patterns, areas of open space, the layout and nature of infrastructure (including transportation links), and other key features and constraints that influence how the effects of development are to be managed.

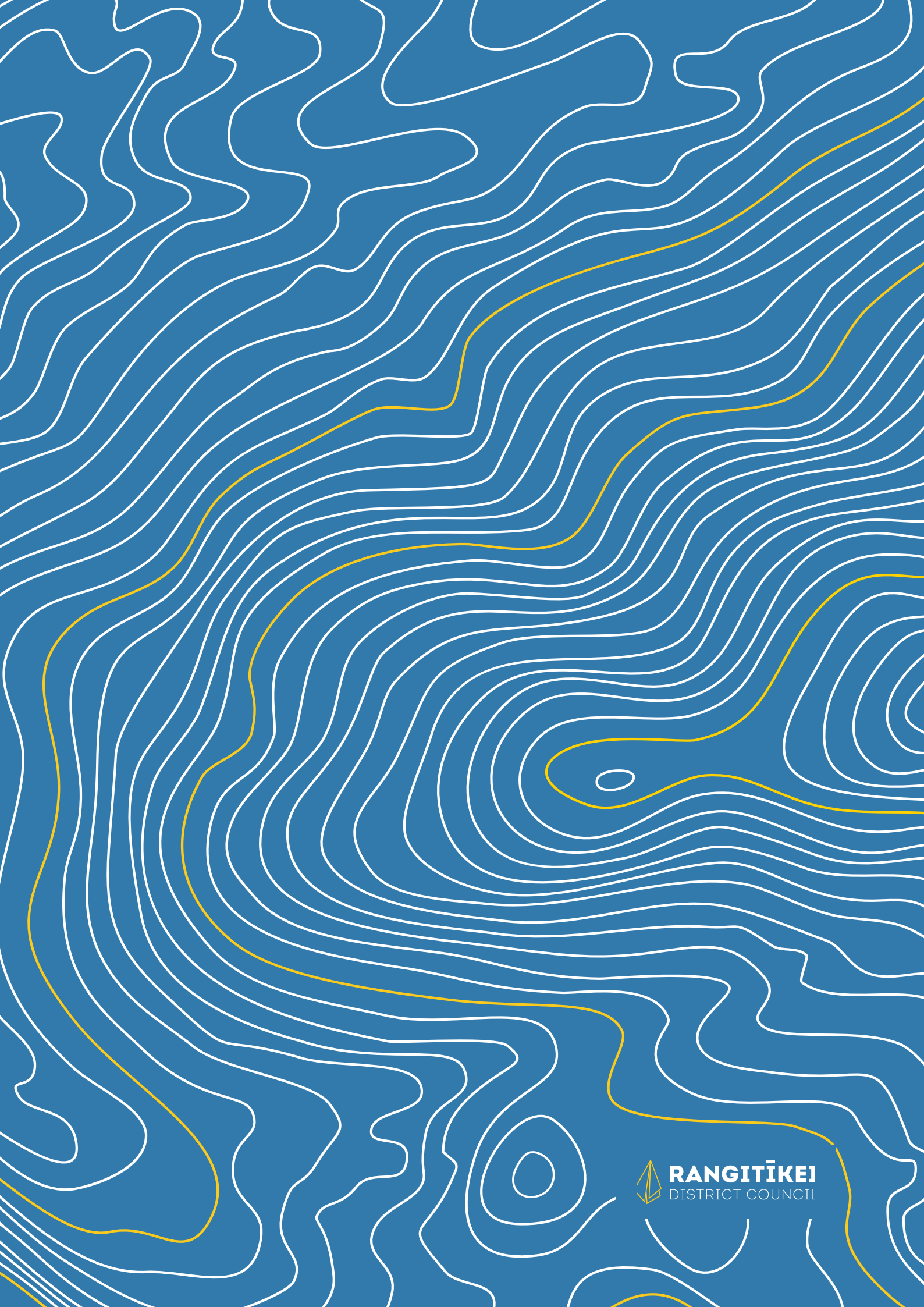
**Te Araroa Trail** – is a continuous 3,000 km walking track from Cape Reinga to Bluff.

**Three waters** – refers to drinking water, wastewater and stormwater networks.





📍 Taihape



**RANGITIKEI**  
DISTRICT COUNCIL