

## **6 ISSUES, OBJECTIVES: Urban Environment**

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### **6.1 OVERVIEW OF URBAN ENVIRONMENT**

The urban environment of Horowhenua District is comprised in its main towns (Levin, Foxton and Foxton Beach, and Shannon) and the rural townships (Mangaore Village, Tokomaru, Hokio Beach, Waikawa Beach, Ohau, Manakau and Waitarere Beach).

Each of the towns and townships developed at different times in the District's history and for slightly different reasons e.g. early Tangata Whenua settlement. Each town is profiled below (from north to south of the District):

#### **6.1.1 Tokomaru**

Tokomaru is a small service centre serving its surrounding rural area. Growth has been experienced, in recent years, as a result of Tokomaru's relatively close distance to Palmerston North and its attraction as a small community offering a semi-rural lifestyle (+ 90 people and + 25 houses during the period 1986-1991).

Tokomaru has a reticulated water supply and a reticulated community sewerage system. The settlement has large sections with wide streetscape and a strong sense of being close to the surrounding rural area. There is serviced land available for a limited extent of additional development within the settlement should demand grow.

#### **6.1.2 Shannon**

Shannon historically developed as a centre of population and employment based on the railway line. The town has hosted significant local industries including a dairy factory and tannery. As trends in farming have changed and rail activity has declined, economic activity in the town has declined. Recent new economic activity has been largely in the smaller-scale local manufacturing. Census of population statistics indicate that the town's population grew steadily since the 1930's but has declined over the most recent inter-censal period (-44 people but + 22 houses between 1986-1991).

The town has reticulated water supply and sewerage systems. Residential development is set out within a framework of grid-pattern streets and is medium density with a distinctly urban streetscape including wide grass berms, footpaths, streetlights, and drains. Residential buildings are generally low in height and density and follow a one-dwelling-per-section pattern.

Commercial and retail activity is centred around the shopping centre close to the railway station. There is an area of traditionally industrial development west of the railway line and separate from the balance of the town.

There are substantial areas, within the historical town boundary, which remain undeveloped for residential purposes. The result is a patchwork of open and "green" spaces within the residential area. This, together with generous open space in public parks, schools, and unformed roads, gives the town the sense of a low intensity of built development. There is land available for future development although localised surface-water ponding makes some of these areas less attractive without specific engineering design.

## **6 ISSUES, OBJECTIVES: Urban Environment**

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### **6.1.3 Mangaore Village**

The village was developed between 1922 and 1975, by the former New Zealand Electricity Department, and provided staff accommodation for the construction and operation of the Mangahao hydro-electricity power station project. The village is no longer administered as a "project" town. Land in the township is now available to the open market.

The village has its own reticulated water supply and sewage disposal, public parks, recreational facilities, mixed residential density, and narrow roads which combine to give Mangaore its unique "village" character. Council developed a specific zoning and set of rules for the former Transitional District Plan (the "Residential M Zone") in recognition of this unique character.

### **6.1.4 Foxton (Te Awahou)**

The wider Foxton area was, historically, an area covered in thick bush and flax swamps. The Foxton locality, situated beside the Manawatu River was a convenient central point for a then-busy waterway. The Government constructed a tramway between Palmerston North and Foxton in 1873 together with a wharf on the river bank. The tram line was later extended to Longburn then Sanson. The town was an important stop for coach services on the early main road to Wellington with a ferry crossing of the river.

Up until about 1880, the main source of income for the area was timber and all freight from the Manawatu area was shipped from Foxton's riverside port. As such a centre of economic activity, the town grew steadily. The population was estimated to have been in the order of 290 people in 1874; 563 in 1878; and 733 in 1881. Development of the hemp industry, based on the flax growing on the surrounding coastal plain, meant the town grew more rapidly and was declared a borough in 1888. Foxton was named after Sir William Fox.

The town has a strong legacy of history from this early period of European settlement, reflected in local architecture and special sites, which is a strong feature of the town's current commercial area development and image and re-furbishment of early period houses.

The town's growth slowed through the early part of the 20th century as use of the railway line, away from the town, meant a decline in shipping and the town's central transportation role. Population grew steadily but slowly through the period 1936 to 1966 (population peaked then at 2,819) then declined slowly. Although a decline of 66 people was recorded for the most recent inter-censal period 1986-1991, 44 additional houses are recorded for the same period. Today the town is a service centre for the immediately surrounding rural area, which supports a number of rural based activities, notably those associated with the racing and poultry industries. Foxton is also a service centre to the beach settlement of Foxton Beach and is the site of the Manawatu College which serves Foxton and the surrounding area.

Manufacturing has been and continues to be important to Foxton's economy. There are several medium-scale manufacturing, engineering, and food processing businesses in the town's industrial area.

Residential development is of medium density (averaging between 600 and 900 square metre section size) in a reasonably compact form based on a grid-pattern street layout. Residential streetscape is low-density, open, and "green" with wide grassed berms, generous public open space, a rural backdrop, low building height, and predominant one-dwelling-per-section pattern of development. The town has reticulated water supply and sewerage systems. There remains land available for moderate additional growth within the settlement.

## **6 ISSUES, OBJECTIVES: Urban Environment**

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### **6.1.5 Foxton Beach (Te Wharangi)**

The early development of Foxton Beach is related to the river and coastal transportation of timber and hemp and other agricultural produce from the Manawatu which saw the development of Foxton. More recently, particularly post-war, the beach settlement has developed as a holiday destination with a high proportion of holiday homes and baches.

Population growth has fluctuated but was rapid between 1966 (700 residents) and 1981 (1,000 residents). Although Foxton Beach remains predominantly a holiday and retirement township, it is also a dormitory "suburb" for Foxton and Levin and the proportion of retired people compare to younger age groups has reduced over time. The settlement's population and numbers of houses have grown steadily when other small towns have declined (+290 people and +126 houses between 1986 and 1991). Demand for additional residential development may necessitate the expansion of the area of residential-zoned land.

The settlement has a broad range of community facilities and public open space areas. Residential development is low-to-medium density (averaging 900 to 1,000 square metres section size) which results from the need, early in the settlement's development, to maintain sufficiently large sections to enable on-site disposal of sewage. Foxton Beach also has a reticulated water system.

Streetscape is generally very open, with wide roads and grass berms incorporating "vee"-drains. Building height is generally low. Building quality and age is highly variable reflecting the settlement's growth as a seasonal holiday destination. The landscape is generally flat, with some variation where coastal sand dune formations have been retained, and distinctly coastal with the vegetation and sand blow reflecting the coastal situation.

### **6.1.6 Waitarere**

Waitarere has developed as a coastal settlement with a high proportion of semi-permanent or seasonal holiday residents in baches. More recently, the settlement's population has become more permanent-resident due to its appeal as a retirement township and is within reasonable commuting distance of Levin and Foxton. There are still a large number of holiday homes and two camping grounds. The settlement has an overall linear shape, spread along three principal streets parallel to the coastline, with medium-density residential development on a grid-pattern of streets between those three principal feeders.

The town has a reticulated sewerage system. Water supply is from individual roof supply and groundwater bores. There are substantial areas of undeveloped land available for future residential development although the extent of future development may be constrained unless sufficient water supply can be guaranteed. The streetscape is urban, with formed and sealed carriageways and footpaths, wide grass berms, and streetlights. The landscape is generally flat behind the dune formations along the coastal margin and is distinctly coastal with considerable sand blow and coastal plants.

### **6.1.7 Levin (Taitoko)**

Levin is a rural service town for its surrounding agricultural and horticultural area. Its location on the main north-south highway and North Island Main Trunk Line secured its strategic role, historically, in the District. The town developed as a significant area of manufacturing and industry until the mid 1970's as a result of a combination of the available labour force and land and access to national transport arterials. Since that time, changes in the national economy and a general shift of population and economy to the north of the North Island have combined to erode Levin's traditional economic

## **6 ISSUES, OBJECTIVES: Urban Environment**

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edge as a location for manufacturing industry. In spite of some economic decline after this period, the town's population has continued to grow slowly. Levin remains the administrative, cultural, social and recreational centre for the District and for the increasingly-diversifying rural economy surrounding the town.

The town has substantial areas of land developed for industrial manufacturing purposes, a distinct commercial core (centred on Oxford Street - the main highway), and urban residential areas. The town is collectively contained within a relatively compact shape adjacent to Lake Horowhenua. Standards of road design in both industrial, commercial, and residential areas give the streetscape a formal, built, urban appearance (with sealed carriageways and footpaths, formed and grassed berms, streetlights, and kerb and channel). Streetscape in residential areas is softened by the grassed berms and occasional tree planting in berms.

The town has reticulated water supply and sewerage system and stormwater disposal from commercial and industrial areas and roads. Density of residential development is medium (average section size between 400 and 600 square metres). There is considered to be sufficient scope for infill development and for expanded residential development to meet anticipated future demand.

### **6.1.8 Hokio Beach**

The township extends along the narrow valley of the Hokio Stream which is low-lying and surrounded by relatively young and unstable sand dunes. The nature of the coastal geology and location at the mouth of the Hokio Stream have confined the size of the settlement and high ground water mean that surface-water ponding is a potential constraint on further development within the settlement.

The settlement has developed as a beach holiday destination with a landscape character derived from the high proportion of baches, close proximity to the beach and sand soil, and coastal sand vegetation, with narrow roads and unformed berm areas. Water supply and sewage disposal are provided independently on each site. Average section size is therefore medium-large.

### **6.1.9 Ohau**

Ohau, at a cross-roads on the main north-south highway, has developed as a low-density rural township. Residential sections, mostly located west of the highway, are larger than 1,000 square metres in area. The township has a school serving the immediate rural area and limited commercial (shop, service station, antique shops) at the highway cross-roads. Underpass access for pedestrians connects the local school, east of the State Highway, with the residential area. The character and landscape of the township are distinctly low-density and semi-rural within the context of a flat, pastured, surrounding rural plain. Water supply and sewage disposal are provided independently on each site, although the quantity of water available is restricted and provides no fire fighting capacity. The settlement is largely a dormitory township for people employed in Levin who seek a semi-rural life-style.

### **6.1.10 Waikawa Beach**

Waikawa Beach is one of the smallest beach townships along this part of the Manawatu-Wanganui coastline. The township is compact in form, with development following grid/pattern streets which stretch for a short distance parallel with the coastline but set back behind the coastal foredune area at the mouth of the Waikawa River. Development has been predominantly of a holiday home and bach nature reflecting the township's seasonal holiday role. Streets are narrow and the landscape/streetscape is distinctly coastal estuarine with a low-density of built development. Water supply and sewage disposal are provided independently on each site.

## 6 ISSUES, OBJECTIVES: Urban Environment

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### 6.1.11 Manakau

Manakau developed, historically, as a centre close to the North Island Main Trunk Railway line then the main north-south highway. The small community is located east of the railway line and is characterised by low density of development in a semi-rural setting. The settlement's landscape character has a strong garden component with substantially-planted grounds around dwellings and wide grass berms either side of narrow roads. The settlement has a compact form, developed about a natural hill, which adds aspect and outlook to local character.

The residential settlement is separated from the State Highway by underpass access beneath the railway line and a level crossing. Water supply and sewage disposal are provided individually on each site. The community's school and local hotel are located on flat land close to the railway line. The railway station area is dominated by the bulk lime fertiliser depot which established there many years ago. There are some residential and commercial properties spread out along the western side of State Highway 1.

### 6.2 SIGNIFICANT RESOURCE MANAGEMENT ISSUES FOR THE URBAN ENVIRONMENT

**Issue 13: Sustainable management of urban settlements and particularly:**

- The form, shape, and location of urban development;
- The infrastructure services necessary to sustain urban communities;
- Natural factors which constrain the development of urban settlements (e.g. natural hazards);
- The mix of facilities, activities, and services that each community needs/wants and which enable urban settlements to function as vibrant and attractive urban communities;
- The efficient use and development of natural and physical resources.

**Issue 14: Recognition and protection of the individual character and amenities of the District's urban settlements.**

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- The efficient use and development of natural and physical resources.

The factors which most strongly influence the sustainability of urban settlements are highlighted in the bullet points of the issue.

#### **Urban Form, Shape, and Location**

There is no absolute model for what is an appropriate and sustainable urban form and shape. The form, density, extent, and location of settlements can, though, impact on issues of sustainability such as distances people have to travel by vehicle; fuel consumption; need for energy-reliant systems for wastes disposal; efficient take-up of land supply; efficient use of reticulated services.

## 6 ISSUES, OBJECTIVES: Urban Environment

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In a District such as Horowhenua, sustainability of urban settlements is necessarily linked to sustainability of resource use and settlement beyond the District boundaries. The District, and each settlement within it, does not exist in isolation. They are all linked by national and local transport corridor where national vehicle use and fuel consumption patterns influence sustainability. District residents have a range of choices of where to live, where to work, which schools and other facilities to use, attractions in other centres. Much of the District's urban infrastructure is well-established.

In the light of these choices and constraints, it is not possible to "impose" a fixed form or layout of settlement or a fixed "ideal" pattern of lifestyle on residents which meets the "sustainable" goal. Sustainability in the Horowhenua urban context is, rather, an approach to managing those urban entities: sustainable management. Part of this sustainable management approach is to ensure that any changes to the extent or location or density of urban development meet certain sustainable management criteria.

Council undertook an "Urban Growth Study" in 1993 which examined likely future demand for urban growth and options for accommodating that growth within the District.

The key findings of that Study were:

### **Past Trends:**

- (a) There has been significant house construction in rural areas associated with steppingstone farmlet and rural dwelling subdivision. The growth in numbers of households is not matched by any significant growth in population numbers. Dwelling occupancy rates have declined (in rural and urban Horowhenua as in the whole of N.Z.).
- (b) There has been little population growth in Levin in the last 15 years as a consequence of economic change and restructuring of Government agencies in the 1970's and 1980's.
- (c) There has been some growth at coastal settlements - particularly at Foxton Beach.
- (d) There has been no growth at Shannon or Foxton which is consistent with trends dating back 30 years.
- (e) There has been variable but moderate growth in the rural and coastal townships although total numbers are not a significant proportion of District population.

### **Future Growth Prospects:**

- (f) Statistics N.Z.'s medium forecast of population for the District would see an increase in the order of 19% within the District, in the period 1991 to 2016.

Note: The 1996 Census information shows that from 1991 to 1996 the population of Horowhenua District increased by 0.2% to 29,453.

- (g) Based on historic trends, future growth is expected to be concentrated in urban Levin and coastal townships (particularly Foxton Beach and Waitarere).
- (h) There is sufficient land available within these centres for future growth of this order.

The Study examined a number of alternative growth areas around Levin using the following criteria to assess the suitability and relative merits of each site:

## 6 ISSUES, OBJECTIVES: Urban Environment

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- Land suitability (slope, stability, versatility of soil, natural hazards, existence of natural areas warranting protection);
- Feasibility of providing sewerage, water supply, stormwater, electricity, solid waste disposal services;
- Compatibility with established roading pattern;
- Ease of access to community facilities and services;
- Attractiveness of the land for residential development;
- Access to employment centres.

Analysis using the criteria (with weighting of variables where appropriate) concluded that:

- (i) There is sufficient land within the established Levin boundaries to accommodate in excess of the forecast future population. There is also vacant land at Foxton and Shannon although that is less likely to be taken up for development.
- (ii) Consideration of new growth sites is not warranted with the exception that there is a possible future growth area in the vicinity of south-eastern Levin.
- (iii) There may be a need for additional residential-serviced land at Foxton Beach which should be investigated in more detail.

The Study put forward a number of growth "objectives":

- (a) To provide adequately for expected future urban growth.
- (b) To provide flexibility of location.
- (c) To give preference to areas shown as most preferred in the (study's) matrix.
- (d) To encourage growth where viability of assets, facilities, or services is otherwise at risk.

These objectives have been incorporated into the objective and policies for the urban environment.

<b>OBJECTIVE 8:</b>	<b>Sustainable management of the District's natural and physical resources used and developed for urban purposes; and</b>  <b>Achievement of an appropriate mix of infrastructure services, community facilities, and activities to enable the District's urban areas and townships to function as vibrant attractive communities.</b>
<b>POLICY 8.1:</b>	<b>Ensure that there is sufficient serviceable urban land available to meet anticipated future urban growth demands.</b>
<b>POLICY 8.2:</b>	<b>Define the geographic extent of the District's urban areas and townships.</b>

## 6 ISSUES, OBJECTIVES: Urban Environment

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<b>POLICY 8.3:</b>	<p>Ensure that all developments within the urban areas and rural townships provide:</p> <ul style="list-style-type: none"><li>• Water supply suitable for human consumption and fire fighting;</li><li>• Facilities for the collection, treatment, and disposal of sewage and other wastes in a manner that maintains community and environmental health; and</li><li>• For the collection and disposal of surface-water run-off in a way which avoids worsening any localised inundation.</li></ul>
<b>POLICY 8.4:</b>	<p>Ensure that any proposed extension of the urban areas or townships is able to be justified in terms of the following (sustainable) criteria:</p> <ul style="list-style-type: none"><li>• The land shall have suitable slope and foundation stability;</li><li>• The land will not be subject to material damage from natural hazards;</li><li>• No significant loss of highly versatile soils will result from developing the land for urban purposes;</li><li>• Future development of the land will not compromise the intrinsic values of any identified natural or heritage area(s) or areas of cultural or spiritual significance;</li><li>• Necessary sewerage, water supply, stormwater, electricity, solid waste disposal services, and roading will be able to be provided or extended to the land without imposing unaffordable cost to the community;</li><li>• Development shall be located at convenient distances from community facilities and services</li></ul>
<b>POLICY 8.5:</b>	<p>Enable the consolidation and re-development of land and buildings within the urban areas and rural townships in order to absorb some future growth without the need to prematurely extend the defined urban areas.</p>
<b>POLICY 8.6:</b>	<p>Enable the establishment and operation of a wide range of activities within the urban areas and townships whilst avoiding, remedying, or mitigating any adverse environmental effects, and conflicts between incompatible urban landscapes.</p>
<b>POLICY 8.7:</b>	<p>Ensure adequate provision and maintenance of public open space to meet the passive and recreation needs of the community.</p>
<b>POLICY 8.8:</b>	<p>Ensure adequate provision and maintenance of civic buildings to meet the cultural, administrative and social needs of the community.</p>

### ***Explanation and Principal Reasons***

*The extent of urban zoning shown on the Plan's maps reflects the current, and anticipated foreseeable future size of the settlements. Any proposed extensions to those boundaries would*

## 6 ISSUES, OBJECTIVES: Urban Environment

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*require a careful consideration of the adequacy of provision for environmental and community standards and of the necessity for and appropriateness of extending public services and roads.*

*Unconstrained expansion of the urban areas onto surrounding land would not necessarily be consistent with sustainable management of resources particularly where this would adversely affect highly versatile soils or introduce natural hazards or compromise natural features and where there remains excess capacity to absorb development within existing settlements.*

*It is important for the Plan to clarify the status of everyday activities which are necessary to sustain the economic and social needs of the communities. The Plan endeavours to do so within the constraints of sustainable management and avoiding, remedying, and mitigating adverse environmental effects.*

### METHODS FOR ISSUE 13 AND OBJECTIVE 8

#### Plan Rules

- Plan maps will define the geographic extent of all urban zones. Extensions of urban development beyond these boundaries will be assessed, subject to Plan change or resource consent application, in terms of the Act and Plan objectives and policies.
- Plan rules will set minimum standards for connection to and extension of infrastructure services.
- The Plan will require protection from certain levels of natural hazard risk.
- Proposed subdivisions and developments will be assessed in terms of Plan criteria and standards for new services and road connections.
- Proposed new roads will be considered, subject to resource consent applications for subdivision, in terms of the accepted roading hierarchy.

*It is of considerable public interest that such standards be met consistently within the settlements. Plan rules are seen to be the most effective method of achieving this consistency.*

- Plan provisions will list permitted activities within each zone of the District - anticipating a broad range of activities which might usually be expected to establish there based on the usual nature of their effect; and permitted activities will be required to meet minimum environmental standards.
- Activities which fail to meet those conditions will be considered as applications for limited discretionary activity consent.
- Activities which do not fall within the description of activities permitted in the zone will be considered as applications for discretionary activity consent.
- The location of necessary public infrastructure will be recognised and provided for in the Plan by way of designations.

*A clear statement, in the Plan, of the activities permitted and their performance standards will be important in providing certainty to residents and investors as to the status of any proposal.*

## 6 ISSUES, OBJECTIVES: Urban Environment

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### Annual Plan

- Council will continue to maintain and develop public infrastructure services, recovering costs from users as appropriate over time.

*Council is operator of most public infrastructure services.*

#### **Issue 13a: The provision for and management of growth in South East Levin**

Between 1999 and 2006 Levin has seen considerable change in the demand for land for urban development. From a low growth situation in the late 1990s increasingly competitive land prices have seen a significant change in demand for both rural residential land and for urban density development. In addition there has been a growing demand for industrial land in Levin from both local demand and wider regional demand because of constrained land supply in competing centres such as Palmerston North and Wellington.

One of the appropriate means of providing opportunities for growth and further development of Levin is to zone additional land for both industrial and residential activities. One of the most suitable areas for peripheral urban growth is on the southern edge of the urban area north of Tararua Road and west of Arapaepae Road.

This is an area of approximately 50 hectares of flat land with no significant development constraints other than careful management of stormwater discharges to ground and to some extent road access. There is an opportunity to contribute to the provision of existing and future demand for both residential and industrial activities. Initially it is proposed to enable the development of 38 hectares of this area which will contribute significantly to land supply over the next 10-15 years.

This land forms a strategic growth node for Levin and the quality of development is important to the overall quality of the environment of the town. State Highway 57 is an important strategic transport corridor and currently forms the major route for Palmerston North to Wellington traffic. Therefore, development in the vicinity of this route will influence other activities within the District.

It is also important that development of this area is planned in a manner that avoids adverse effects on the safe and efficient functioning of the highway. The Tararua Road intersection has formerly had a poor safety record and recent design improvements have significantly reduced crashes at this intersection. Roading infrastructure will need to be upgraded as the area develops including upgrading of the intersections with State Highways.

#### **Neighbourhood facilities / centre**

Providing retail facilities to meet local community needs (such as a dairy, a café and / or bakery and a fast food takeaway) along with community facilities and open space will contribute towards the creation of a successful community, and could also benefit adjacent neighbourhoods and communities. These facilities could be integrated successfully with the proposed industrial area, and help create an environment that stimulates inward investment and economic development. These uses should be grouped together to create a community centre, a focus for activity. A preferred location for this use is at the centre of the residential zone and adjacent / close to the industrial zone.

However, care must be taken to ensure that the scale of any such retail facilities do not undermine existing commercial activity within Levin's town centre (commercial centre zones).

## 6 ISSUES, OBJECTIVES: Urban Environment

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Retail facilities provided as a neighbourhood centre could comprise of the following uses:

- Café
- Dairy (with or without a liquor licence)
- Bakery
- Butchers
- Hairdresser
- Fast food take away
- Pub / Bar
- Restaurant
- Post office
- Estate agent and / or other professional services

Maximum unit sizes should typically around 150 square metres (net) in size. There should be scope to exceed this size, where grocery and food retail units of 400 to 500 square metres are now considered to be the minimum in order to be viable.

Careful consideration of potential impacts on the town centre is needed, particularly should the cumulative amount of retail floor space at the centre exceed 700 square metres (net).

<b>OBJECTIVE 8A:</b>	<b>Promotion of urban peripheral growth to the south of Levin to enable development opportunities within a sustainable management framework.</b>
<b>POLICY 8A1:</b>	<b>Enable urban growth on land north of Tararua Road and west of Arapaepae Road in accordance with the Tararua Road Growth Area Structure Plan.</b>
<b>POLICY 8A2:</b>	<b>Provide opportunities within the structure plan for planned areas of industrial and residential activities.</b>
<b>POLICY 8A3:</b>	<b>Ensure that development is of a high quality and that adverse effects on the state highways are avoided.</b>
<b>POLICY 8A4:</b>	<b>Promote the development of a neighbourhood centre within the Tararua Road Growth Area that provides a mix of activities within a high quality environment, including open space and local housing.</b>

### METHODS FOR ISSUE 13 AND OBJECTIVE 8A

- The existing District Plan framework of rules for activities are used for development of the Tararua Road Growth Area where appropriate. The residential development is subject to Residential 1 rules and associated general provisions. The industrial development area includes some modification to the existing Industrial Zone rules to reflect modern forms of industrial activities. Rules will specify minimum standards in a similar manner to existing zones but the quality of site layout and landscape design will also be subject to scrutiny and in exercising this discretion regard will be given to the Tararua Road Growth Area Design Guide and Structure Plan.

## 6 ISSUES, OBJECTIVES: Urban Environment

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<b>Issue 14: Recognition and protection of the individual character and amenities of the District's urban settlements.</b>
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Within each settlement it is possible to identify different types of environment which have a common identity determined by the characteristics of existing land use and the quality of local amenities. The amenities which are important within each of those environments include:

- background noise conditions
- level of traffic activity
- sense of personal safety from crime in public areas
- sunlight and shading of buildings and open spaces
- night lighting conditions
- fresh air
- privacy
- outlook and view from buildings and properties
- overall building height
- quality of built structures and presence of advertising signs
- density of development
- availability of and distribution of open space
- quality of the landscape
- presence of trees in the landscape

The important amenities which characterise each of the urban settlements are described below:

<b>Rural Townships: Tokomaru, Mangaore Village, Hokio Beach, Waikawa Beach, Ohau, Manakau and Waitarere Beach</b>
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- The small size of the settlements results in some "mixing" of activities (e.g. residential + small retail + service station + school + hotel) within close proximity. There are also historical patterns of industrial activity on the Stevensons site which is located in the industrial zone on Karaka Street south of the Tokomaru township. That site has been subject of engineering activity since the turn of the 20<sup>th</sup> Century and performs an important role regionally and nationally as a supplier of structural steel.
- Overall noise conditions are similar to the surrounding rural area. In most situations they are determined by vehicle noise on roads within the settlement or, in the case of Tokomaru, Ohau, and Manakau, the State Highway which passes by or through the township. There are occasionally louder noise events which might be related to the few servicing or repair activities within the settlement. For example, in Manakau, the bulk fertiliser store and railway line generate periodically louder noises than the usual background level. In Tokomaru, the railway line is the source of periodically loud train noise - although it may well be part of the "usual" background noise for residents. There has been noise associated with the activities on the Stevensons site since its development in 1897 and subsequent enlargement in the 1930's.
- Local roads and traffic volumes and speeds reflect the small size of the townships except in Tokomaru, Ohau, and Manakau where the State Highway dominates access into and from the townships.
- Density of development is generally low with sections averaging between 600 and 2,000 square metres and generous open space between and about buildings. This is largely a reflection of

## 6 ISSUES, OBJECTIVES: Urban Environment

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historic planning requirements and the need to provide for on-site sewage disposal (most commonly by septic tanks requiring soakage fields). Given the rural surroundings and mix of residential activities there is a strong sense of vegetation and "greenness" of the landscape.

- Building age, style, and appearance are variable depending on uses on individual sites.
- Building height is generally low (single - double storey residential dwellings) with variation for non-residential activities (e.g. Steam Museum Tokomaru, other rural-industrial buildings). Given the small extent of the townships, these few instances of greater building height or bulk do not contribute significant detrimental effect in the landscape. In the predominantly residential coastal settlements, building height is seldom above two-storeys.
- Open aspect to the sun is a valued quality for residential properties and shading of buildings and private open space by large-scale structures and tree planting should be avoided.
- There is a strong sense of the privacy of residential buildings and spaces on individual properties and privacy between nearby properties enhanced by the presence of planting and fences and the orientation of buildings and windows.
- There is very little night lighting or glare to interrupt the privacy of individual sections with the exception of vehicle and train lights on the main arterial routes.
- Buildings are generally set back from the street and the streetscape is open and "green" with trees and plantings on berms and on adjacent properties. The streetscape is not heavily "built" - although the carriageway is formed and sealed, drains are generally "vee"-type or ditch drains, and there is generally little kerb and channel formation. This low-key approach to engineering standards contributes positively to the semi-rural character of the townships.
- Advertising signs are not prominent and what few exist relate to public facilities and traffic, directional, and safety matters.
- Air quality is similar to that found in the surrounding rural area. Given the low density of development and high proportion of residential development, there is little problem with regular sources of odour in the environment. Instances of odour problem do, though, occur (according to the season and farming activity surrounding the townships. One notable exception would be the bulk fertiliser store at Manakau which periodically emits dust close to residential properties.

### Levin

Levin has quite distinct "sub-environments" - largely a result of past planning techniques and the grouping of similar activities together. Those "sub-environments" can be described as being:

#### **Levin - Residential:**

- The residential area surrounds most of the town centre and is defined within a generally grid-pattern of streets.
- Overall density of development is low to moderate with individual section size averaging 400-800 square metres. There is generous open space surrounding residential dwellings and separation between buildings on adjoining sites.

## 6 ISSUES, OBJECTIVES: Urban Environment

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- There is a strong sense of the privacy of buildings and spaces on individual properties and privacy between nearby properties enhanced by the presence of planting and fences and the orientation of buildings and windows.
- The streetscape is distinctly suburban residential with formed kerb and channel, wide grass berms, formed and sealed vehicle crossings, footpaths, streetlights with some in-berm plantings.
- Vehicle traffic volumes are relatively low and are related to movements by householders to and from work, school, recreation, and shops in the normal course of the day.
- Pedestrian and cycle movements are a substantial proportion of all traffic flows.
- The road environment and traffic speed contribute to a sense of safety for pedestrians and cyclists. There is little kerb-side parking of vehicles and sites provide their own on-site parking spaces and garage structures.
- Background noise levels are quiet and are generally determined by the noise from passing vehicles on local roads or nearby State Highways. There are few loud noise disruptions.
- Open aspect to the sun is a valued quality for residential properties. Large-scale shading of buildings and private open space detrimentally affects amenities on individual properties.
- There is generally free circulation of fresh air throughout the area with only occasional incidents of pollution or unpleasant odour. Continual ongoing efforts are being made to eliminate these odours as far as possible.
- There is very little night lighting or glare (other than vehicle lights) to interrupt the privacy of individual sections although night lighting of some sports grounds is a feature for some areas.
- Overall building height is low - 1 to 2 storeys - with few structures towering above the prevailing height. Little shading or intrusion into privacy therefore results.
- Buildings are predominantly domestic residential and of a consistent quality of design and appearance and area generally compatible in scale and architectural character. Buildings are generally set back from the street and the streetscape is open and "green" with trees and plantings on berms and on adjacent properties.
- Buildings have a sense of permanence. The predominant domestic residential use of sites means that there are people, generally familiar to each other, present both day and night which contributes to a sense of personal safety and security.
- Advertising signs are not prominent and the few that are present, relate to public facilities and traffic, directional, and safety matters.
- Schools and community facilities serving residents are often located close to residential areas and there is easy access to nearby open space, playing fields, parks. There are small retail dairies scattered throughout the residential area.

### **Levin - Commercial:**

- The entire commercial environment is heavily "built". The streetscape is predominantly one of hard surfaces and structures with a fully formed and sealed road, kerb-side parking, traffic lights, shop fronts.

## 6 ISSUES, OBJECTIVES: Urban Environment

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- Building density is high. Buildings generally adjoin at the boundary, in a strip along Oxford Street and in side streets. Buildings cover a high proportion of sites. There are some areas of public car parking accessed from the side streets which are surrounded by higher density commercial development. There is little need for open space about buildings other than for goods storage, loading, and parking.
- Overall building height is 1 to 2 storeys.
- Where pedestrian movements are significant the provision of a continuous overhead pedestrian verandah is an important feature.
- Buildings have character which follows their commercial function, and architectural styles and ages are mixed.
- Business activities require access for delivery vehicles as well as loading space and storage space for goods and materials delivered and wastes generated. Storage areas can be unsightly and every effort should be made to store these in a tidy state away from public view.
- There is limited activity outside usual business hours making it important that the design of buildings and spaces incorporates measures to assist crime prevention and to minimise creation of unpleasant and poorly-lit spaces.
- Daytime and night-time background noise levels are moderately high reflecting the level of business activity, traffic movement on Oxford Street (the State Highway) and rail traffic.
- There are high levels of vehicle, cycle, and pedestrian movement. Vehicle speeds are generally low - largely because of heavy vehicle flows - and the road environment incorporates specific provision and safety features for cyclists and pedestrians. Heavy vehicles are a high proportion of daytime and night-time traffic flows and give rise to continuous noise and exhaust effects.
- There is a high demand for and hourly turnover in vehicle parking and deliveries made by service vehicles. There is heavy use of kerb-side vehicle parking which supplements on-site parking on individual sites where significant parking demand exists.
- Advertising signs are commonplace and of variable size, type, materials, and quality.
- Within the Levin Town Centre two distinct activity areas can be identified,
  - a central core area; and
  - a fringe commercial area.

The "**Core Area**" is characterised by:

- \* predominantly retail activities which attract significant numbers of people to the area.
- \* the public areas have generous pedestrian areas, continuous verandahs, planting, lighting, street furniture etc;
- \* In addition to being the economic focus of the Levin community, it is the social and civic focus of the Town and District.

The "Core Area" will be defined by the Commercial 1 Zone.

The "**Fringe Area**" is characterised by:

## 6 ISSUES, OBJECTIVES: Urban Environment

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- \* A range of industrial and residential activities;
- \* Activities tend to be vehicle oriented and less pedestrian oriented leading to:
  - different parking needs and vehicle access
  - generally lower environmental standards prevail as a result

### **Levin - Manufacturing and Industrial:**

- There are several localities having a predominantly manufacturing or industrial "flavour" in different parts of the town. The principal concentration is in the southern part of town, in the vicinity of the State Highway, Hokio Beach Road, Bruce Road, Tararua Road, Totara Street. There is also a small area in Tiro Tiro Road, Power Street, and in Queen Street West. The characteristic amenities and environmental quality of these areas depends on the intensity and type of manufacturing process undertaken. In the area centred on the State Highway, there is a mix of light manufacturing and processing with commercial services and bulk retail. In the Tararua Road vicinity there has historically been heavier industrial activity and large scale factory buildings.
- In each of the areas, the landscape is heavily "built" and dominated by large-scale buildings of generally functional design with few windows, constructed of low-maintenance materials. There is almost no planted space within sites or on road berms.
- Building height varies but is generally moderate (under 3 storeys except for exceptional and necessary features such as chimneys or silos which are considerably taller).
- There is little need for open space about buildings other than for goods storage and parking. Access to sunlight is not as important an issue as in the residential area and shading of buildings and spaces within the industrial area is common.
- Advertising signs are commonplace.
- Background noise levels on industrial sites are moderate to high with frequent loud noise events. Noise levels have the potential to adversely affect nearby non-industrial properties and need to be contained within the industrial area so as not to cause nuisance or health problems nearby.
- Traffic volumes are moderate to high with a strong proportion of traffic being heavy vehicles. Easy access to arterial roads, manoeuvring space for heavy vehicles, and loading/unloading areas for delivery vehicles are important.
- There is moderate to strong demand for parking for vehicles of varying sizes. On-site parking and manoeuvring is important in order to avoid conflicts between vehicles on public roads.
- There is little activity outside usual business hours making it important that the design of buildings and spaces incorporates measures to assist crime prevention and to minimise creation of unpleasant and poorly-lit spaces.
- Business activities require access for delivery vehicles as well as loading space and storage space for goods and materials delivered and wastes generated. Storage areas can be unsightly and every effort should be made to store these in a tidy state away from public view.
- Air quality within the zone may be variable and affected by smoke, dust, sprays, and other air discharges.

## 6 ISSUES, OBJECTIVES: Urban Environment

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<b>Waitarere and Foxton Beach:</b>
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- Waitarere and Foxton Beach are predominantly residential settlements.
- Residential density is generally low with sections averaging between 700 and 850 square metres. This is largely a reflection of historic planning requirements and the need to provide for on-site sewage disposal. This pattern was established in the years before a system was reticulated throughout the settlements.
- Overall building height is low - 1 to 2 storeys - with few structures towering above the prevailing height. Little shading or intrusion into privacy therefore results.
- There is generous open space surrounding residential dwellings and separation between buildings on adjoining sites.
- There is a strong sense of the privacy of buildings and spaces on individual properties and privacy between nearby properties enhanced by the presence of planting and fences and the orientation of buildings and windows.
- Development is very much of a single-house-per-section type. Buildings are predominantly domestic residential but have a variable quality of design and appearance. Buildings are generally set back from the street and the streetscape is open.
- The streetscape in newer areas is distinctly suburban residential with formed kerb and channel, wide grass berms, formed and sealed vehicle crossings, footpaths, and streetlights. In older areas there is a variable standard of kerb-side drainage and sealed road formation and footpaths.
- There is a distinct "coastal" flavour with sand dunes along the beachfront and sand blow a constant reminder of location and the sparsity and coastal variety of vegetation.
- Many of the buildings are holiday homes and are not occupied for much of the year.
- Vehicle, cycle, and pedestrian volumes are low and are related to movements by householders to and from work, school, recreation, and shops in the normal course of the day.
- The road environment and traffic speed contribute to a sense of safety for pedestrians and cyclists. There is little kerb-side parking of vehicles and sites provide their own on-site parking spaces and garage structures.
- Background noise levels are very quiet and are generally determined by vehicles on local roads and by the sound of the sea. There are few loud noise disruptions.
- Open aspect to the sun is a valued quality for residential properties. Large-scale shading of buildings and private open space, detrimentally affects amenities on individual properties.
- There is free circulation of fresh air throughout the area and few incidents of air pollution or unpleasant odour.
- There is very little night lighting or glare to interrupt the privacy of individual sections.

## 6 ISSUES, OBJECTIVES: Urban Environment

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- Advertising signs are unusual in the landscape and the few that are present, relate to public facilities and traffic, directional, and safety matters.
- There are some areas of public open space and one or two small retail shop or service station operations located centrally to each settlement.

<b>Foxton:</b>
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Foxton has three distinct "sub-environments":

### **Foxton - Residential:**

- The residential area extends either side of the State Highway and, following early settlement patterns, the old Manawatu River bank in a generally grid-pattern of streets.
- Overall density of development is low to moderate with individual section size averaging 600-1,000 square metres. There is generous open space surrounding residential dwellings and separation between buildings on adjoining sites. Site development is generally of the one-dwelling-per-section type.
- There is a strong sense of the privacy of buildings and spaces on individual properties and privacy between nearby properties enhanced by the presence of planting and fences and the orientation of buildings and windows.
- The streetscape is distinctly suburban residential with formed kerb and channel, wide grass berms, formed and sealed vehicle crossings, footpaths, streetlights with some in-berm plantings.
- Vehicle traffic volumes are relatively low and are related to movements by householders to and from work, school, recreation, and shops in the normal course of the day. Pedestrian and cycle movements are a substantial proportion of all traffic flows.
- The road environment and traffic speed contribute to a sense of safety for pedestrians and cyclists. There is little kerb-side parking of vehicles and sites provide their own on-site parking spaces and garage structures.
- Background noise levels are quiet and are generally determined by the noise from passing vehicles on local roads or on the nearby State Highway. There are few loud noise disruptions.
- Open aspect to the sun is a valued quality for residential properties. Large-scale shading of buildings and private open space detrimentally affects amenities on individual properties.
- There is free circulation of fresh air throughout the area and few incidents of air pollution or unpleasant odour.
- There is very little night lighting or glare (other than vehicle lights) to interrupt the privacy of individual sections although night lighting of some sports grounds is a feature for some areas.
- Overall building height is low - 1 to 2 storeys - with few structures towering above the prevailing height. Little shading or intrusion into privacy therefore results.
- Buildings are predominantly domestic residential and of a consistent quality of design and appearance and are generally compatible in scale and architectural character. Buildings are

## 6 ISSUES, OBJECTIVES: Urban Environment

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generally set back from the street and the streetscape is open and "green" with trees and plantings on berms and on adjacent properties.

- Buildings have a sense of permanence. The predominant domestic residential use of sites means that there are people, generally familiar to each other, present both day and night which contributes to a sense of personal safety and security.
- Advertising signs are not prominent and the few that are present, relate to public facilities and traffic, directional, and safety matters.
- Schools and community facilities serving residents are often located close to residential areas and there is easy access to nearby open space, playing fields, parks. There are small retail dairies scattered throughout the residential area.

### **Foxton - Commercial Core:**

- Foxton's retail shopping and commercial service core is located on Main Street.
- There is also a commercial area along both sides of Johnston Street (the State Highway) which focuses on serving highway traffic and the residential areas east of the Highway.
- There is substantial land zoned for commercial development with potential for infill development within the town centre. The streetscape is predominantly one of hard surfaces and structures with a fully formed and sealed road, kerb-side parking, and shop fronts. The Main Street commercial area has a strongly historical "flavour".
- There is a mix of activities in both areas including those which generate or rely on a high level of pedestrian movement.
- Building density is high. Buildings along Main Street and the nearby side streets generally adjoin at the boundary, whereas in Johnston Street, buildings tend to be more free-standing. Buildings cover a high proportion of sites. There is little need for open space about buildings other than for goods storage, loading, and parking.
- Overall building height is 1 to 2 storeys.
- Where pedestrian movements are significant the provision of a continuous overhead pedestrian verandah is an important feature.
- Business activities require access for delivery vehicles as well as loading space and storage space for goods and materials delivered and wastes generated. Storage areas can be unsightly and every effort should be made to store these in a tidy state away from public view.
- There is limited activity outside usual business hours making it important that the design of buildings and spaces incorporates measures to assist crime prevention and to minimise creation of unpleasant and poorly-lit spaces.
- Daytime and night-time background noise levels are moderately high reflecting the level of business activity and traffic movement - particularly on Johnston Street.
- There are moderate levels of vehicle, cycle, and pedestrian movement. Vehicle speeds are generally low. Heavy vehicles are a high proportion of daytime and night-time traffic flows on Johnston Street and give rise to some noise and exhaust effects.

## 6 ISSUES, OBJECTIVES: Urban Environment

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- There is strong demand for kerb-side vehicle parking and deliveries made by service vehicles.
- Advertising signs are commonplace and of variable size, type, materials, and quality.

### **Foxton - Industrial:**

- The principal areas are the Feltex operation in Duncan Street and the engineering and processing industries at the southern entrance to the town. At the northern end of the town off Bergin Road is the Foxton Sawmill and associated industries including the Airfield developed in the 1970's, to facilitate air transport access for Feltex principals. There are also one or two individual sites where engineering or vehicle repairs are undertaken. The characteristic amenities and environmental quality of these areas depends on the intensity and type of manufacturing process undertaken.
- In each of the areas, the landscape is heavily "built" and dominated by large-scale buildings of generally functional design with few windows, constructed of low-maintenance materials.
- Building height varies but is generally moderate (1 - 2 storeys except for occasional features such as chimneys and silos which are considerably taller).
- There is little need for open space about buildings other than for goods storage and parking. Access to sunlight is not as important an issue as in the residential area and shading of buildings and spaces within the industrial area is common.
- Advertising signs are commonplace - particularly near the Highway.
- Background noise levels on industrial sites are moderate to high with frequent loud noise events. Noise levels have the potential to adversely affect nearby non-industrial properties and need to be contained within the industrial area so as not to cause nuisance or health problems nearby.
- Traffic volumes are moderate to high with a strong proportion of traffic being heavy vehicles. Easy access to arterial roads, manoeuvring space for heavy vehicles, and loading/unloading areas for delivery vehicles are important.
- There is moderate to strong demand for parking for vehicles of varying sizes. On-site parking and manoeuvring is important in order to avoid conflicts between vehicles on public roads.
- There is little activity outside usual business hours making it important that the design of buildings and spaces incorporates measures to assist crime prevention and to minimise creation of unpleasant and poorly-lit spaces.
- Business activities require access for delivery vehicles as well as loading space and storage space for goods and materials delivered and wastes generated. Storage areas can be unsightly and every effort should be made to store these in a tidy state away from public view.
- Air quality within the area may be variable and affected by smoke, dust, sprays, and other air discharges.

<b>Shannon:</b>
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Shannon also has three distinct "sub-environments":

## 6 ISSUES, OBJECTIVES: Urban Environment

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### Shannon - Residential:

- The area of residential extends east of the main road and town centre on a grid-pattern of streets.
- Overall density of development is low to moderate with individual section size averaging 600-1,000 square metres. There is generous open space surrounding residential dwellings and separation between buildings on adjoining sites. Site development is generally of the one-dwelling-per-section type. The low intensity of scale is highlighted, in parts of Shannon, by the large areas of undeveloped land which contribute a particular "green" and semi-rural character.
- There is a strong sense of the privacy of buildings and spaces on individual properties and privacy between nearby properties enhanced by the presence of planting and fences and the orientation of buildings and windows.
- The streetscape is distinctly suburban residential with wide grass berms, formed and sealed vehicle crossings, footpaths, streetlights with some in-berm plantings.
- Vehicle traffic volumes are relatively low and are related to movements by householders to and from work, school, recreation, and shops in the normal course of the day. Pedestrian and cycle movements are a substantial proportion of all traffic flows.
- The road environment and traffic speed contribute to a sense of safety for pedestrians and cyclists. There is little kerb-side parking of vehicles and sites provide their own on-site parking spaces and garage structures.
- Background noise levels are quiet and are generally determined by the noise from passing vehicles on local roads or on the nearby State Highway. There are few loud noise disruptions.
- Open aspect to the sun is a valued quality for residential properties. Large-scale shading of buildings and private open space detrimentally affects amenities on individual properties.
- There is free circulation of fresh air throughout the area and few incidents of air pollution or unpleasant odour.
- There is very little night lighting or glare (other than vehicle lights) to interrupt the privacy of individual sections.
- Overall building height is low - 1 to 2 storeys - with few structures towering above the prevailing height. Little shading or intrusion into privacy therefore results.
- Buildings are predominantly domestic residential and of a consistent quality of design and appearance and area generally compatible in scale and architectural character. Buildings are generally set back from the street and the streetscape is open and "green" with trees and plantings on berms and on adjacent properties.
- Buildings have a sense of permanence. The predominant domestic residential use of sites means that there are people, generally familiar to each other, present both day and night which contributes to a sense of personal safety and security.
- Advertising signs are not prominent and the few that are present, relate to public facilities and traffic, directional, and safety matters.

## **6 ISSUES, OBJECTIVES: Urban Environment**

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- Schools and community facilities serving residents are often located close to residential areas and there is easy access to nearby open space, playing fields, parks.

### **Shannon - Commercial Core:**

- Shannon's retail shopping and commercial service core is concentrated in Plimmer Terrace, Grey Street to Ballance Street.
- The streetscape is heavily built - being predominantly one of hard surfaces and structures with a fully formed and sealed road, kerb-side parking, and shop fronts.
- There is a mix of commercial retail and service activities.
- Building density is medium to high and buildings generally adjoin at the boundary. There is little need for open space about buildings other than for goods storage, loading, and parking.
- Overall building height is 1 to 2 storeys.
- Business activities require access for delivery vehicles as well as loading space and storage space for goods and materials delivered and wastes generated. Storage areas can be unsightly and every effort should be made to store these in a tidy state away from public view.
- There is limited activity outside usual business hours making it important that the design of buildings and spaces incorporates measures to assist crime prevention and to minimise creation of unpleasant and poorly-lit spaces.
- Daytime and night-time background noise levels are moderately high reflecting the level of traffic and rail movement.
- There are moderate levels of vehicle, cycle, and pedestrian movement. Vehicle speeds are generally low. Heavy vehicles are a moderately high proportion of daytime and night-time traffic flows through the commercial area.
- Advertising signs are commonplace and of variable size, type, materials, and quality.

### **Shannon - Manufacturing:**

- There is one main area of industrial processing west of the railway line.
- The landscape is heavily "built" and dominated by large-scale buildings of generally functional design with few windows, constructed of low-maintenance materials. The area is surrounded on three sides by undeveloped and rural land.
- Building height is generally moderate (1 - 2 storeys except for occasional features such as chimneys).
- There is a limited amount of advertising.
- Background noise levels are relatively high - but are reasonably distant from other areas of the town, and are separated from these areas by the railway and main road.
- Traffic volumes are relatively low. Easy access to arterial roads, manoeuvring space for heavy vehicles, and loading/unloading areas for delivery vehicles are important.

## 6 ISSUES, OBJECTIVES: Urban Environment

- There is moderate to strong demand for parking for vehicles of varying sizes. There is a combination of kerb-side and on-site parking and manoeuvring which suits local needs because of the relatively small size of the area and its separation from other activities.
- There is little activity outside usual business hours making it important that the design of buildings and spaces incorporates measures to assist crime prevention and to minimise creation of unpleasant and poorly-lit spaces.
- Business activities require access for delivery vehicles as well as loading space and storage space for goods and materials delivered and wastes generated. Storage areas can be unsightly and every effort should be made to store these in a tidy state away from public view.
- Air quality within the area is variable and affected by smoke, dust, sprays, and other air discharges.

### Conclusions: Zones

Given the descriptions above, it seems that there are four distinct "zones" of common character that can be identified:

- **Urban residential** (Levin, Waitarere, Foxton, Foxton Beach, Shannon)
- **Urban Commercial** (town centres of Levin, Foxton, Shannon)
- **Industrial** (Levin, Foxton, Shannon)
- **Rural Townships** (the largely residential smaller settlements)

<b>OBJECTIVE 9:</b>	<b>Maintenance and enhancement of the individual character and amenities of each of the settlements of the District.</b>
<b>POLICY 9.1:</b>	<p><b>Identify the following zones in recognition of the characteristic amenities, landscape, and environmental quality of different areas:</b></p> <ul style="list-style-type: none"> <li>• <b>Urban Residential</b></li> <li>• <b>Rural Township</b></li> <li>• <b>Commercial</b></li> <li>• <b>Industrial</b></li> </ul>
<b>POLICY 9.2:</b>	<p><b>Encourage all developments and activities to be designed and operated in such a way as to:</b></p> <ul style="list-style-type: none"> <li>• <b>promote community health; and</b></li> <li>• <b>promote personal safety and security; and</b></li> <li>• <b>minimise risks of accident, injury, or crime occurring in public places.</b></li> </ul>
<b>POLICY 9.3:</b>	<p><b>Ensure that all activities involving delivery and collection of wastes and goods and materials are provided with easily-accessible spaces for vehicle loading and unloading clear of conflict with pedestrian and vehicle users of public roads.</b></p>

## 6 ISSUES, OBJECTIVES: Urban Environment

<b>POLICY 9.4:</b>	Ensure that any storage of goods, materials, or waste products is contained within individual sites; is maintained in a tidy manner without causing litter to spill beyond the site; and without detracting from the visual amenities of the environment.
<b>POLICY 9.5:</b>	Ensure that subdivided sections have area, shape, and access suitable for a range of likely future uses within each zone.
<b>POLICY 9.6:</b>	Require any activity which does not comply with minimum environmental standards to be considered as an application for resource consent in terms of the policies and criteria of this plan.

Urban Residential Zone Policies	
<b>POLICY U.1:</b>	Maintain overall quiet daytime and night-time noise conditions in the urban residential zone with few extraordinary loud noise events and minimal noise nuisance to residents.
<b>POLICY U.2:</b>	Maximise opportunities for sunlight access to buildings and private areas of open space; and minimise shading of private open space and buildings caused by structures on adjacent sites.
<b>POLICY U.3:</b>	Maximise opportunities for the creation of private outdoor spaces on residential properties, to enhance amenity values.
<b>POLICY U.4:</b>	Maintain low overall building height with exceptions for necessary community facilities and utility services where such height would not adversely affect local environmental amenities.
<b>POLICY U.5:</b>	Maintain the residential character and high standards of building quality and appearance in residential areas.
<b>POLICY U.6:</b>	To ensure that all activities or developments to be provided with space within the site for vehicle access and manoeuvring, and parking for residents' vehicles constructed in such a way as to avoid compromising the safety or efficiency of adjoining public roads.
<b>POLICY U.7:</b>	Minimise the amount of signage present in the landscape of the urban residential zone, so as not to detract from the character or visual amenity of the area.
<b>POLICY U.8:</b>	Maintain overall medium to low density of development in the residential zone with generous section size, sufficient to reasonably accommodate standard contemporary houses; and maintain moderate levels of building coverage of sites.
<b>POLICY U.9:</b>	Maintain the open streetscape of residential streets to enhance visual amenity.
<b>POLICY U.10:</b>	Maintain residential environments that are safe from traffic hazards and have a high quality of streetscape amenity.

## 6 ISSUES, OBJECTIVES: Urban Environment

Rural Township Policies	
<b>POLICY RT.1:</b>	Ensure that noise levels within the rural townships (Residential 2, 3 and 4 zones) are appropriate to their rural and coastal setting, acknowledging that seasonal rural activities can cause periodic machinery and stock noise louder than the usual background rural quiet conditions.
<b>POLICY RT.2:</b>	Maximise opportunities for sunlight access to buildings and private areas of open space; and minimise shading of private open space and buildings caused by structures in the rural townships.
<b>POLICY RT.3:</b>	Maximise opportunities for the creation and maintenance of private outdoor spaces on residential properties.
<b>POLICY RT.4:</b>	Maintain low overall building height with exceptions for necessary community facilities and utility services where such height would not adversely affect local environmental amenities.
<b>POLICY RT.5:</b>	Require all activities and developments to be provided with space, within the site, for vehicle access and manoeuvring, and parking for vehicles belonging to occupiers, visitors, and customers constructed in such a way as to avoid compromising the safety or efficiency of adjoining public roads.
<b>POLICY RT.6:</b>	Enable the establishment of advertising signs necessary to support the activities within rural townships but minimise the amount of advertising signage present in the landscape of rural settlements.
<b>POLICY RT.7:</b>	No increased density or additional residential development shall be permitted to occur in any residential 2, 3 or 4 zone (rural township) unless it can be demonstrated that the development is able to provide, and meet all costs of water supply, wastes disposal, and other necessary infrastructure services; and that the increased density will not be out of keeping with the character of the township.
<b>POLICY RT.8:</b>	Maintain and enhance the character and amenity of the residential environment.

Commercial Zone Policies	
<b>POLICY C.1:</b>	Limit noise levels within the commercial zones to that appropriate to the level of business activity and movement there and avoid noise effects, particularly loud noise events which detrimentally affect the amenities of nearby residential and rural areas.

## 6 ISSUES, OBJECTIVES: Urban Environment

<b>POLICY C.2:</b>	Require all activities and developments to be provided with space, within the site, for vehicle access and manoeuvring, and parking for vehicles belonging to occupiers, visitors, and customers constructed in such a way as to avoid compromising the safety or efficiency of adjoining public roads; except that where sufficient parking exists on public roads or in alternative parking areas, require a lesser number of vehicle parking spaces accordingly.
<b>POLICY C.3:</b>	Encourage the use of service lanes for the delivery and collection of goods clear of public roads in commercial centres.
<b>POLICY C.4:</b>	Seek continual improvement in the quality and appearance of the buildings, the street landscape, and the pedestrian and cyclist facilities incorporated into the commercial centres of Levin, Foxton, and Shannon.
<b>POLICY C.5:</b>	Maintain a low to moderate overall building height in commercial zones.
<b>POLICY C.6:</b>	Ensure that all buildings are located so as to minimise shading and disruption to privacy enjoyed on nearby residential properties.
<b>POLICY C.7:</b>	Maintain, wherever practicable, a continuous overhead shelter for pedestrians above pedestrian footpaths in the retail core of the commercial centres of Levin and Foxton and Shannon.
<b>POLICY C.8:</b>	Enable the display of advertising signs within commercial centres provided they do not detract from the landscape character or amenities of nearby residential zones or from the safety and efficiency of any public road.
<b>POLICY C.9:</b>	Promote the coherent development of a continuous retail/commercial environment at the core of the commercial areas of Levin, Foxton, and Shannon.
<b>POLICY C.10:</b>	Maintain and enhance the distinctive historic character of the buildings and street environment within the Foxton commercial centre.
<b>POLICY C.11:</b>	To restrict commercial development along State Highway No. 1, adjacent to the Foxton Town Centre in the interest of maintaining the continued efficiency and effectiveness of the highway.

<b>Industrial Zone Policies</b>	
<b>POLICY I.1:</b>	Limit any noise nuisance or loud noise events, within industrial zones, which would detrimentally affect the amenities of nearby residential and rural areas.

## 6 ISSUES, OBJECTIVES: Urban Environment

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<b>POLICY I.2:</b>	<b>Require all activities and developments to be provided with space, within the site, for vehicle access and manoeuvring, and parking for vehicles belonging to occupiers, visitors, and customers constructed in such a way as to avoid compromising the safety or efficiency of adjoining public roads.</b>
<b>POLICY I.3:</b>	<b>Ensure that all buildings are located so as to minimise shading and disruption to privacy enjoyed on nearby residential properties.</b>
<b>POLICY I.4:</b>	<b>Maintain overall moderate building height in industrial zones.</b>
<b>POLICY I.5:</b>	<b>Enable the display of advertising signs within industrial zones provided they do not detract from the landscape character or amenities of nearby residential zones or from the safety and efficiency of any public road.</b>
<b>POLICY I.6:</b>	<b>Avoid, remedy or mitigate the adverse effects on air quality arising from industrial activities.</b>

*The quality of amenities in urban areas is considered to be a significant resource management issue. It is appropriate and important that the Plan voice the desired environmental amenities for different parts of the District. The policies seek to maintain and enhance the important amenities which contribute to the individual character and attractiveness of each part of the urban area and which are described in the explanation of the issue.*

### METHODS FOR ISSUE 14 AND OBJECTIVE 9

#### Plan Rules

- Rules will specify minimum standards for the following effects or amenities discussed in the policies above.
- Any activity or proposal which does not comply with stated standards will be considered pursuant to an application for resource consent.
- The Plan will not require that private open space be provided on individual residential zone properties. Instead it will ensure that individual residential properties are sufficiently large and have part of their area free of buildings which enable occupiers to develop private open space.
- Whilst there is a policy intention to maintain high standards of building quality in residential areas Council does not intend to regulate to achieve this. Rules will enable standard residential activities to establish in the residential zone and, based on historical experience, it is expected that residents will determine the architectural standards depending on affluence of any neighbourhood. Where proposals to establish non-residential activities in residential zones or to exceed stated standards require resource consents, these will be assessed in terms of the compatibility of proposed buildings with surrounding built quality.
- Open space activities and environments are to be provided for within each zone.

#### Commercial 1 - Levin

- Levin's retail shopping, commercial service, office, and administrative business environment centres on Oxford Street between Hokio Beach Road and Tyne Street. The core of that

## 6 ISSUES, OBJECTIVES: Urban Environment

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commercial environment is the area between Oxford Street, Salisbury Street, Bath Street, and Stanley Street. The Council will continue to enhance the pedestrian and retailing environment in this area in order to maintain its attractiveness as an area in which to shop and retail. In recognition of its importance of this role, this area has been zoned Commercial 1, which allows a wide range of retail, office and entertainment facilities.

- This area is also well supplied with public carparking and private developers will not be required to provide parking in association with their development. This will further encourage retail development in the central core area. This policy position will however be closely monitored to ensure there remains a sufficient pool of public carparking available.

### Commercial 2 - Levin

- The commercial area of Levin town centre has tended to expand over time along the state highway north and south of the core commercial area, now referred to as the Commercial 1 Zone. This has meant the commercial area has become spread out with access and traffic problems being created, particularly where access is gained from State Highway No.1. This is recognised in the Plan as a significant resource management issue for Levin and the District. In order to maintain the amenities of the town centre, and to reduce the adverse environmental effects of allowing uncontrolled retail expansion along the State Highway the Council will continue to use a range of non-regulatory mechanisms to retain and enhance the attractiveness of the Commercial 1 Zone for a range of commercial activities, and to limit through a rule in the Plan the type of retail development in the Commercial 2 Zone.
- It is anticipated that the Commercial 2 Zone, which generally has larger sites available, with lower land values per square metre than the "commercial core" (now Commercial 1 Zone), will continue to be used and developed for vehicle oriented activities such as those which rely on single destination customers. Examples include hardware supplies and gymnasiums.

### Commercial 1 and 2 - Foxton

- The Foxton town centre is a significant community resource, however it is located away from the State Highway 1 and is generally bypassed by the travelling public. Some commercial activities have been allowed to locate adjacent to the highway which has both taken potential trade from the town centre and led to additional vehicular conflicts on the highway. The Council has undertaken a consultative process with the residents of Foxton whereby a number of options were put to the community for revitalising the town centre. While there was no consensus as to the preferred option it was agreed that a "gateway entrance" to the town centre is required. At the stage of notifying the Plan, no firm view had been formed as to which of the four main streets which access the town centre, i.e., The Avenue, Union, Victoria or Robertson Streets, would be the most appropriate street for creating this "gateway entrance".
- Other methods that will be used to ensure that the town centre becomes a more attractive commercial and civic focus of the community include:
  - \* Restricting further development along State Highway 1 by allowing for no further commercial zoning, and working closely with Transit NZ to ensure that the continued safety and efficiency of the highway is maintained;
  - \* There are three properties along the state highway with a spot commercial and industrial zone (BP service station). These existing zonings will be retained with a Commercial 2 and Industrial zoning. However, no further expansion of the commercial zoning will be provided due to:

## 6 ISSUES, OBJECTIVES: Urban Environment

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- (i) Problems caused by vehicular conflicts from additional access points being created from the state highway; and
  - (ii) The importance of protecting the existing resources of the township, and maintaining the amenities of the Foxton Town Centre.
- The commercial land in the Foxton Town centre has been zoned Commercial 1. This zoning allows for a range of activities.

### Annual and Strategic Plan

- Council will continue to assist in the upgrading of commercial centres through participation in community initiatives such as Main Street programmes and funding of road and street furniture improvements.
- Council will continue to maintain the landscape of streets (berms and sealed surfaces) and areas of public open space throughout the settlements.
- Council will investigate the appropriateness of extending the area of formed service lanes in commercial centres.

### Tararua Road Growth Area

- (Refer to Tararua Road Growth Area Design Guide and Structure Plan in Schedule 5).
- Council will plan to provide for infrastructure for this growth area and other growth demands in the District and will update the Development Contributions Policy in the LTCCP as required to provide a framework for development contributions to contribute to the costs of improvements.

### Foxton Town Centre

- Once it has been determined through the submission and hearing process which of the streets will form the "gateway" to the town centre, Council will undertake environmental improvements to the street to reflect this status. The Council will use a range of methods such as signage, gateway structures, and landscape treatment to strengthen the identity and gateways to the Town.

*These initiatives are considered to be the most effective means of achieving improvement in the attractiveness of urban areas over time. Where space on individual commercial sites is limited by existing development it may be inappropriate and unreasonable to expect on-site delivery provision to be made. In this case shared or public service lanes may be appropriate.*

### Other Statutory Documents

- The Regional Council administers and monitors discharges to air through the 1998 Regional Air Plan. Discharges are provided for in the current Land and Water Plan 2003. Council will ensure that matters of air discharge and air pollution are considered and referred to the regional council for action if necessary, when assessing proposals. A single Regional Plan is currently being developed and policies and rules relating to discharge of stormwater and discharge to air may need to be considered.

*Air quality is a matter of direct concern to the community and Council will do whatever is reasonable to assist the Regional Council maintain high standards of air quality.*

## **6 ISSUES, OBJECTIVES: Urban Environment**

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### **6.3 ANTICIPATED ENVIRONMENTAL RESULTS**

The outcomes for the urban environment which are anticipated to result from the combined implementation of the above policies and methods are as follows:

- Urban communities which use and develop resources in a way that is able to be sustained long-term.
- Urban communities that comprise a mix of infrastructure services, community facilities, and activities able to sustain the needs of their residents long-term.
- Urban communities which are able to sustainably provide for their water consumption needs and to dispose of their wastes in a manner that does not cause long-term degradation of the environment.
- Urban development which avoids worsening or accelerating any natural hazards long-term.
- Retention and enhancement of the individual character and amenities of each of the District's towns.
- The outcomes sought within the Tararua Road Growth Area are that opportunities for growth of residential and industrial activities are enabled and that the area is developed in an integrated manner with a high standard of design and amenity.