

Kaupapa kōrero

The Details





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 Rangitikei.

Stakeholder discussions - Ongoing

Stakeholder discussions were held with key agencies throughout Pae Tawhiti Rangitikei 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 Pā.

 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.

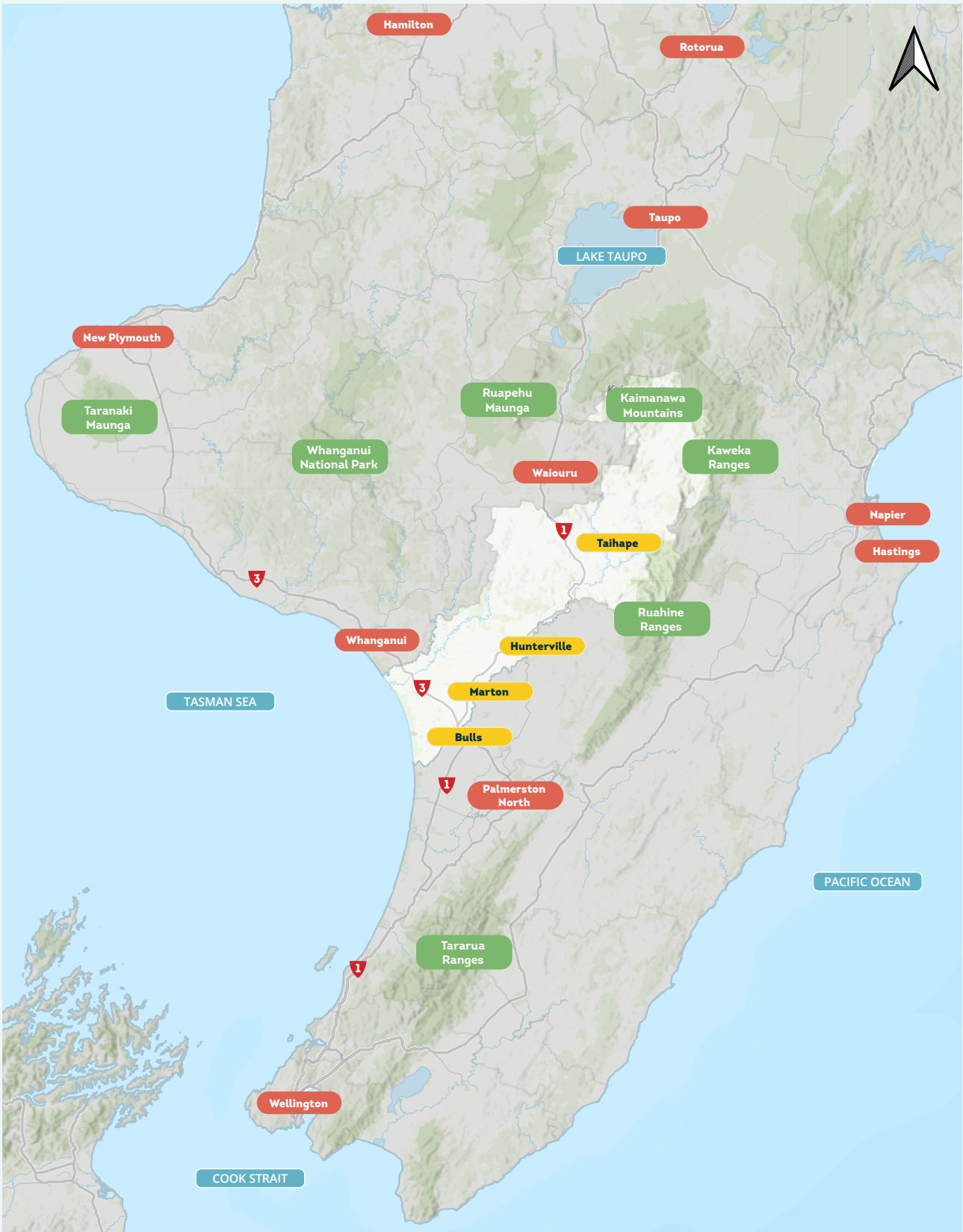
A wide range of community groups are already active in improving nature networks throughout the Rangitikei. By working collaboratively with community groups and other agencies, we will be able to maximise the investment so that more projects are completed across the district.

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Natural Features



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Regional Context



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.

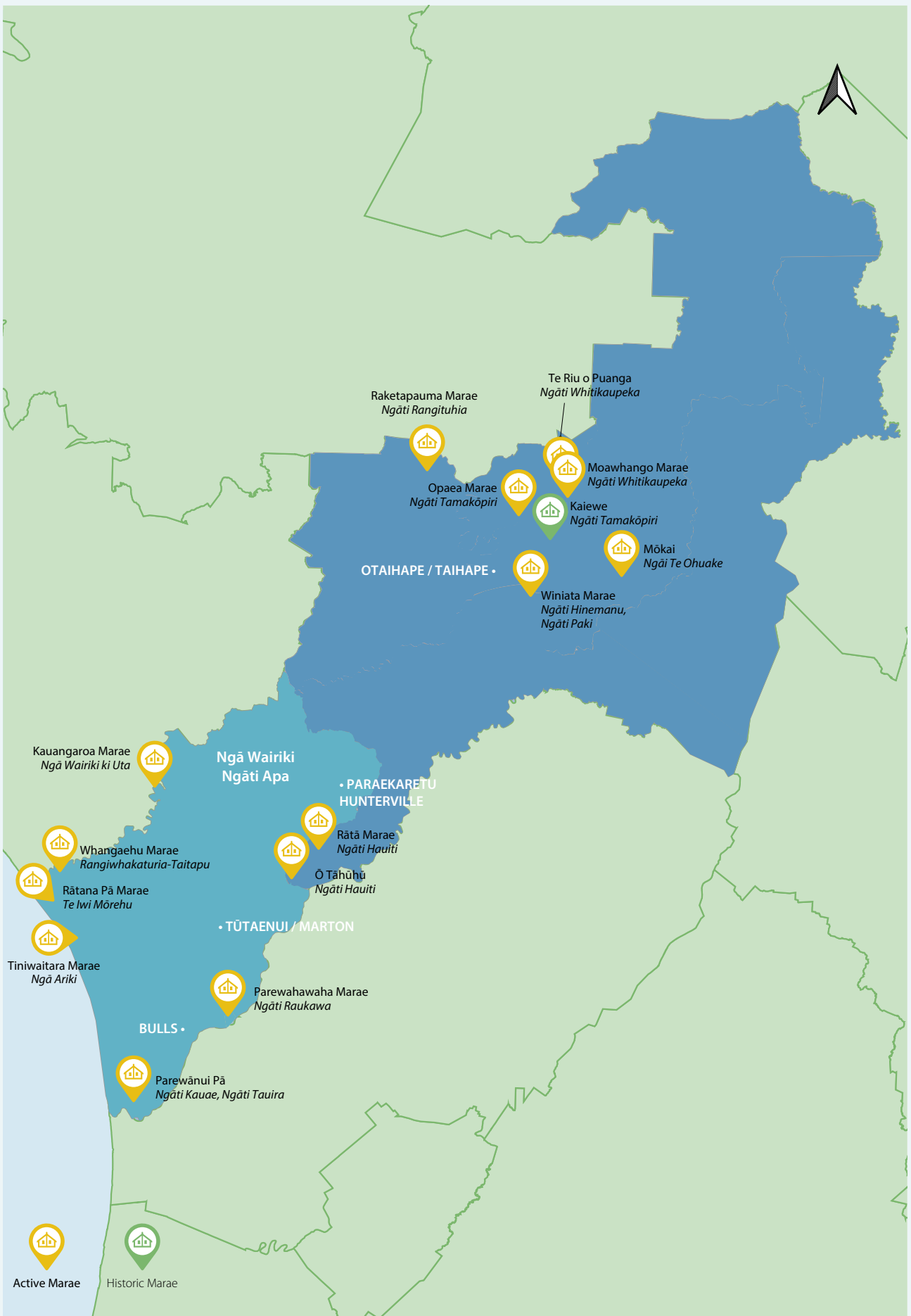
By 2050, all iwi throughout the Rangitīkei will be influential across a range of sectors such as farming, social services, education, business and

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



- Rangitikei 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 Rangitikei 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 Rangitikei 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.

Rangitīkei Rua Mano Rima Tekau

Rangitīkei 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 Rangitīkei 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 Rangitīkei. 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 Rangitīkei 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 Manawātū-Whanganui Regional Growth Strategy

*Pae Tawhiti Rangitikei Beyond
– Rangitikei Community
Spatial Plan*

Rangitikei District Plan

- *Economic Development Strategy*
- *Housing Strategy*
- *Parks, Reserves, Open Spaces and Sporting Facilities Strategy*
- *Destination Management Plan*

Rangitikei 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 Adaption 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 Rangitikei 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 Rangitikei: State Highway 1 Bulls to Sanson improvements, Kakariki Road/ State Highway 1 intersection improvements, and regional speed management.

Significant activities not funded for the Rangitikei 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

Rangitikei 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 Rangitikei 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 Rangitikei 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.

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Horopaki Kaupapa Here a-Rohe ***Local Policy Context***

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.

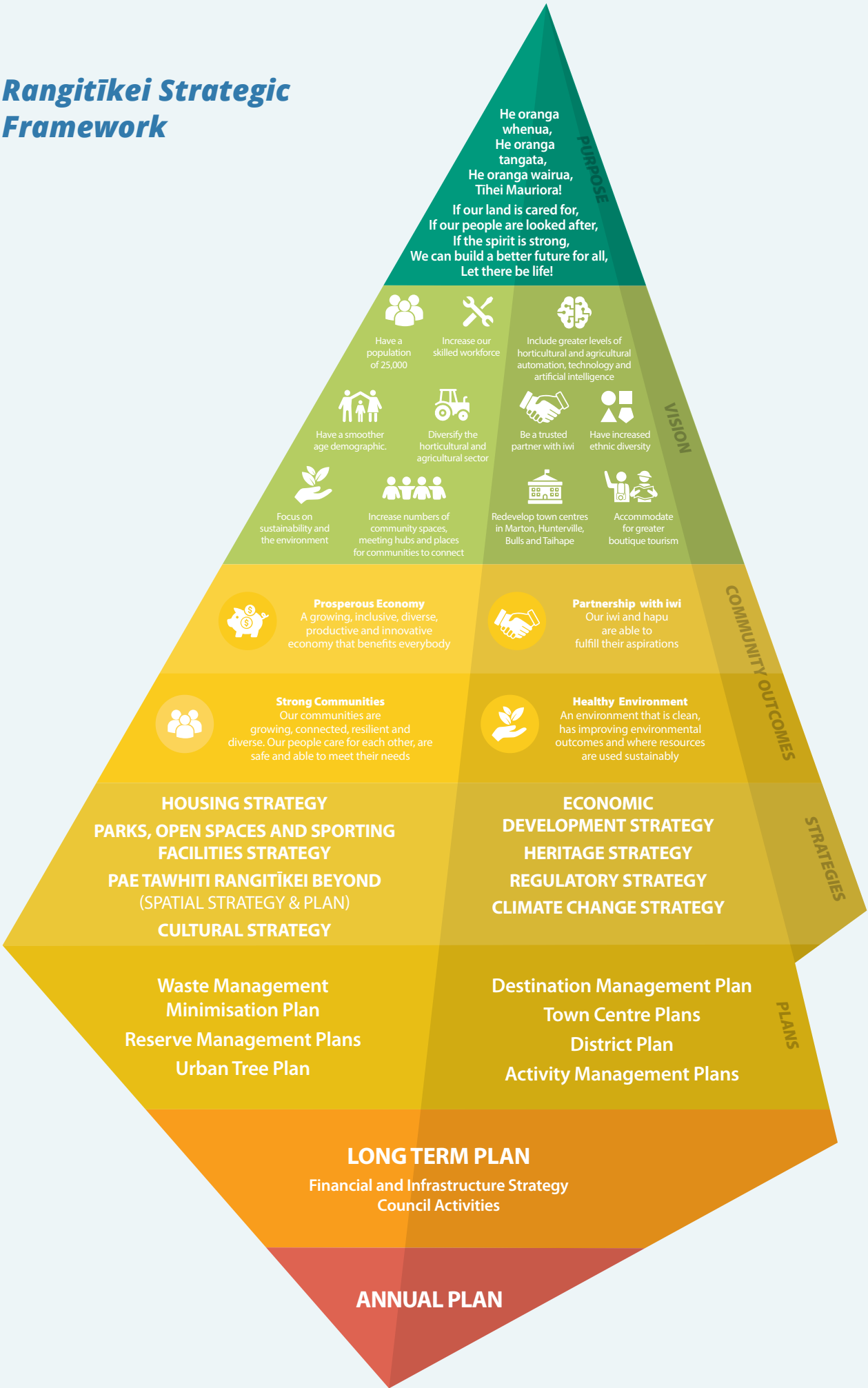
Parks and Reserves Management Plans

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



Ngā Whakatupu Kāinga Residential Growth

The Rangitikei 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.

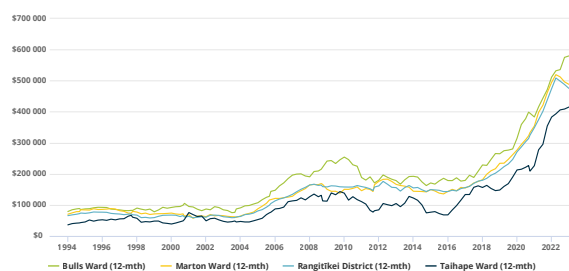
Population growth is dependent on a range of factors including housing demand locally and nationally, petrol prices, housing supply, and business growth or decline.

This section contains the detail of the Rangitikei residential growth strategy. It provides information on the growth scenarios used, strategic directions and detail across Marton, Bulls, Taihape, Hunterville, Mangaweka and Turakina.

Rangitikei Population and Housing

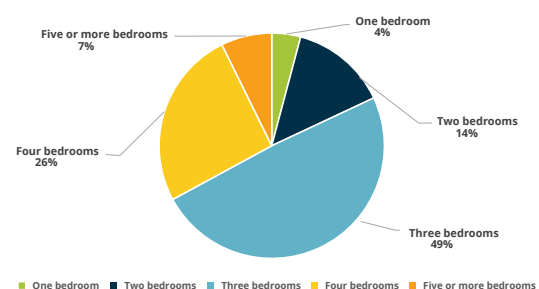
Housing price

Housing prices have increased significantly across the Rangitikei since around 2016. Affordability has been decreasing as house prices have increased faster than incomes.



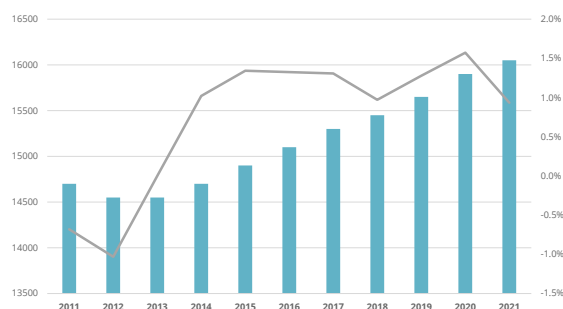
Number of bedrooms

The majority of the occupied housing stock throughout the Rangitikei District, 75% are three bedroom (49%) or four bedroom (26%) dwellings. Only 18% of the occupied dwellings are one or two bedroom dwellings.



Population growth

The Rangitikei population has experienced strong growth since 2014, with an additional 1,350 people moving to the District between 2014 and 2021.



Ethnicity

At the 2018 Census, the majority of the Rangitikei 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 Rangitikei 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 Rangitikei would be home to an additional 8,938 people and 4,013 dwellings by 2050.

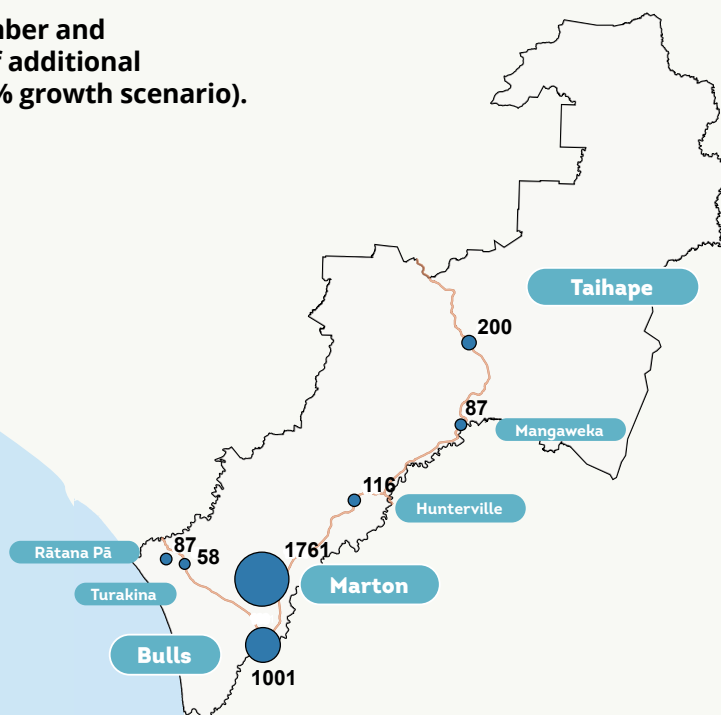
	0.80%	1.20%	1.50%
Population 2050	20,740	22,527	24,988
Number of residents per year	163	234	311
Total additional dwellings	2,162	2,941	4,013
Number of dwellings needed per year	75	101	138

Distribution

We anticipate growth will be distributed unevenly throughout the Rangitikei, with highest concentration of growth predicted in southern Rangitikei.

Strong growth in southern Rangitikei will follow recent growth patterns and recognises the employment and commuter opportunities.

Projected number and distribution of additional dwellings (1.5% growth scenario).



		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	Percent	Number per year	Total 2050	Number per year	Total 2050	Number per year	Total 2050
Mokai Patea Total	2%	2	44	2	59	3	80
Rest Mokai Patea		1	29	1	29	1	29
Mangaweka		1	29	1	29	3	87
Ngamatea	0%	-	-	-	-	-	-
Turakina Total	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
Otairi Total	6%	5	131	6	176	8	240
Huntermville		2	58	3	87	4	116
Rural		2	58	3	87	4	116
Taihape	5%	4	109	5	146	7	200
Marton Rural	7%	5	152	7	205	10	280
Marton North / South	44%	33	957	44	1,289	61	1,761
Parewanui	5%	4	109	5	146	7	200
Bulls	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.

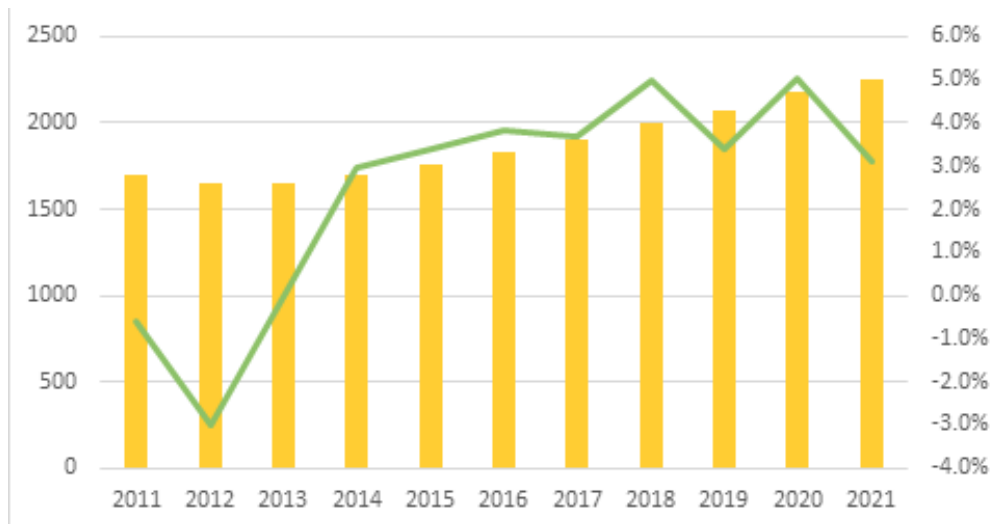
Expansion opportunities are also important to meet demand and ensure sufficient housing supply. Expansion needs to be considered alongside walkability and access to amenities.

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

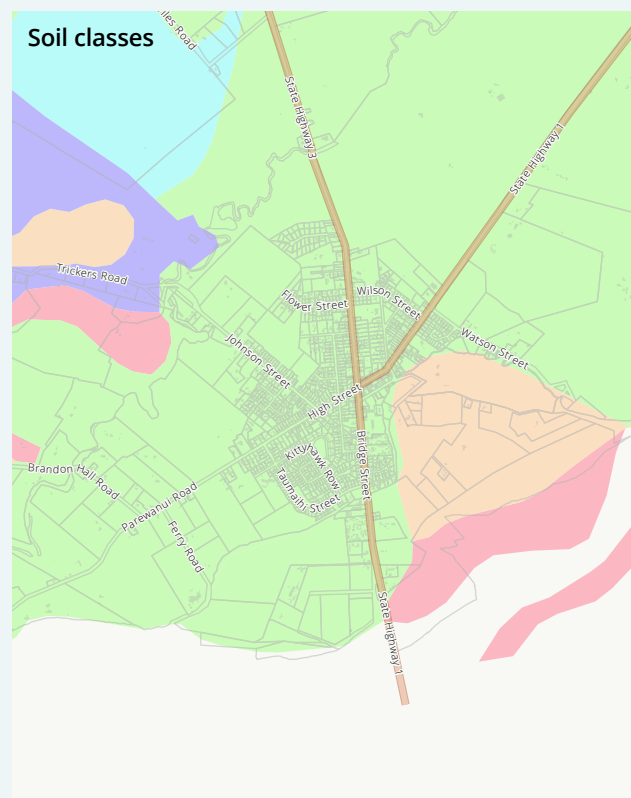


We expect strong residential growth to continue in Bulls due to the Ohakea Airbase and commutable location to Whanganui and Palmerston North.

The residential development pattern is predominantly low density, with the intersection of State Highways 1 and 3 in the centre.

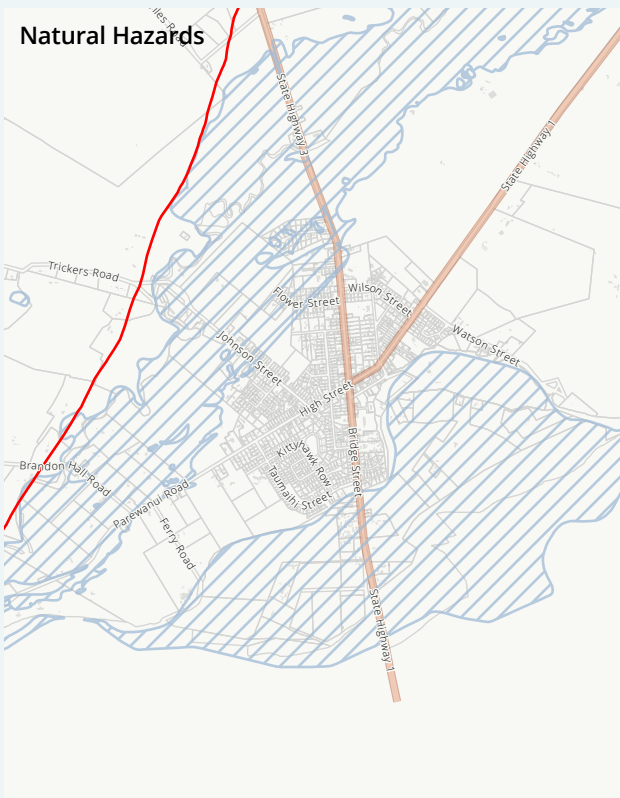
Issues and opportunities

- 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.



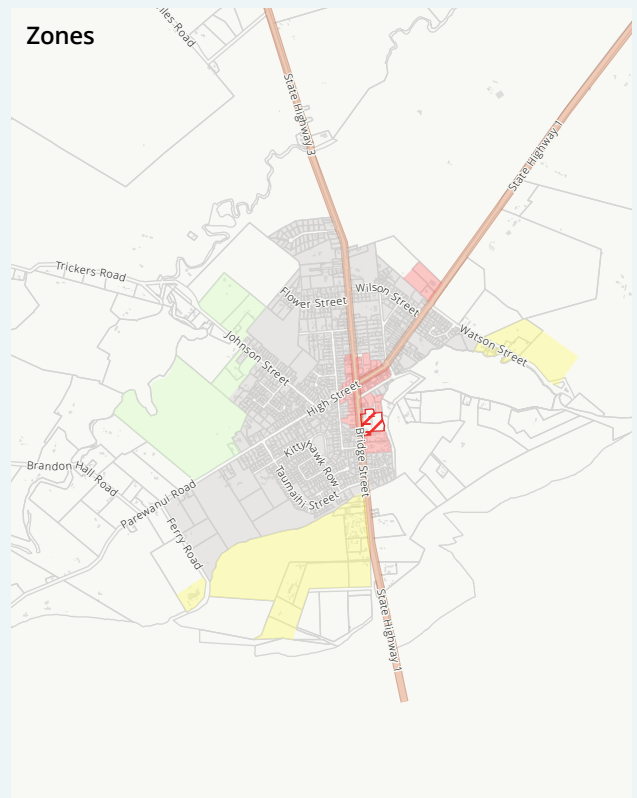
LEGEND

1	4	8	Building Outline
2	6	Town	State Highway
3	7	Property Boundaries	



LEGEND

- Property Boundaries
- HAZ Active Faults
- Building Outline
- Indicative Flood Zone
- State Highway



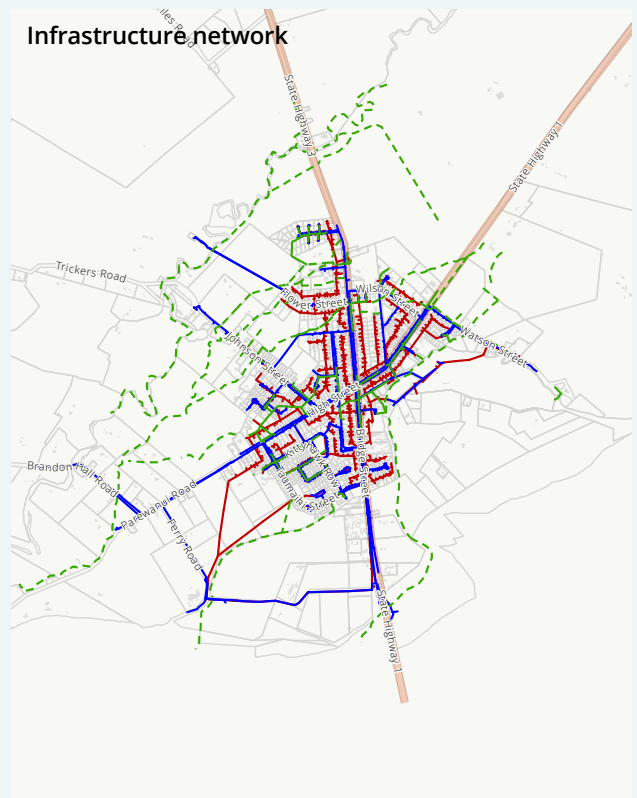
LEGEND

- Comprehensive Development Area
- Industrial
- Rural Living
- Commercial
- Education
- Residential
- State Highway
- Property Boundaries
- Building Outline



LEGEND

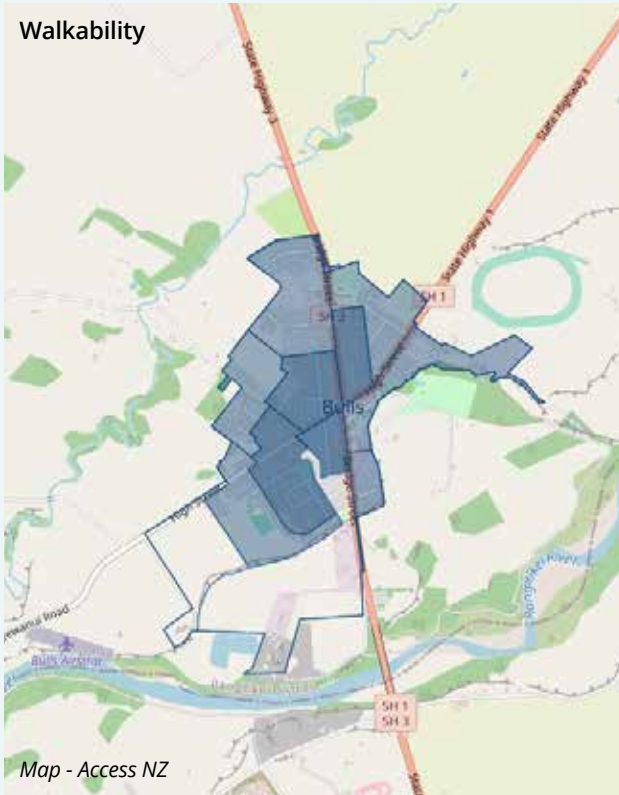
- State Highway
- Property Boundaries
- Building Outline



LEGEND

- Stormwater Line
- Wastewater Line
- State Highway
- Open Drains
- Water Supply Line
- Property Boundaries
- Building Outline

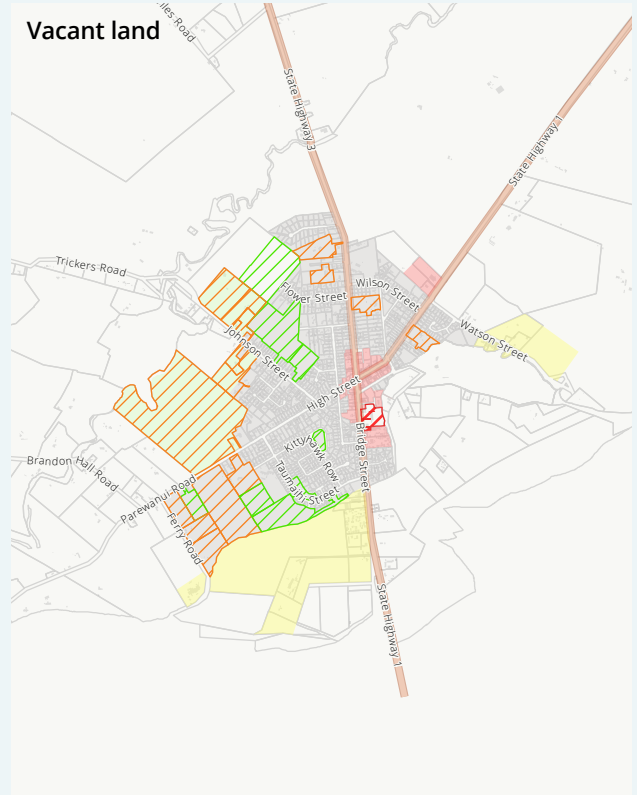
Walkability



LEGEND

- 5 min
- 10 min
- 15 min
- 20 min
- 20+ min

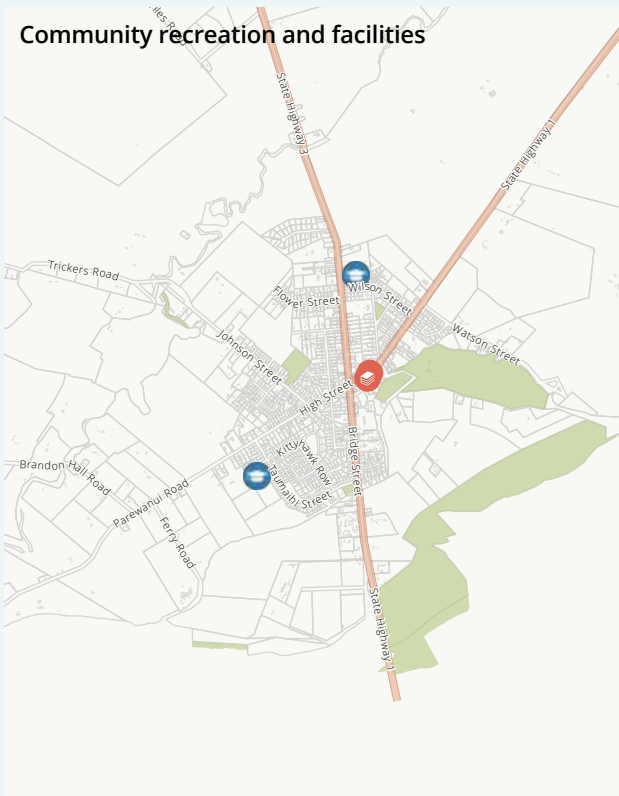
Vacant land



LEGEND

- Under Developed
- Vacant
- Property Boundaries
- Building Outline
- State Highway

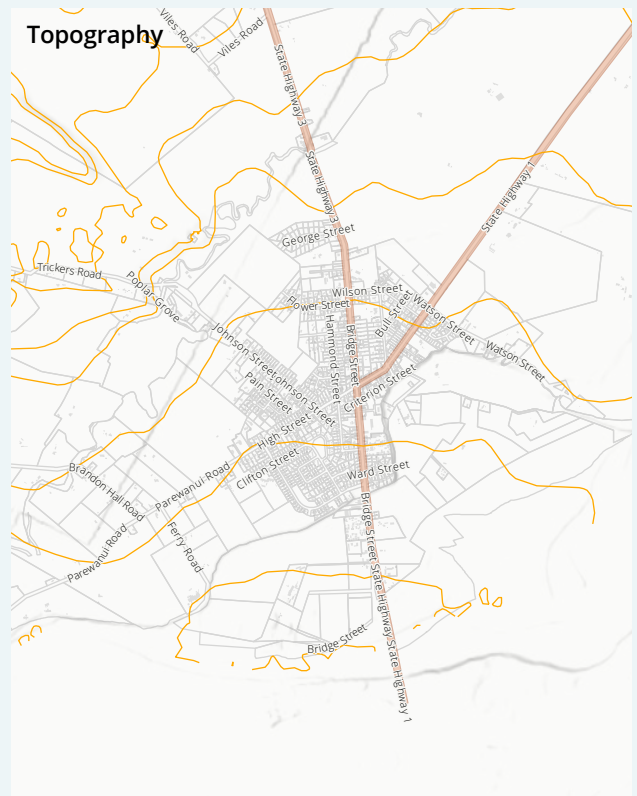
Community recreation and facilities



LEGEND

- Property Boundaries
- Building Outline
- State Highway
- School
- Community Hall
- Library
- Pool
- Green Space

Topography



LEGEND

- State Highway
- Property Boundaries
- Building Outline
- 8m Contour

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.

Houses Required	544 - 1,001 houses
Residential (95%)	517 - 951 houses
Rural Living (5%)	27 - 50 houses
Residential Zone Land Required to 2050	Hectares
Residential Zone Land Required	52 - 95 hectares
Residential Zone Land Availability	Hectares
Vacant	15 hectares
Underdeveloped	16 hectares
Infill provision	3 hectares
Total available	34 hectares
Additional Residential Land Required	18 - 61 hectares
Rural Living Zone Land Required to 2050	Hectares
Rural Living Zone Land Required	27 - 50 hectares
Rural Living Land Availability	Hectares
Vacant	0 hectares
Underdeveloped	0 hectares
Total Available	0 hectares
Additional Rural Living Land Required	27 - 50 hectares

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.

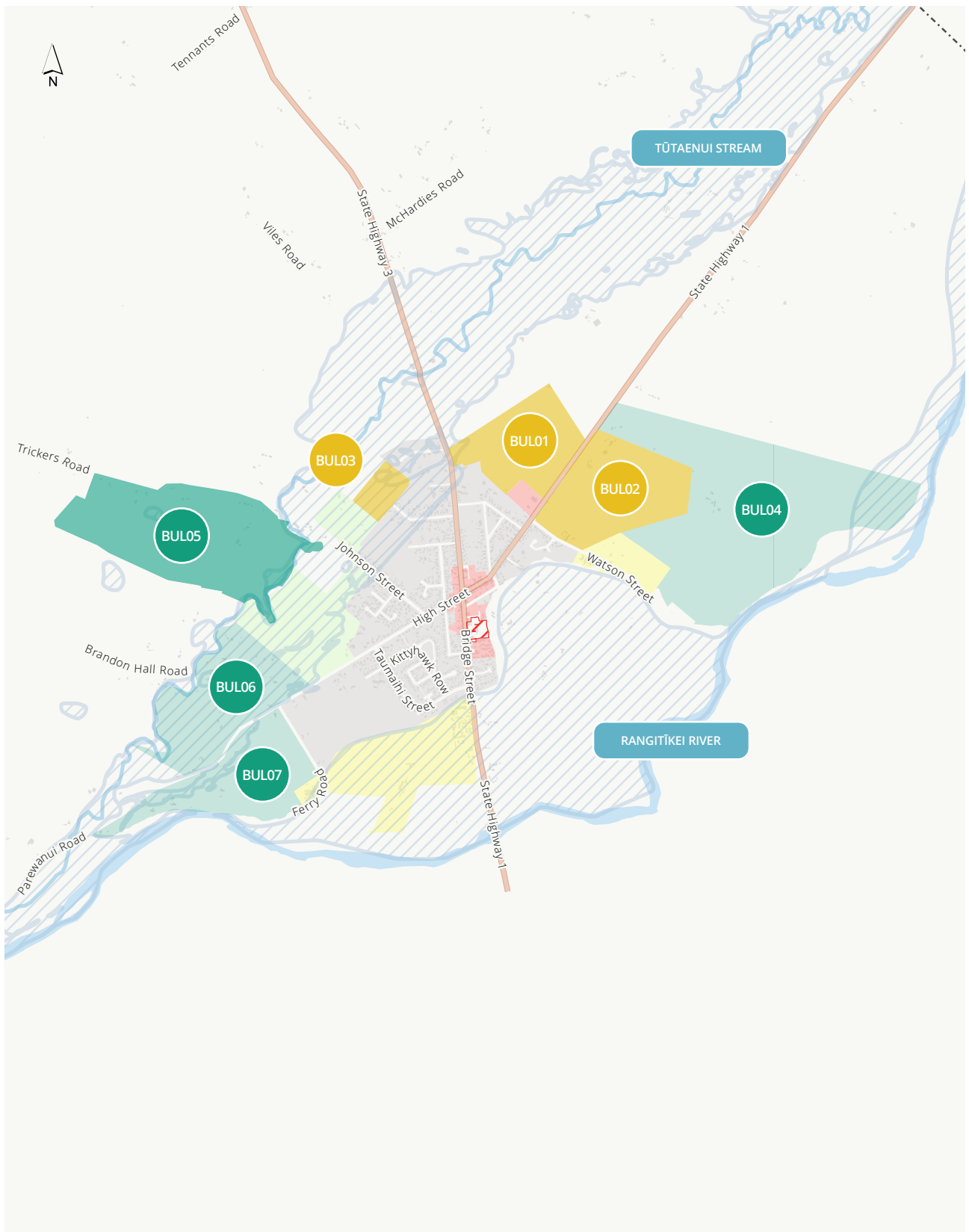
A stormwater catchment management plan may be needed to provide a holistic solution to stormwater drainage throughout Bulls.

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

- Rural Zone
- 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	M	M	M	L	M	L	L

● 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

Hunterville

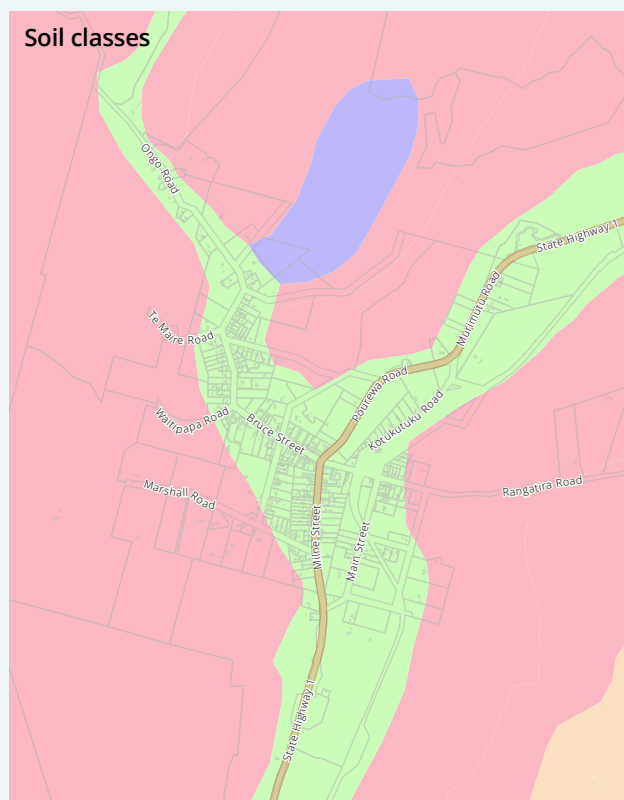
In 2018 there were 210 homes in Hunterville. The village has reticulated water and wastewater systems. Hunterville has had only 3 new homes constructed in the past 5 years.

We expect steady growth to occur in Hunterville due to its commutable location to Marton, affordability and for local workers.

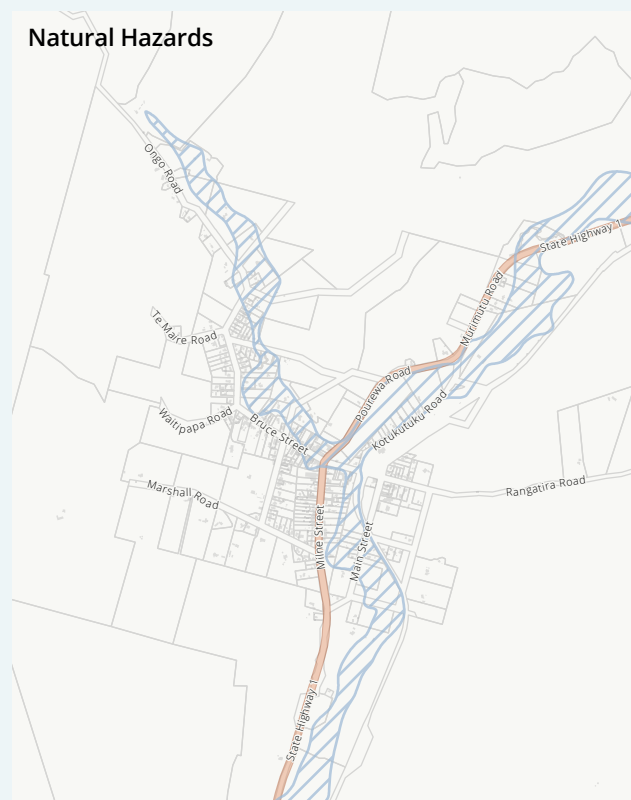
The residential development pattern is predominantly low density.

Issues and opportunities

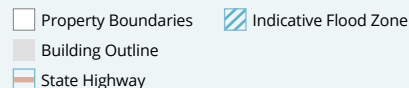
- Easy commute to Marton.
- State Highway 1 runs through the settlement.
- North Island Main Trunk Rail Line runs to the east.
- High quality community facilities available.
- Topography surrounding the town limits expansion options.
- Affordable.
- Good walkability.
- Flood hazard from the Pourewa Stream and local tributary.
- Limited diversity in housing stock.



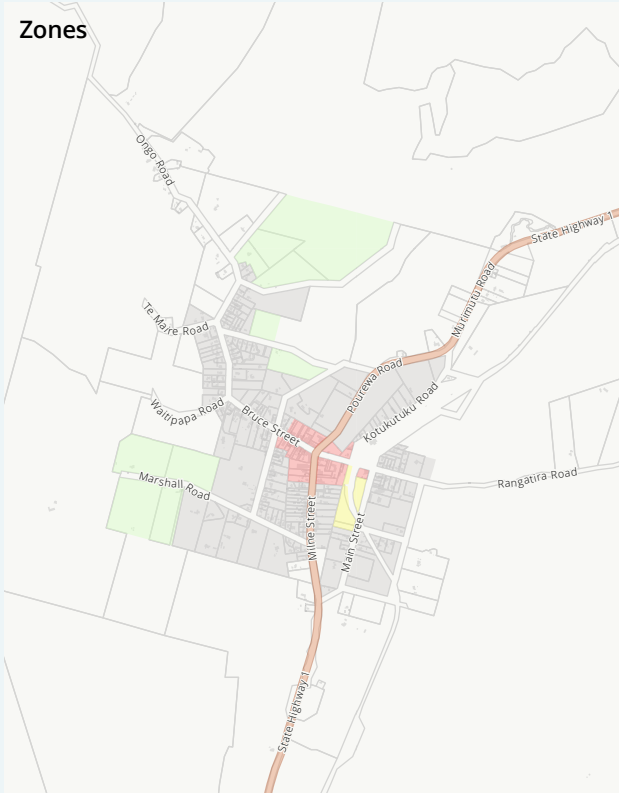
LEGEND



LEGEND



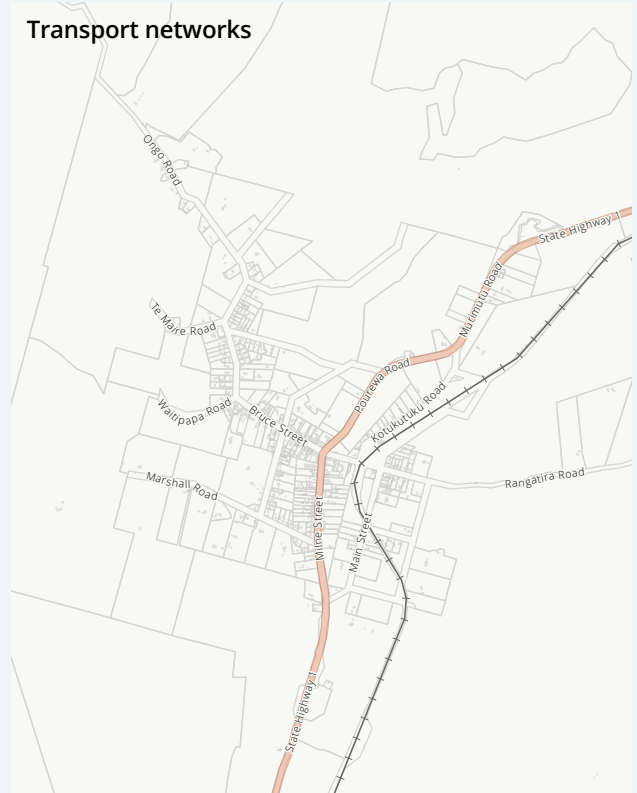
Zones



LEGEND

- Residential
- Industrial
- Rural Living
- Education
- Commercial
- Property Boundaries
- Building Outline
- State Highway

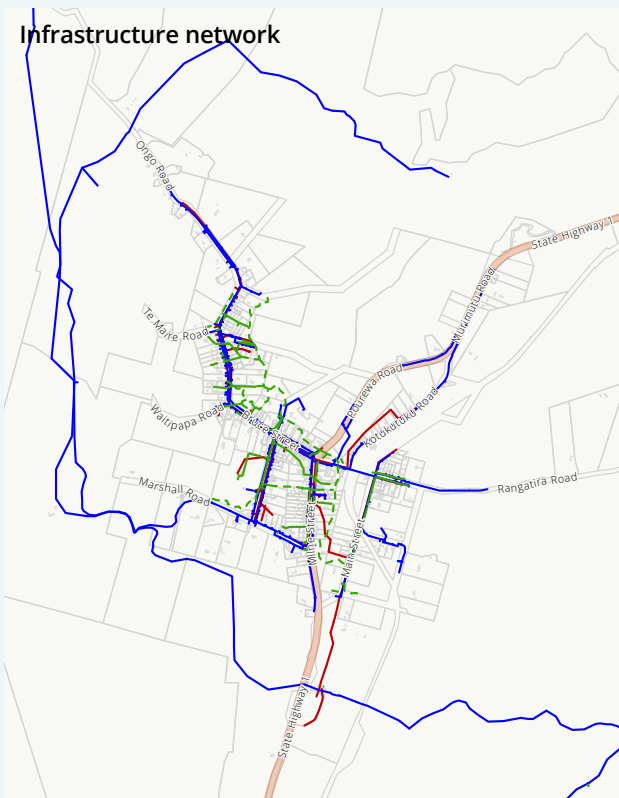
Transport networks



LEGEND

- + Railway
- Property Boundaries
- Building Outline
- State Highway

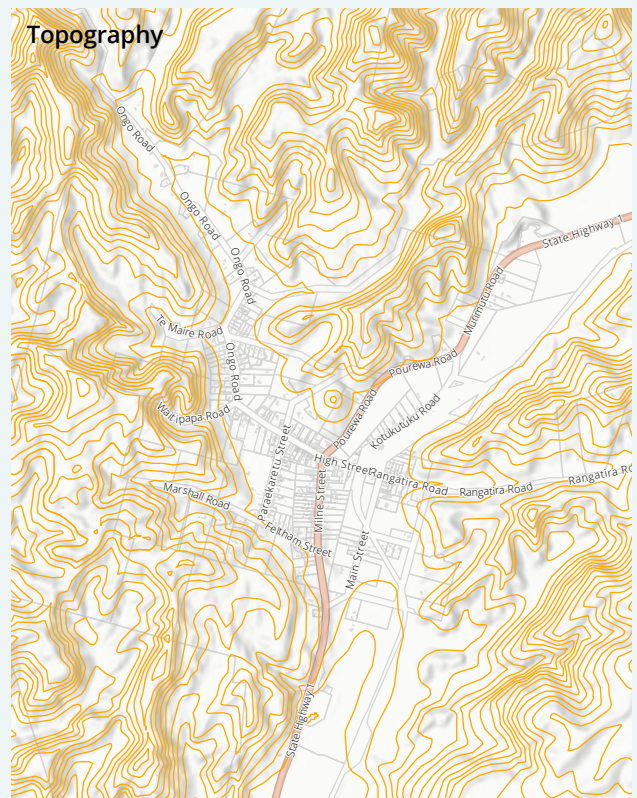
Infrastructure network



LEGEND

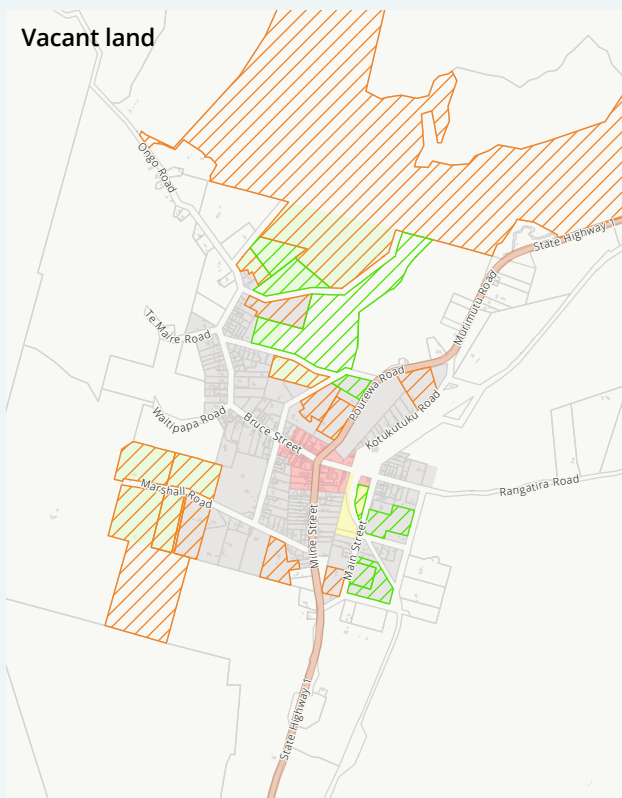
- Stormwater Line
- Wastewater Line
- Water Supply Line
- Property Boundaries
- Building Outline
- State Highway

Topography



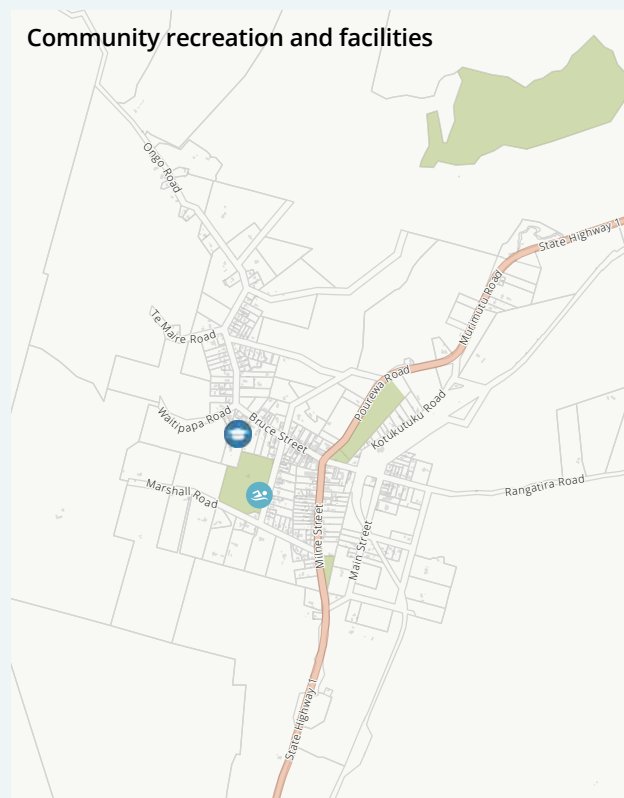
LEGEND

- State Highway
- Property Boundaries
- Building Outline
- 8m Contour



LEGEND

- Under Developed
- Vacant
- Property Boundaries
- Building Outline
- State Highway



LEGEND

- Property Boundaries
- Building Outline
- State Highway
- S School
- H 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.

Houses Required	58 - 116 houses
Residential (95%)	55 - 110 houses
Rural Living (5%)	3 - 6 houses
Residential Zone Land Required to 2050	Hectares
Residential Zone Land Required	6 - 11 hectares
Residential Zone Land Availability	Hectares
Vacant	2 hectares
Underdeveloped	1 hectares
Infill provision	1 hectares
Total available	4 hectares
Additional Residential Land Required	2 - 7 hectares
Rural Living Zone Land Required to 2050	Hectares
Rural Living Zone Land Required	3 - 6 hectares
Rural Living Land Availability	
Vacant	7 hectares
Underdeveloped	13 hectares
Total Available	20 hectares
Additional Rural Living Land Required	14 - 17 hectares surplus

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.

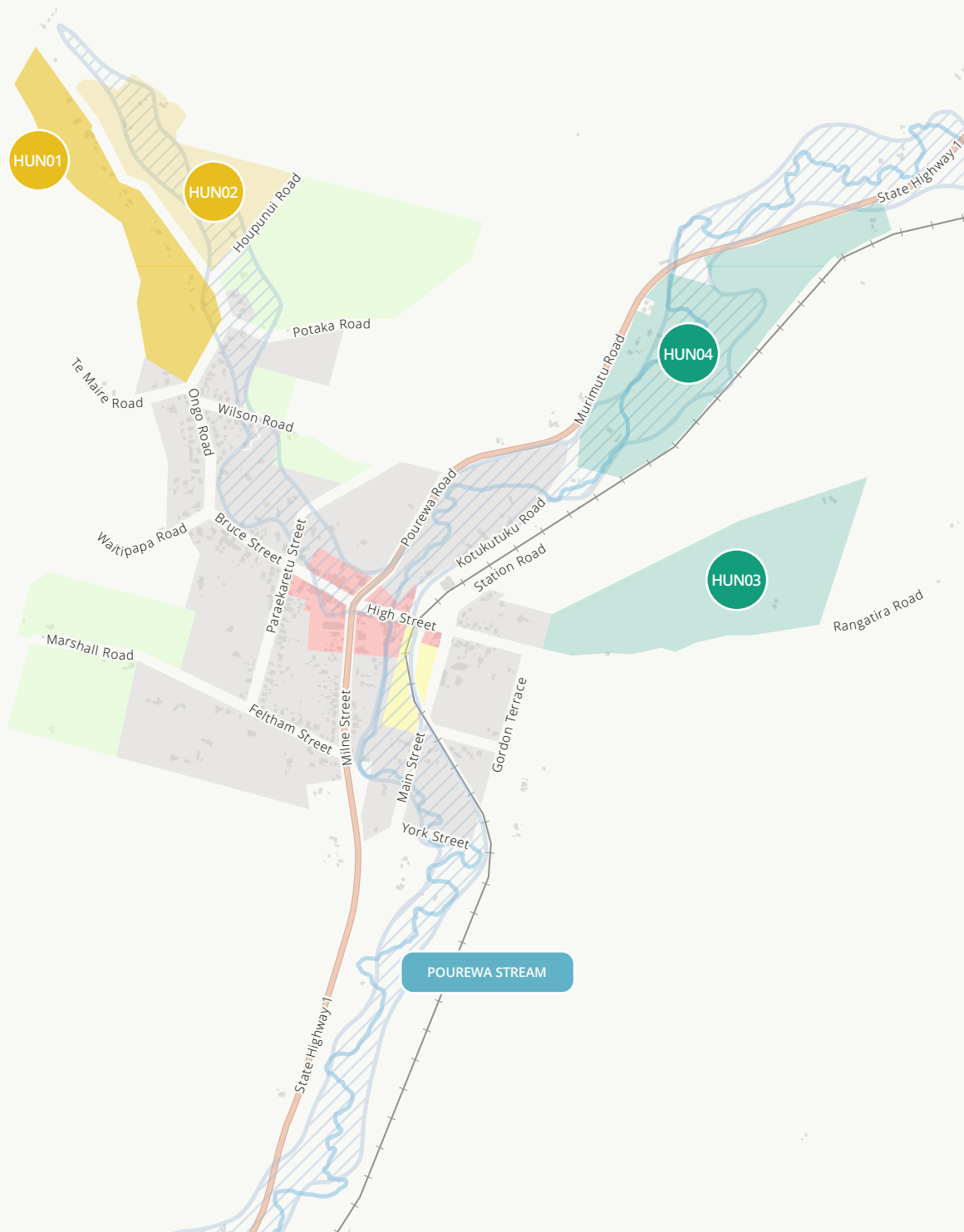
Areas with low suitability rating will not be progressed further.

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

District Plan Zones

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

Rural Living Zone

Assessed Growth Areas

- Residential High
- Residential Moderate

Residential Low

Rural Lifestyle High

Rural Lifestyle Moderate

Rural Lifestyle Low

Map Features

- Flood Zone
- Stream
- Building Footprint
- Property Boundaries

Green space

- Railway
- State Highways

	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	M	L	L	L

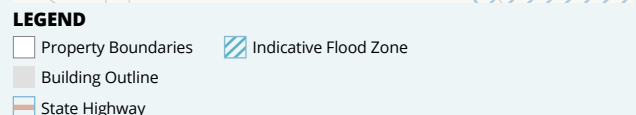
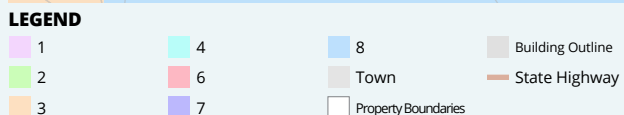
- High level of consistency with criteria. No significant issues. Positive outcomes achieved. Low costs associated with developing the area.
- Some consistency with criteria, but some issues to be resolved. Development outcome okay if measures taken. Medium costs associated with development.
- Inconsistent or low level of consistency with criteria. Significant constraints or potential issues. High costs.

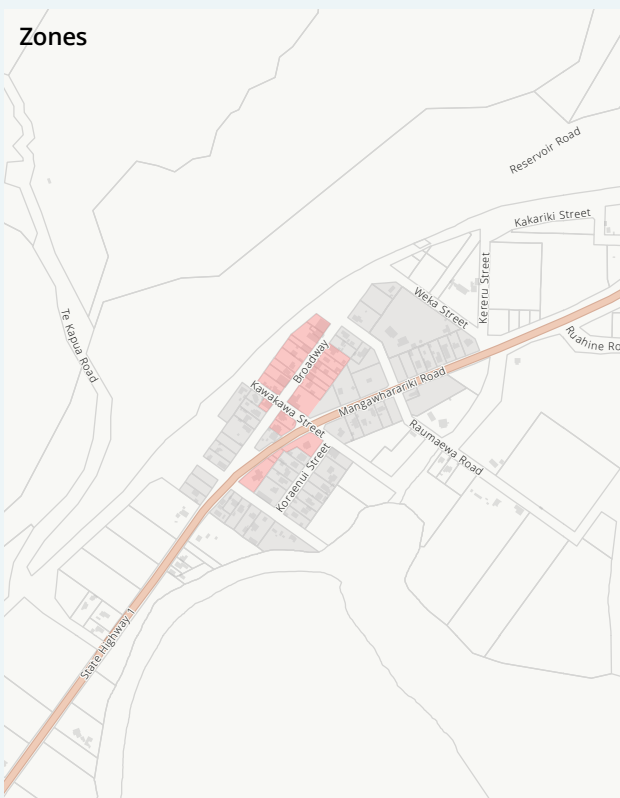
L Low **M** Medium **H** High

The Details

The residential development pattern is predominantly low density.

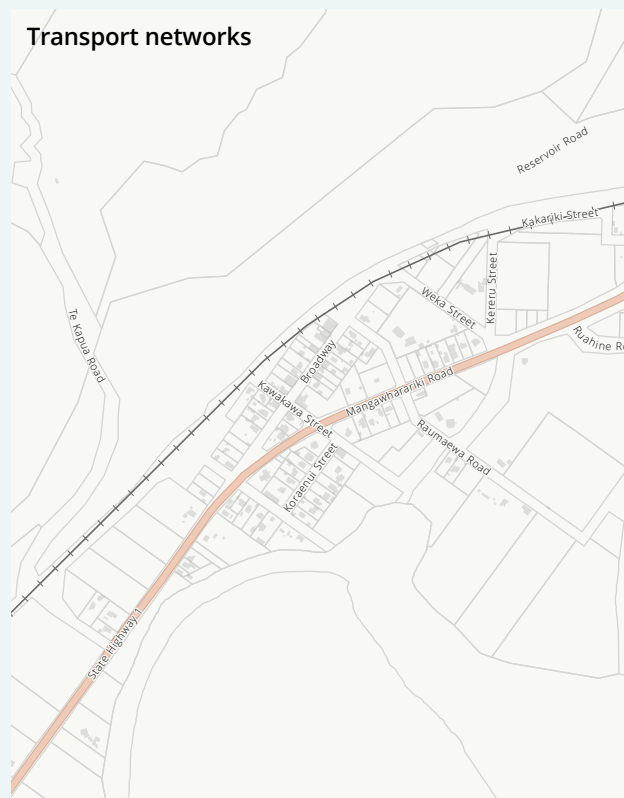
- Only 15 minutes to Taihape.
- Easy access to the stunning natural environment.
- State Highway 1 running through.
- North Island Main Trunk Rail line to the west.
- Reticulated services already servicing the settlement.
- Located on a strip of class 3 land.
- Emerging destination.
- Limited diversity in housing stock.





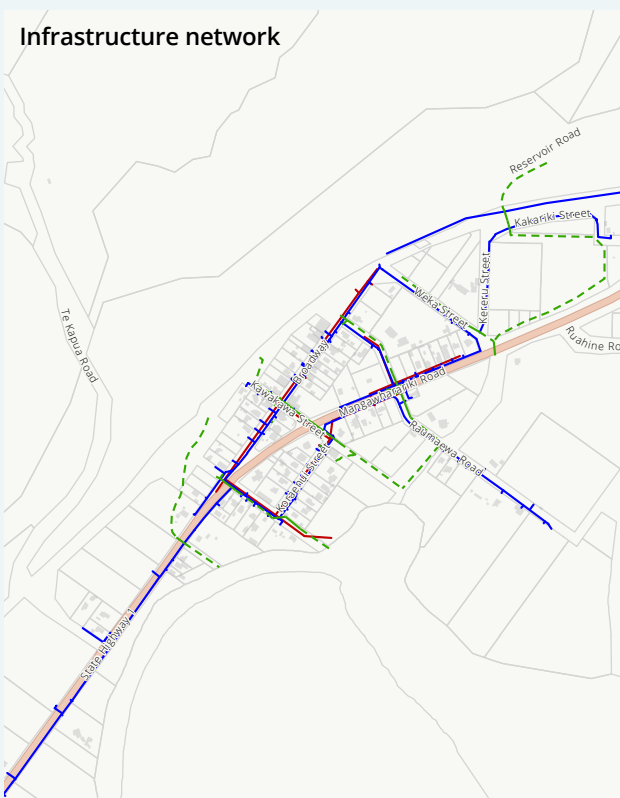
LEGEND

- | | | |
|--|--|---|
| Residential | Property Boundaries | State Highway |
| Commercial | Building Outline | |



LEGEND

- | | |
|--|---|
| Railway | State Highway |
| Property Boundaries | |
| Building Outline | |



LEGEND

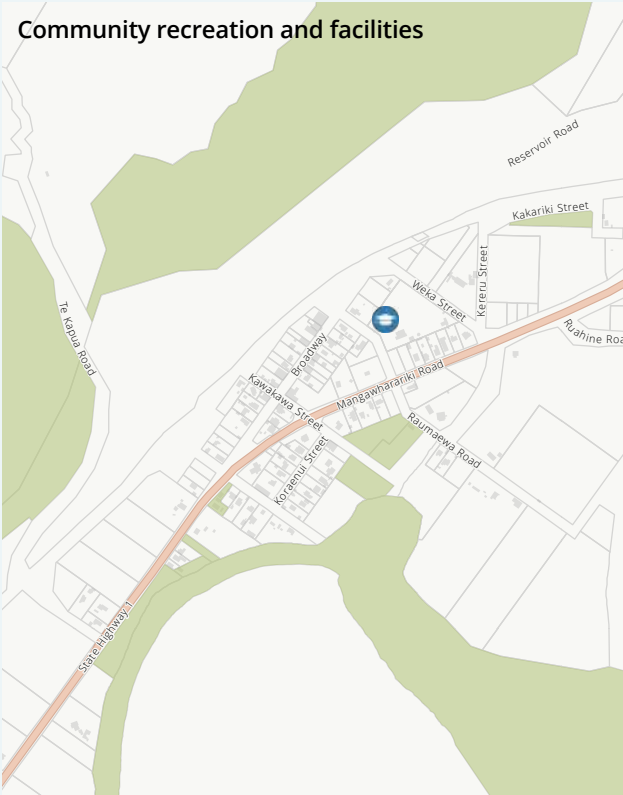
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|--|--|---|
| Stormwater Line | Wastewater Line | State Highway |
| Open Drains | Property Boundaries | |
| Water Supply Line | Building Outline | |



LEGEND

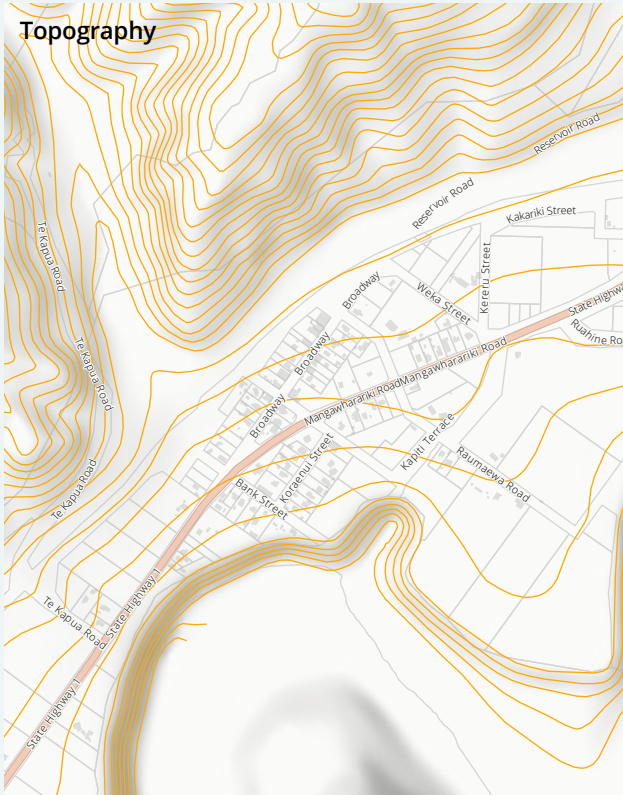
- | | |
|--|--|
| Under Developed | Building Outline |
| Vacant | State Highway |
| Property Boundaries | |

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 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.

Houses Required	29 - 87 houses
Residential (95%)	28- 83 houses
Rural Living (5%)	1 - 4 houses
Residential Zone Land Required to 2050	Hectares
Residential Zone Land Required	3 - 8 hectares
Residential Zone Land Availability	Hectares
Vacant	0 hectares
Underdeveloped	0 hectares
Infill provision	1 hectares
Total available	1 hectares
Additional Residential Land Required	2 - 7 hectares
Rural Living Zone Land Required to 2050	Hectares
Rural Living Zone Land Required	1 - 4 hectares
Rural Living Land Availability	Hectares
Vacant	0 hectares
Underdeveloped	0 hectares
Total Available	0 hectares
Additional Rural Living Land Required	1 - 4 hectares

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).

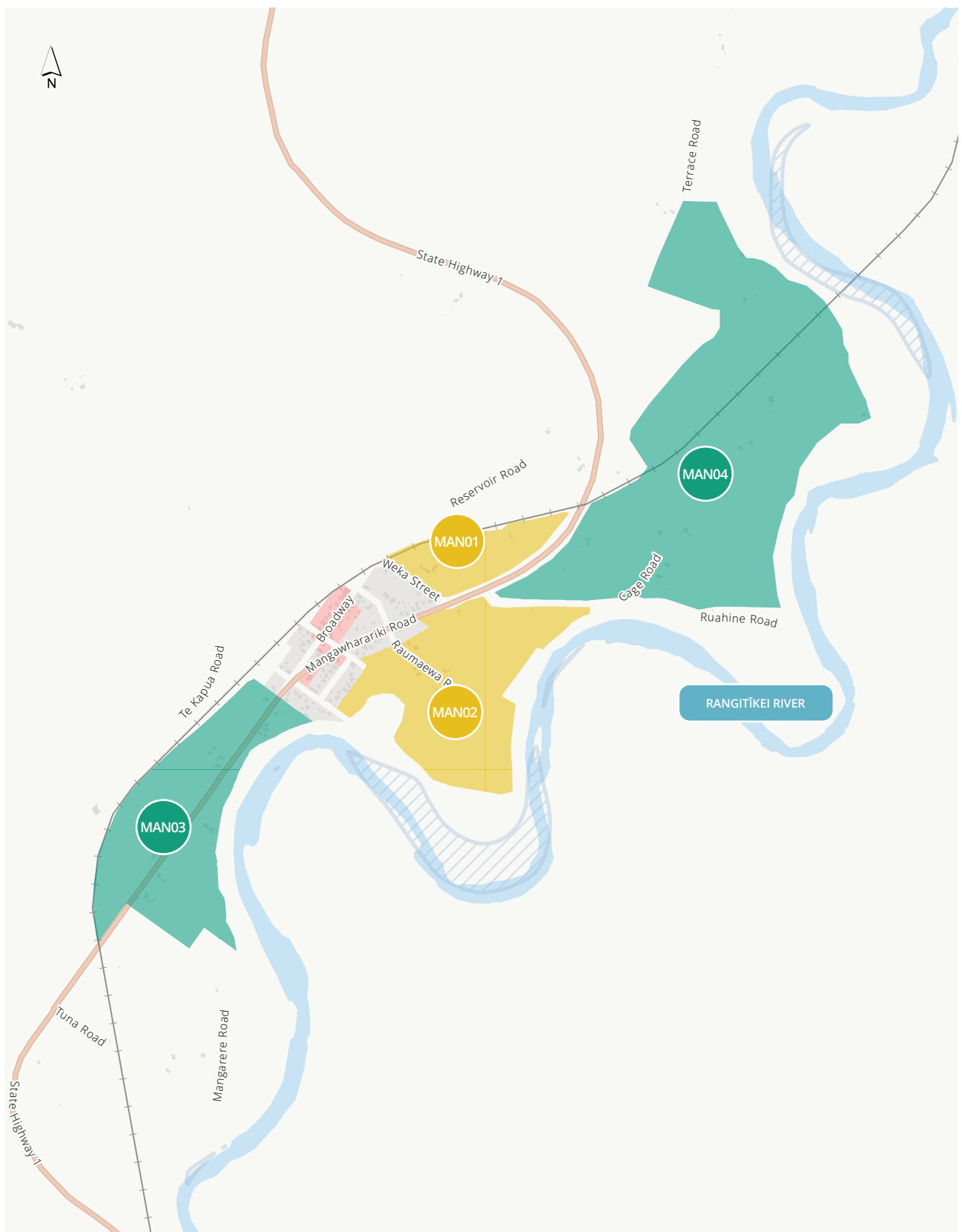
The Mangaweka water source and water treatment plant are able to cope with growth in the area. The wastewater treatment plant is operating effectively, and if inflow and infiltration issues can be addressed, has capacity for growth.

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	M	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.

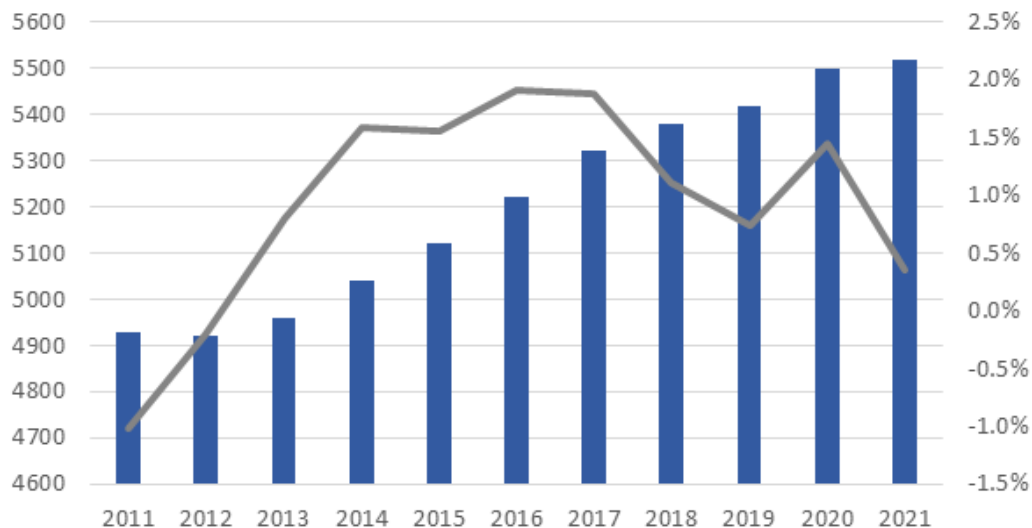
L Low **M** Medium **H** High

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).

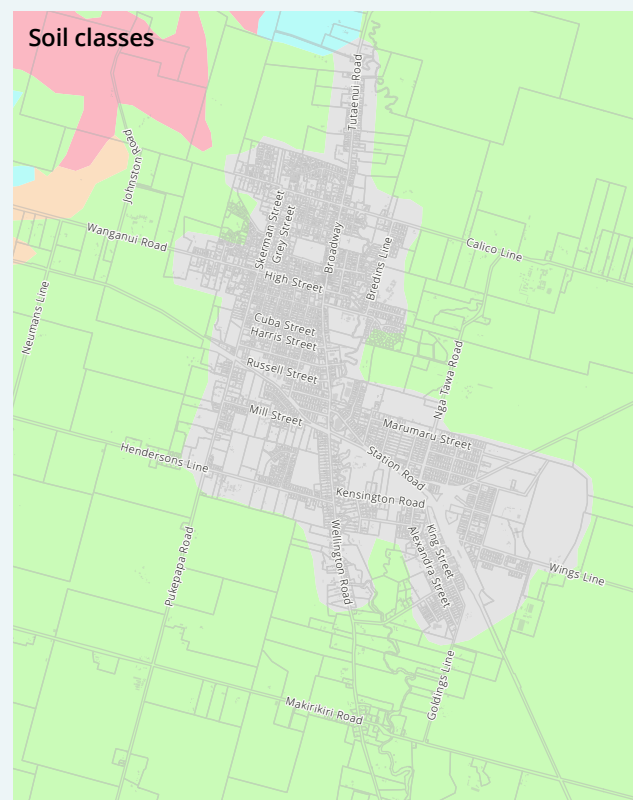
We expect strong residential growth to continue in Marton due to its commutable location to Whanganui and Palmerston North and anticipated future business growth. The residential development pattern is predominantly low density, with one main town centre located towards the north of the town.

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	

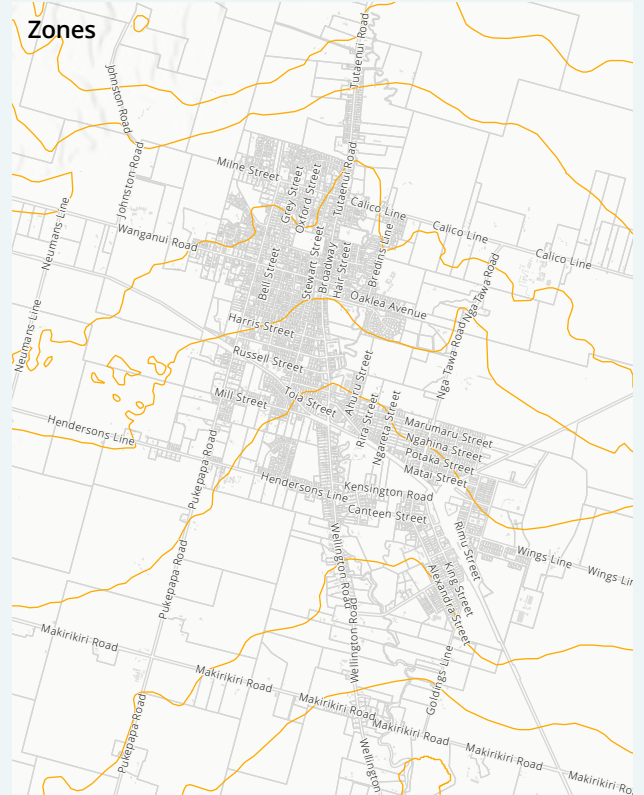
Natural Hazards



LEGEND

- Property Boundaries
- Building Outline
- Indicative Flood Zone
- HAZ Active Faults

Zones



LEGEND

- Commercial
- Industrial
- Education
- Residential
- Rural Living
- Property Boundaries
- Building Outline

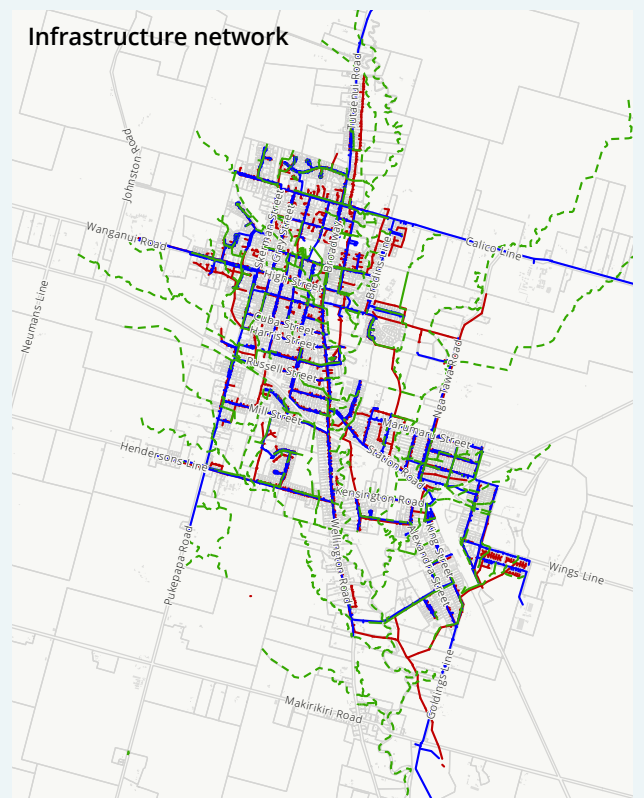
Transport networks



LEGEND

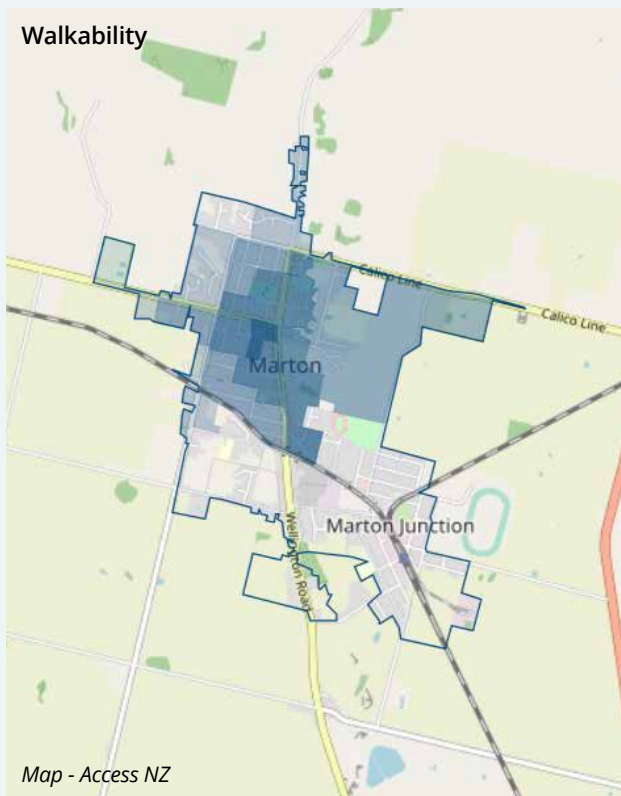
- Railway
- State Highway
- Property Boundaries
- Building Outline

Infrastructure network

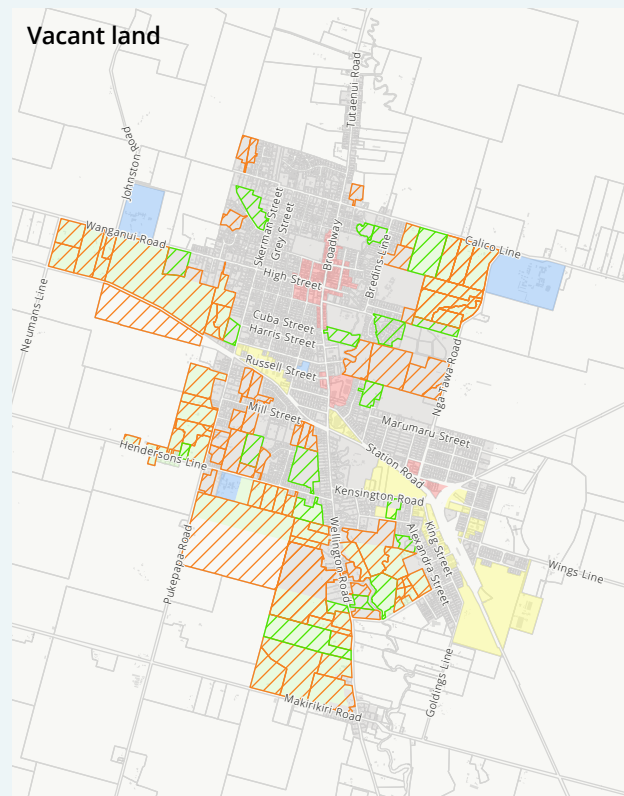


LEGEND

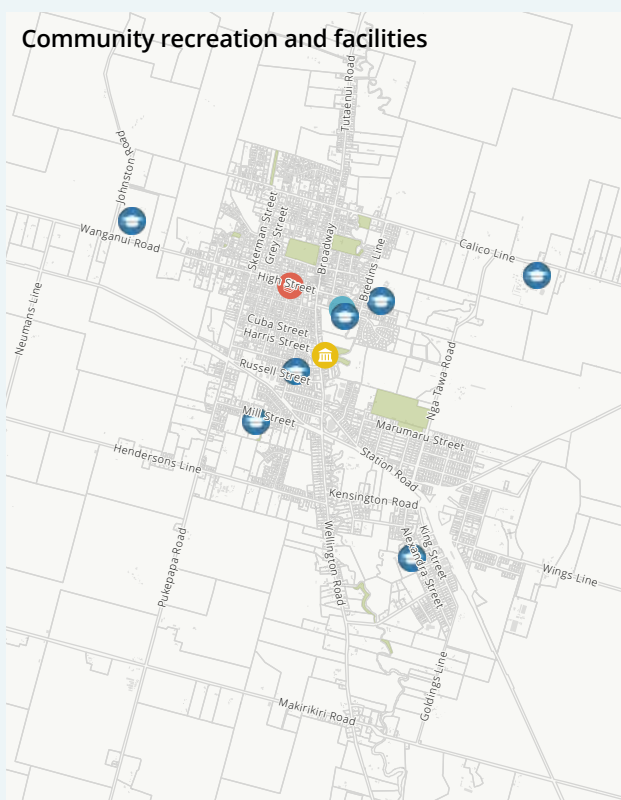
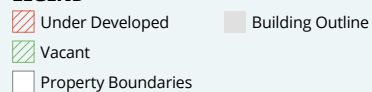
- Stormwater Line
- Open Drains
- Water Supply Line
- Wastewater Line
- Property Boundaries
- Building Outline



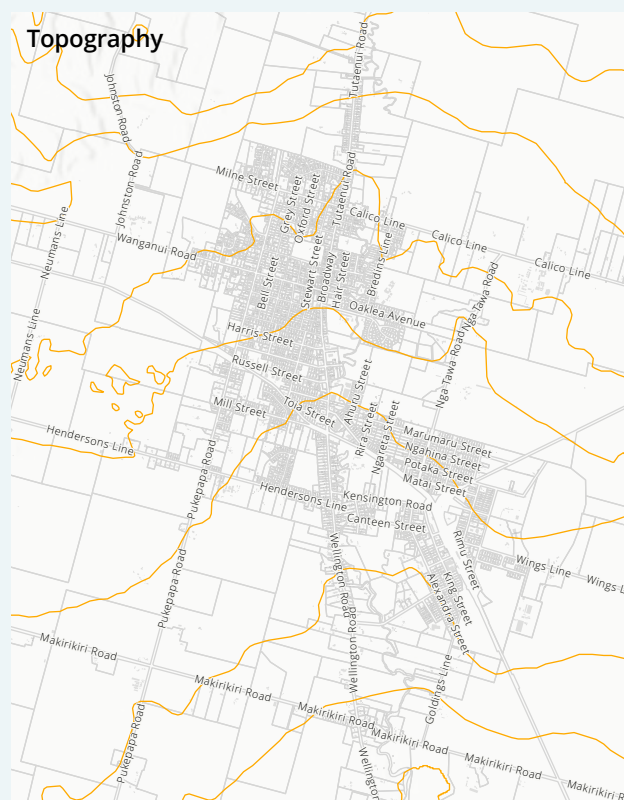
LEGEND



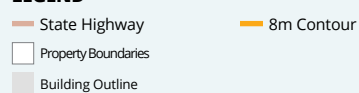
LEGEND



LEGEND



LEGEND



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.

Houses Required	957 - 1,761 houses
Residential (95%)	909 - 1,673 houses
Rural Living (5%)	48 - 88 houses
Residential Zone Land Required to 2050	Hectares
Residential Zone Land Required	91 - 167 hectares
Residential Zone Land Availability	Hectares
Vacant	17 hectares
Underdeveloped	48 hectares
Infill provision	4 hectares
Total available	69 hectares
Additional Residential Land Required	22 - 98 hectares
Rural Living Zone Land Required to 2050	Hectares
Rural Living Zone Land Required	48 - 88 hectares
Rural Living Land Availability	Hectares
Vacant	80 hectares
Underdeveloped	69 hectares
Total Available	149 hectares
Additional Rural Living Land Required	Oversupply of 61 - 101 hectares

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.

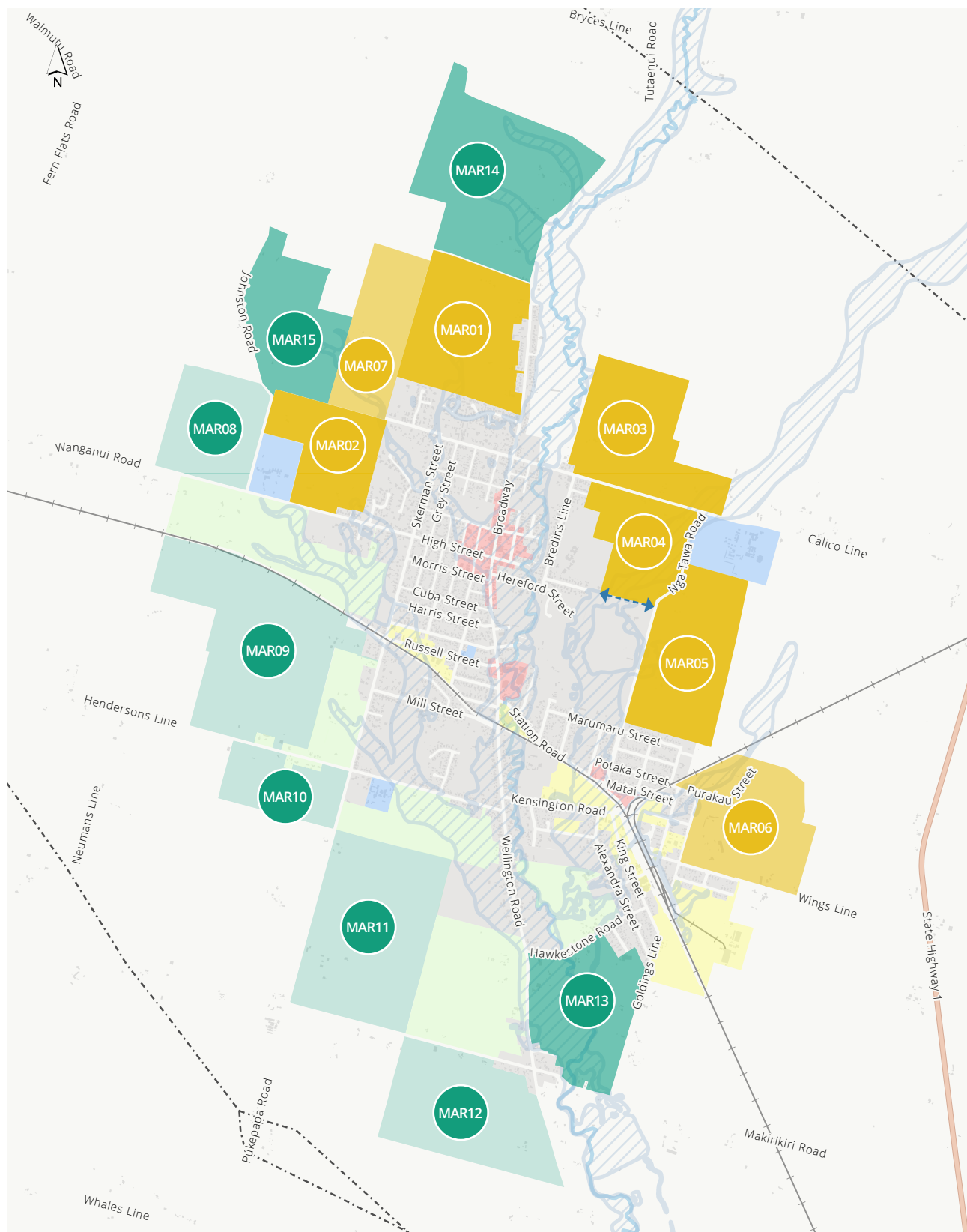
Areas with high and moderate suitability will be progressed for further consideration, noting that up to 98 hectares of additional land is anticipated to be required for growth through to 2050, which means only one or two of the identified areas will need to be rezoned.

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

Assessed Growth Areas

- Residential High
- Residential Moderate
- Residential Low
- Rural Living Zone
- 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

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L Low **M** Medium **H** High

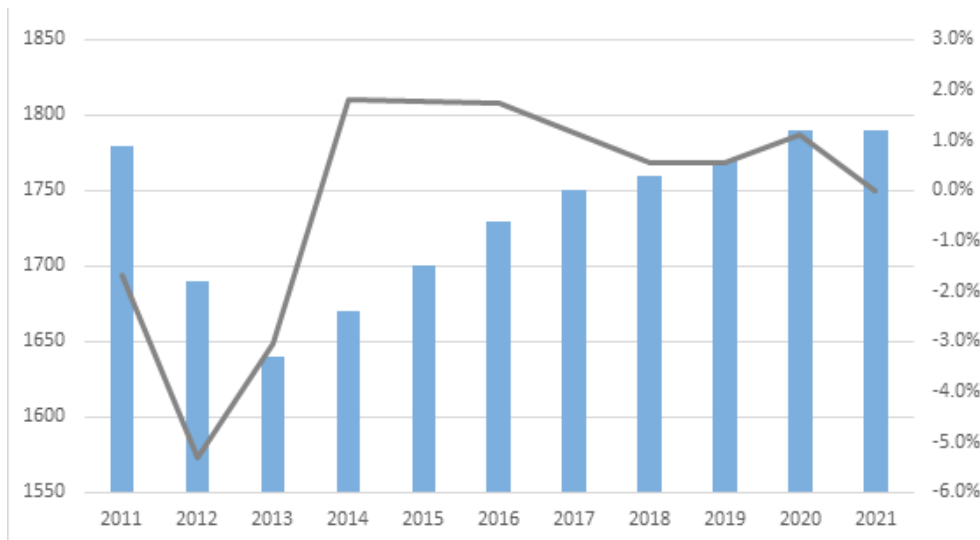
Taihape

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.

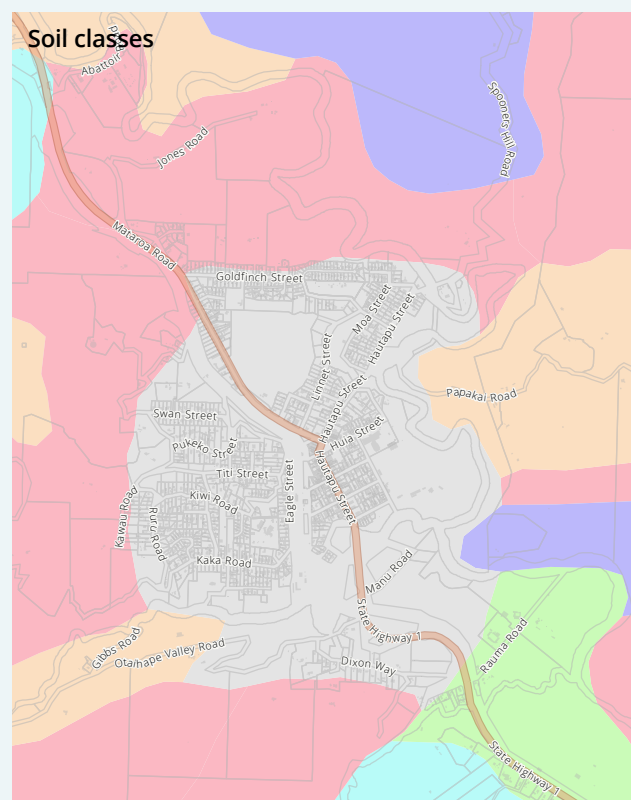
The residential development pattern is predominantly low density.

Taihape - Population Growth 2011-2021



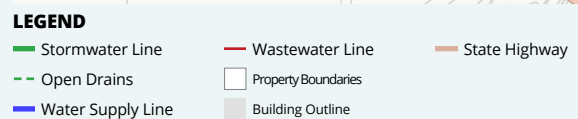
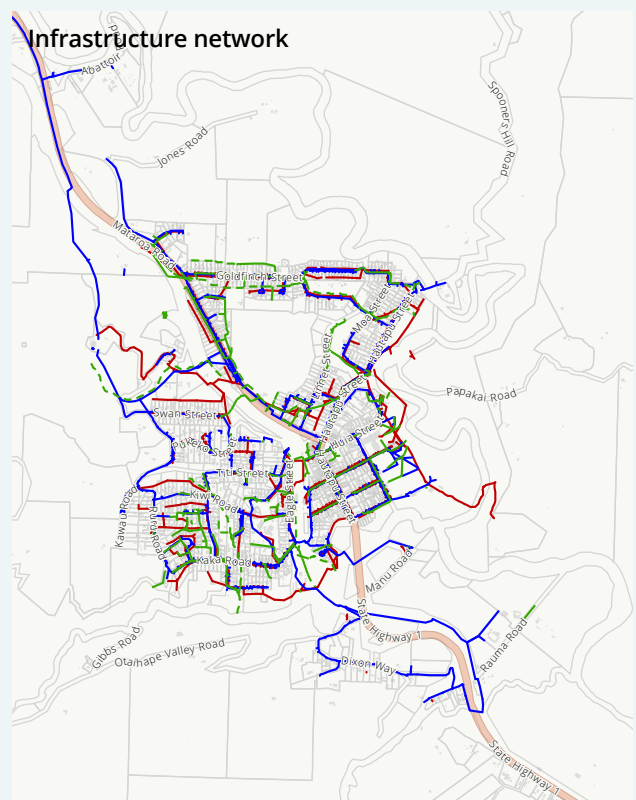
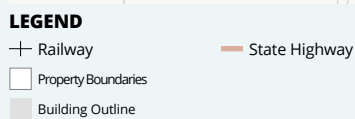
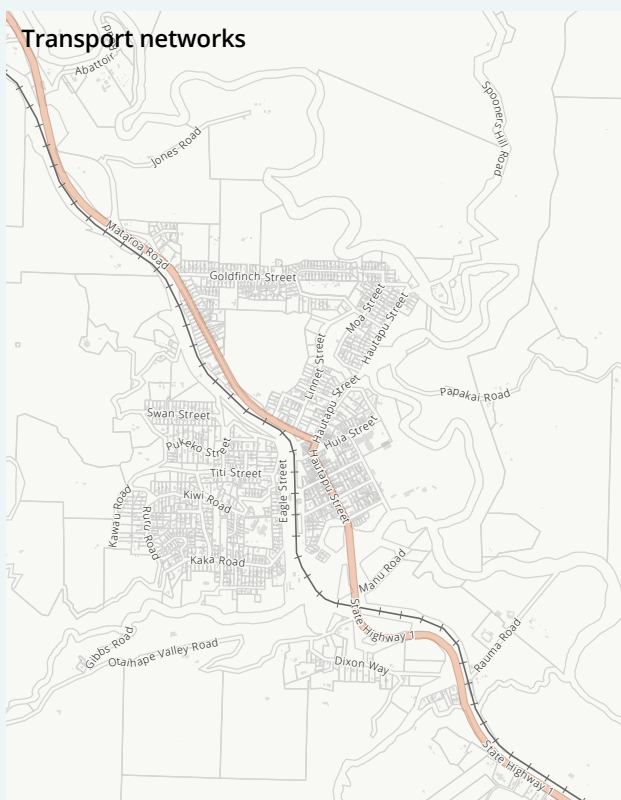
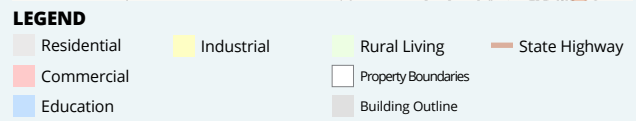
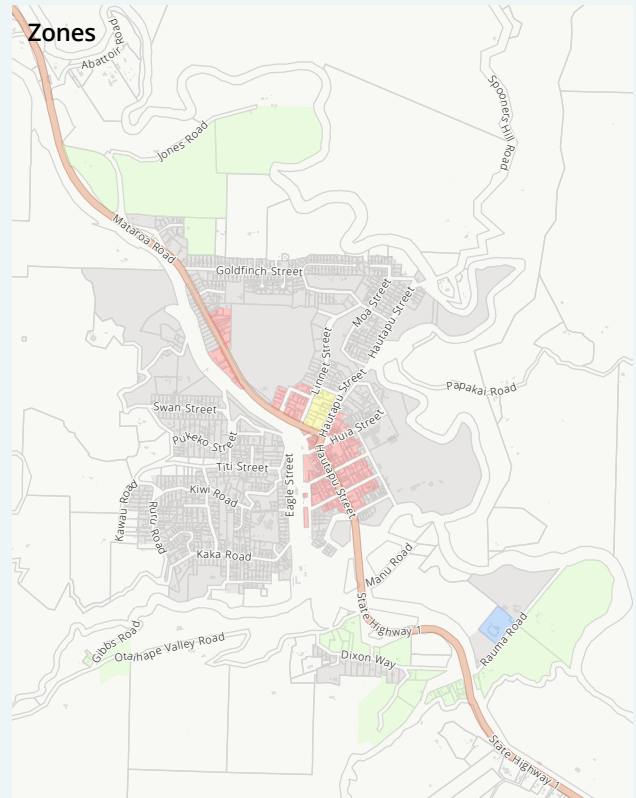
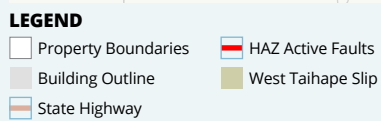
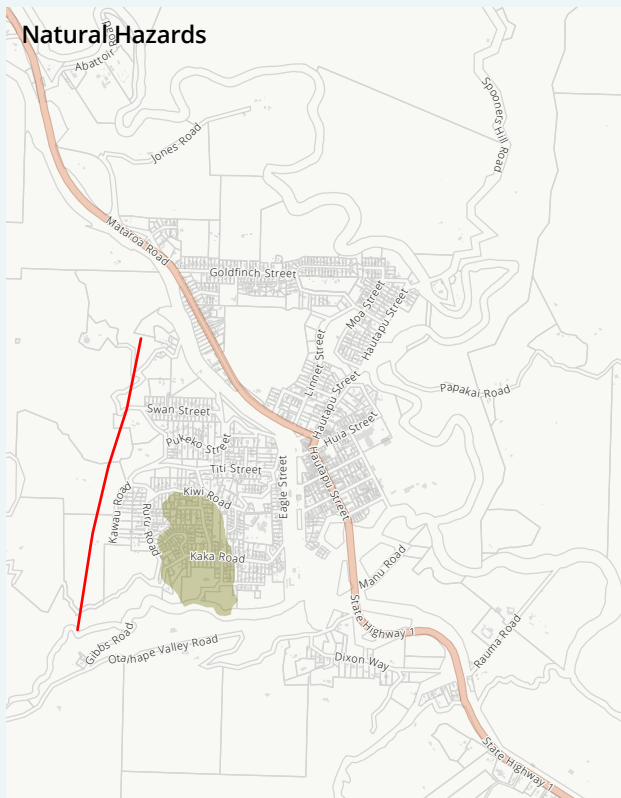
Issues and opportunities

- 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.

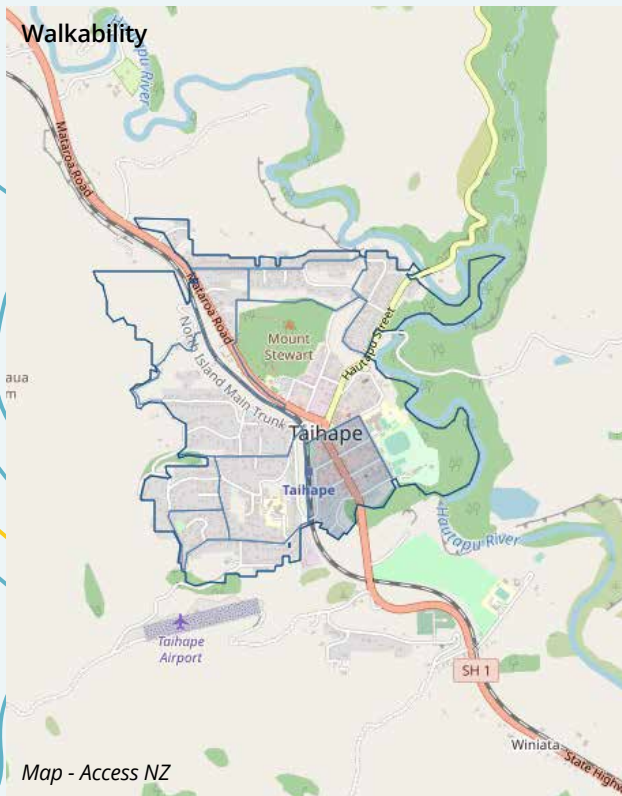


LEGEND

- | | | | |
|---|---|---------------------|------------------|
| 1 | 4 | 8 | Building Outline |
| 2 | 6 | Town | State Highway |
| 3 | 7 | Property Boundaries | |



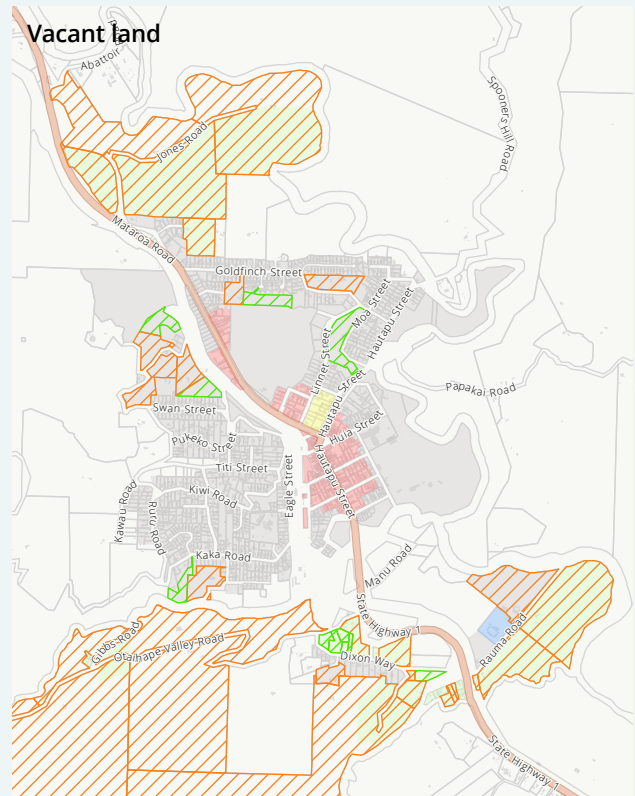
Walkability



LEGEND

- 5 min
- 10 min
- 15 min
- 20 min
- 20+ min

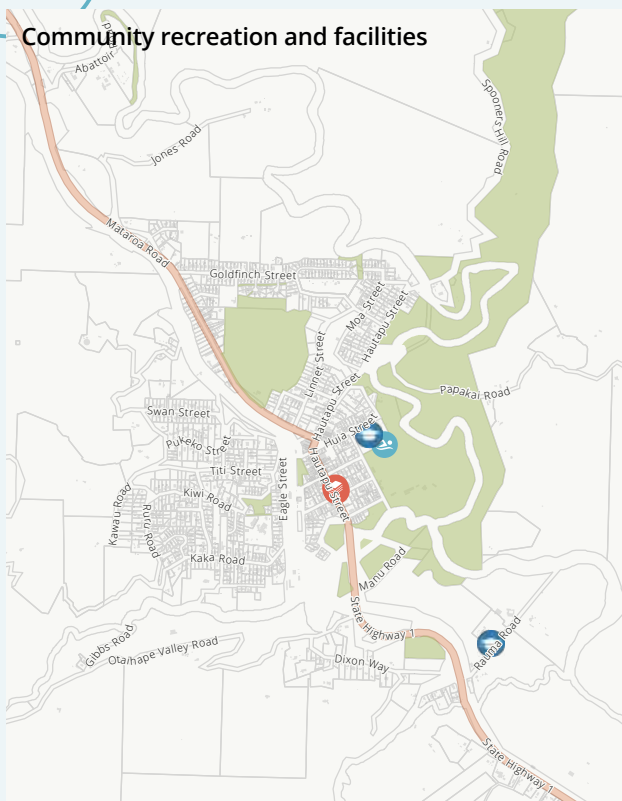
Vacant land



LEGEND

- Under Developed
- Vacant
- Property Boundaries
- Building Outline
- State Highway

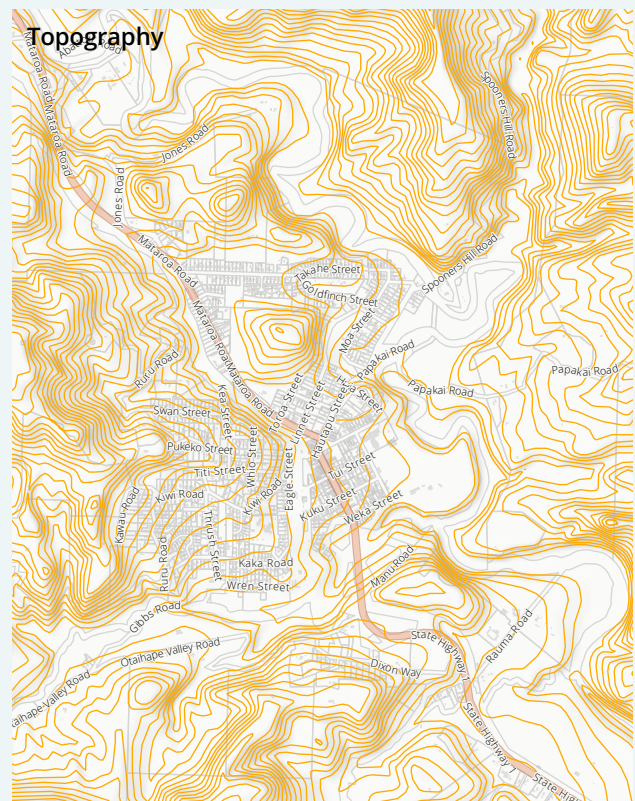
Community recreation and facilities



LEGEND

- Property Boundaries
- Building Outline
- State Highway
- School
- Community Hall
- Library
- Pool
- Green Space

Topography



LEGEND

- State Highway
- Property Boundaries
- Building Outline
- 8m Contour

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.

Houses Required	109 - 200 houses
Residential (95%)	104 - 190 houses
Rural Living (5%)	5 - 10 houses
Residential Zone Land Required to 2050	Hectares
Residential Zone Land Required	10 - 19 hectares
Residential Zone Land Availability	
Vacant	0 hectares
Underdeveloped	6 hectares
Infill provision	2 hectares
Total available	8 hectares
Additional Residential Land Required	2 - 11 hectares
Rural Living Zone Land Required to 2050	Hectares
Rural Living Zone Land Required	5 - 10 hectares
Rural Living Land Availability	Hectares
Vacant	0 hectares
Underdeveloped	42 hectares
Total Available	42 hectares
Additional Rural Living Land Required	32 - 37 hectares surplus

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.

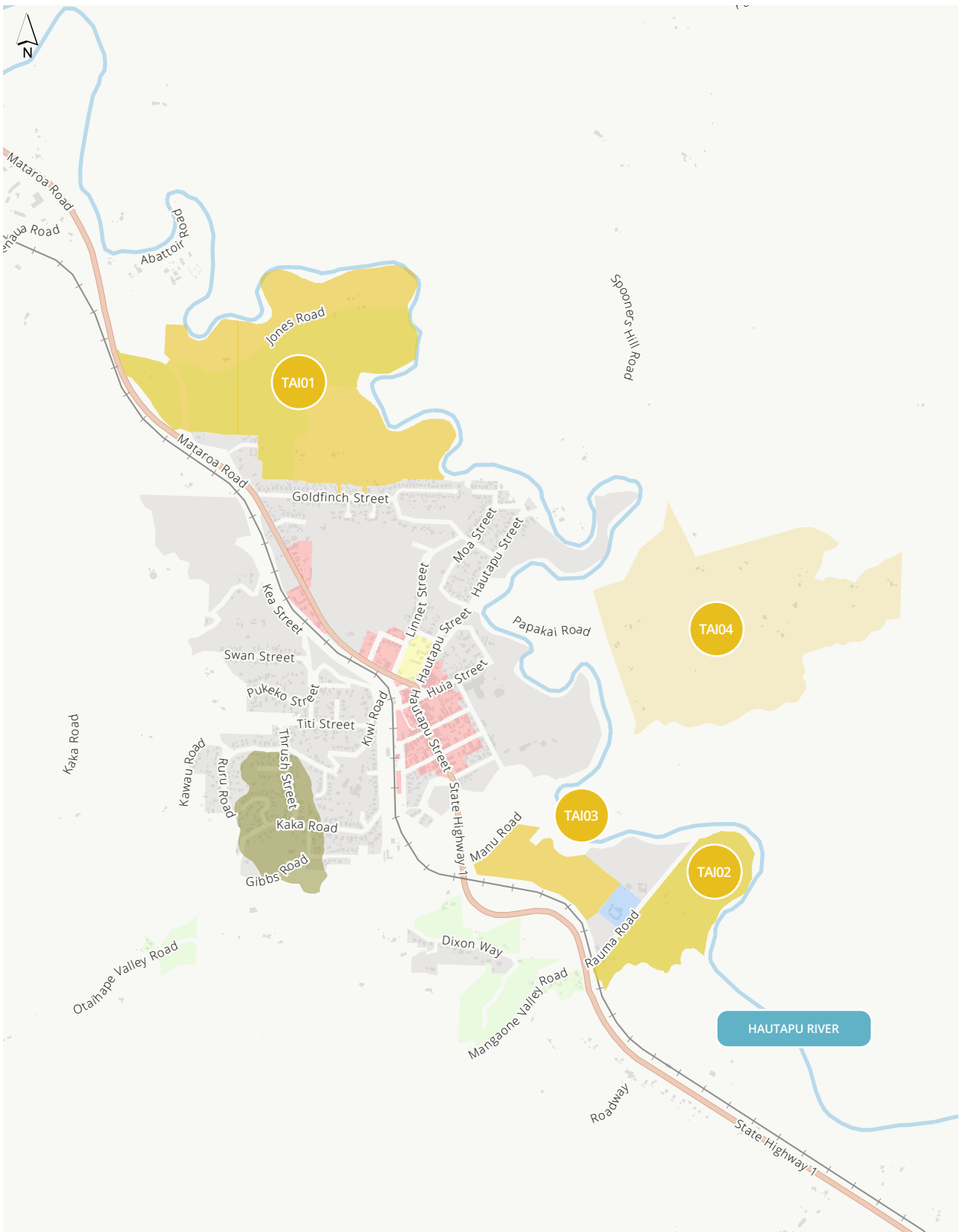
A new consent will be required for the Taihape Wastewater discharge to future-proof the discharge for growth. The Taihape water supply will need to be future-proofed for growth.

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

	TA101	TA102	TA103	TA104
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	M	M	M	L

● 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

Turakina

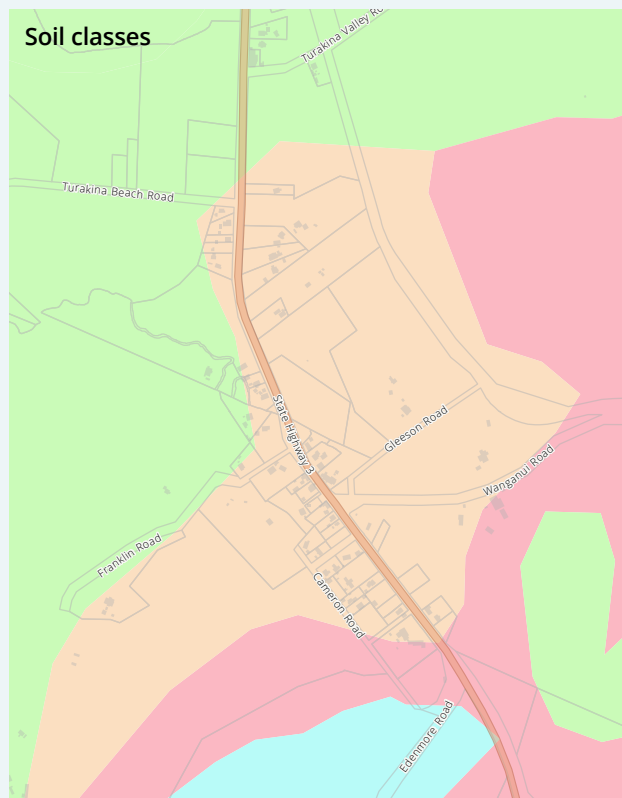
Turakina has experienced limited growth over the past few years. The settlement has a residential and commercial zone but does not have reticulated services.

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	

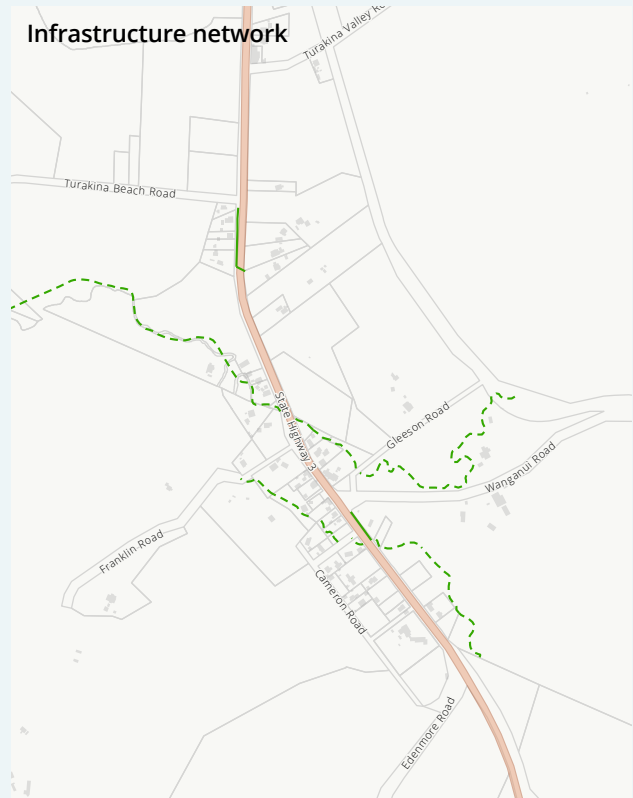
Transport networks



LEGEND

- Railway
- State Highway
- Property Boundaries
- Building Outline

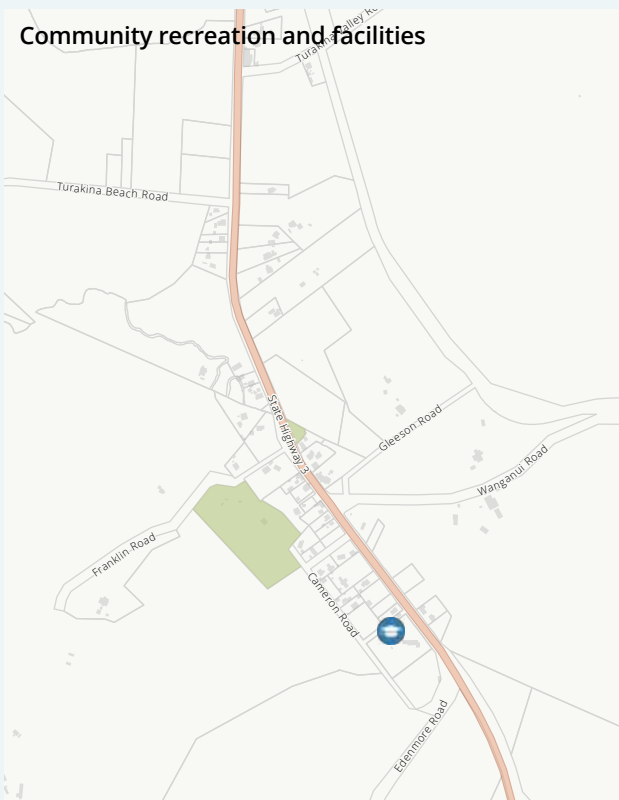
Infrastructure network



LEGEND

- Stormwater Line
- Wastewater Line
- State Highway
- Property Boundaries
- Water Supply Line
- Building Outline

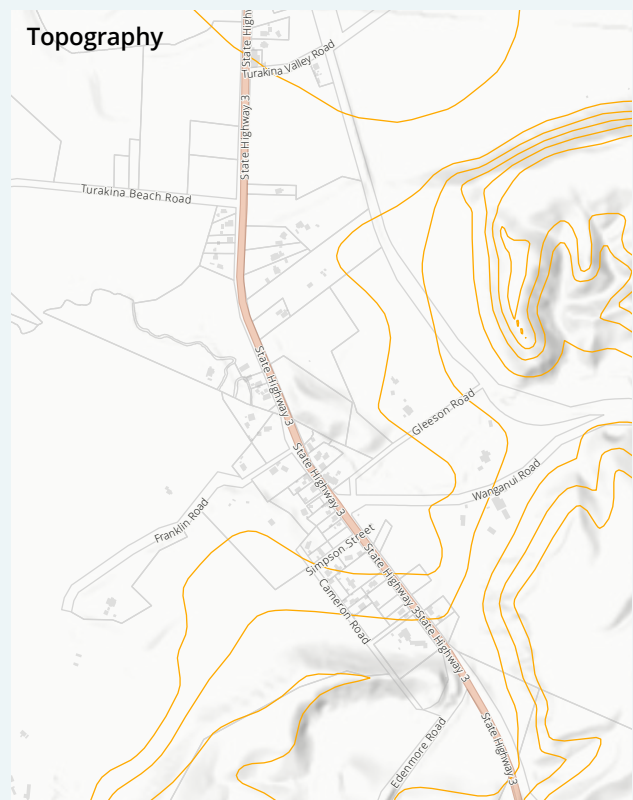
Community recreation and facilities



LEGEND

- Property Boundaries
- School
- Pool
- Building Outline
- Community Hall
- Green Space
- State Highway
- Library

Topography



LEGEND

- State Highway
- 8m Contour
- Property Boundaries
- Building Outline

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.

Houses Required	29 - 58 houses
Residential (95%)	0 houses
Rural Living (5%)	29 - 58 houses
Residential Zone Land Required to 2050	Hectares
Residential Zone Land Required	0 hectares
Residential Zone Land Availability	Hectares
Vacant	0 hectares
Underdeveloped	0 hectares
Infill provision	0.4 hectares
Total available	0.4 hectares
Additional Residential Land Required	-0.4 hectares
Rural Living Zone Land Required to 2050	Hectares
Rural Living Zone Land Required	29 – 58 hectares
Rural Living Land Availability	Hectares
Vacant	0 hectares
Underdeveloped	0 hectares
Total Available	0 hectares
Additional Rural Living Land Required	29 - 58 hectares

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.

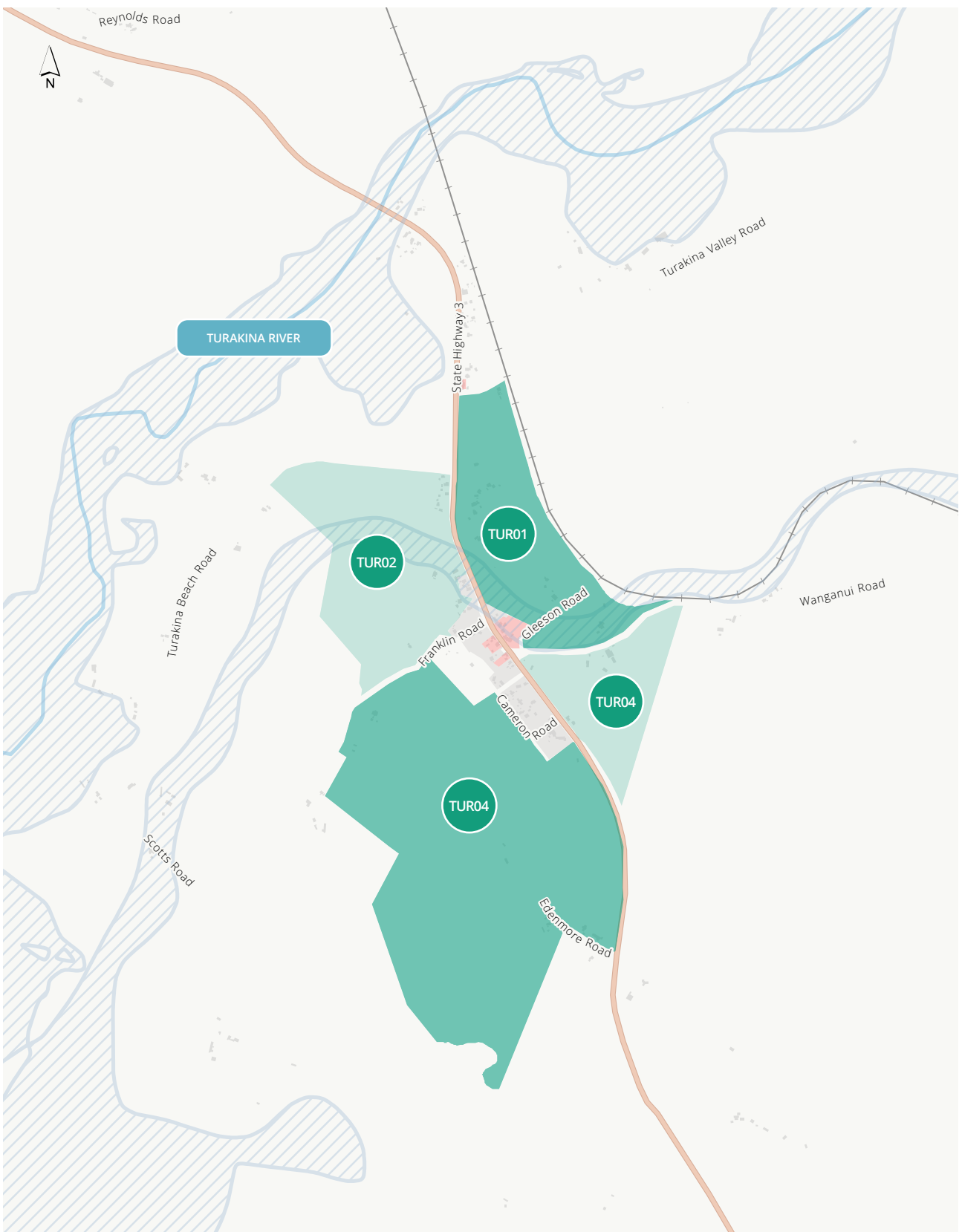
Areas with low suitability rating will not be progressed further.

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

- 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	M	L	M	L

● 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 m² 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.

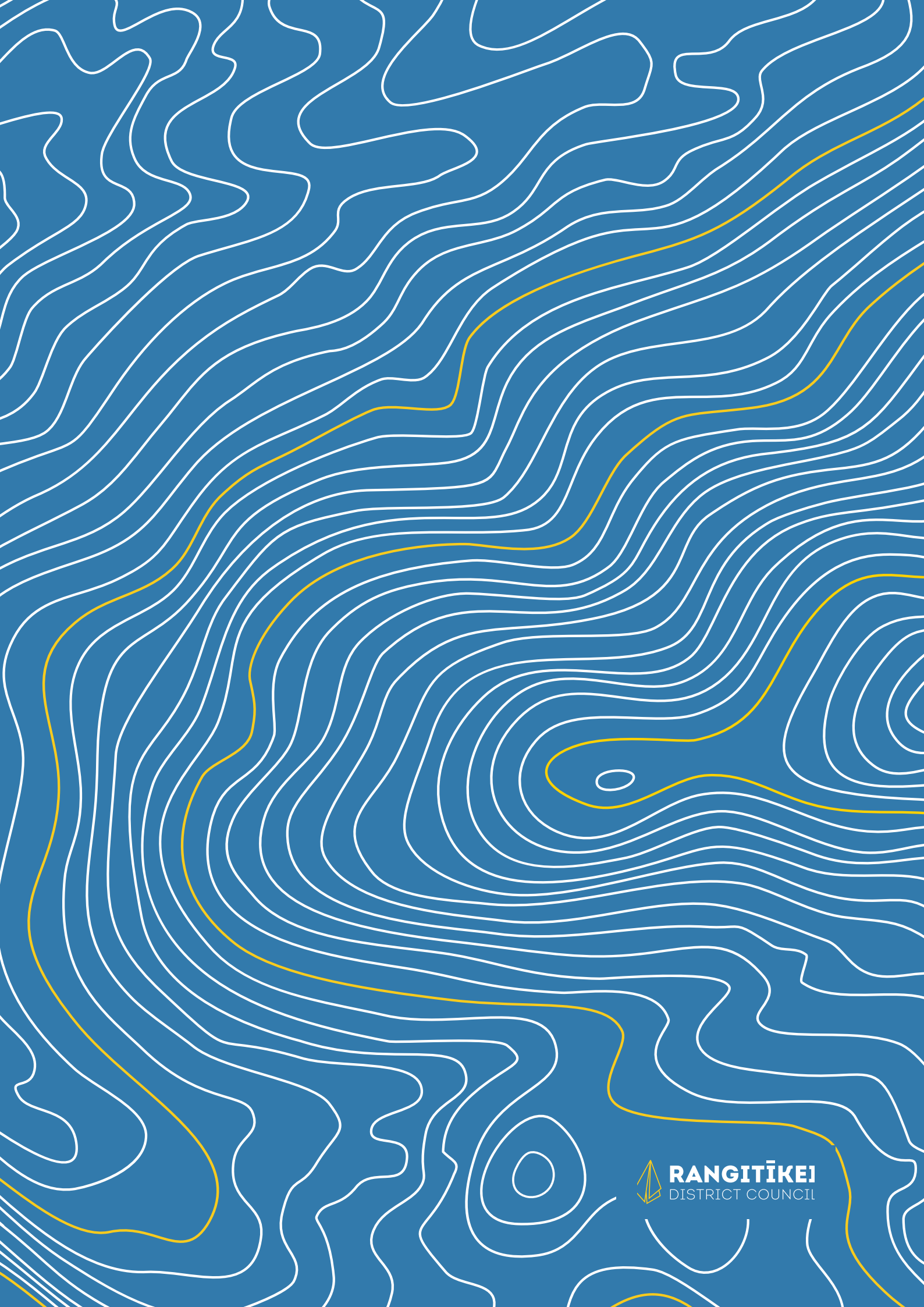
Structure plans – is a framework to guide the development or redevelopment of an area by defining the future development and land use patterns, areas of open space, the layout and nature of infrastructure (including transportation links), and other key features and constraints that influence how the 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
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