

7 SETTLEMENTS

7.1 Levin

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

Levin is the main administrative, cultural, social and recreational centre for the District, and for the increasingly diversifying rural economy surrounding the town. The table below summarises the different types of existing land use zones in the town.

Zone	Area (ha)	%
Commercial 1	18.98	2.13
Commercial 2	20.16	2.26
Industrial	144.41	16.21
Residential 1	707.22	79.40
	890.78 total	100
<i>Source: HDC GIS Data</i>		

Urban Form

Levin has a relatively regular form being evenly spread around the central point of Queen and Oxford Streets. The topography is relatively flat with a gentle slope east to west. The height of buildings is relatively low and

generally no greater than 2 storeys, with the only 'spike' in the urban form being the clock tower which occupies a relatively central location on Oxford and Queen Streets corner. The density (relationship of open space to building) is also relatively low. The main centre of retail activity is focused on Oxford Street, between Queen and Bath Streets. The town has a relatively dispersed pattern of civic activities and no sense of a focal point or centre.

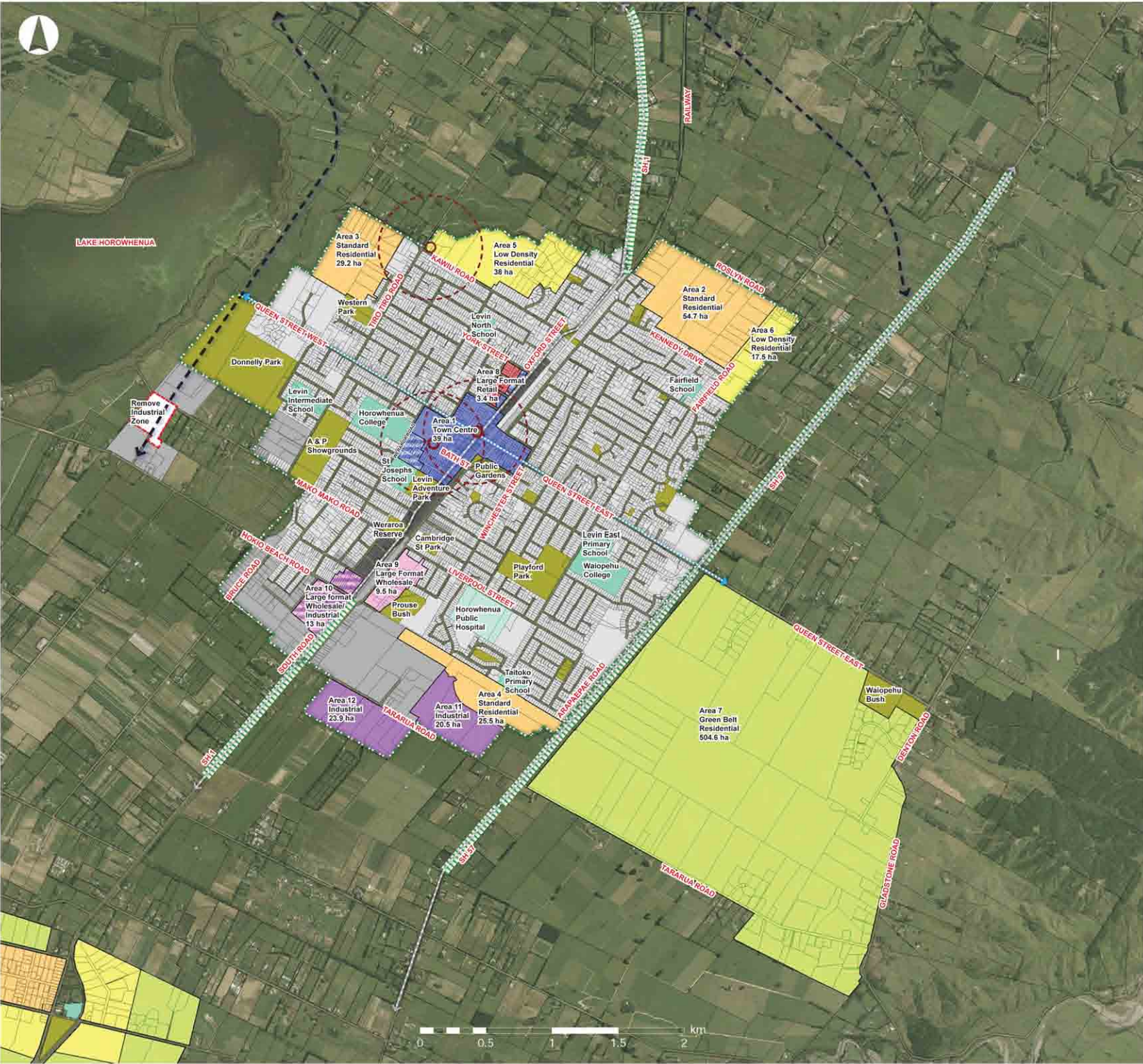
Street Pattern

The street pattern is generally orthogonal, although the fringes of the urban area show the more frequent use of cul-de-sac. The use of cul-de-sac has reduced flexibility for further town extensions, traffic movement, connectivity and future changes to density. The strong line of the State Highway and the railway through the town is evident. This has created reduced accessibility capacity from one side of the town to the other. However, much of the town centre is within a walkable distance of the central urban area. Queen and Oxford Street are the main streets in Levin and are given hierarchy through width and treatment. Many of the other street sealed carriageways appear wide for their traffic volumes and in many cases have generous berms which improve the amenity of the streetscape

LEGEND

URBAN DESIGN ANALYSIS

- Visual Amenity Corridor - Protect Setting Along Movement Routes.
- Reserve
- Existing Zoning To Be Removed
- Town Centre Invitation Point
- Town Centre Focus
- Neighbourhood Centre
- Walking Catchment
- Urban Edge
- Main Movement Route
- Key Movement / View Corridor
- Proposed Bypass Options
- Wildlife/Natural Corridor



LEGEND

GROWTH OPTIONS













- Proposed Town Centre Mixed Use
- Proposed Medium Density Town Houses or Terraced Typically 150 - 350m² lots
- Proposed Standard Residential Suburban House Typically 500 - 1000m² lots
- Proposed Low Density Residential Large Suburban House Typically 1000- 2000m² lots
- Proposed Green Belt Residential Typically > 2000m² lots
- Proposed Large Format Retail
- Proposed Large Format Wholesale
- Proposed Industrial

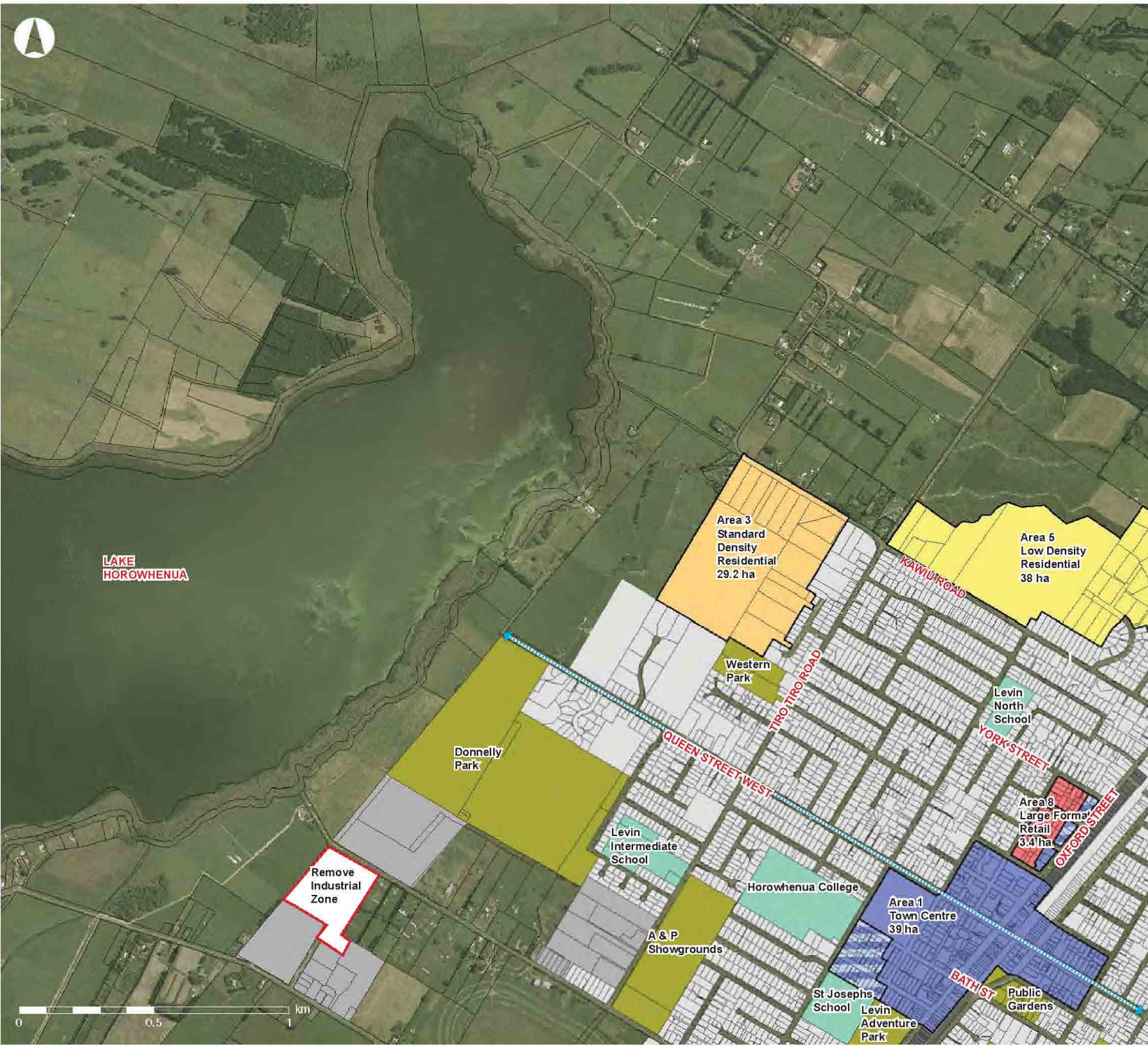
EXISTING SITUATION

- Existing School
- Existing Hospital
- Existing Reserve
- Existing Commercial
- Existing Residential
- Existing Industrial

LEGEND

URBAN DESIGN ANALYSIS

-  Visual Amenity Corridor - Protect Setting Along Movement Routes
-  Reserve
-  Existing Zoning To Be Removed
-  Town Centre Invitation Point
-  Town Centre Focus
-  Neighbourhood Centre
-  Walking Catchment
-  Urban Edge
-  Main Movement Route
-  Key Movement / View Corridor
-  Proposed Bypass Options
-  Wildlife/Natural Corridor



LEGEND

GROWTH OPTIONS

-  Proposed Town Centre Mixed Use
-  Proposed Medium Density Town Houses or Terraced Typically 150 - 350m² lots
-  Proposed Standard Residential Suburban House Typically 500 - 1000m² lots
-  Proposed Low Density Residential Large Suburban House Typically 1000- 2000m² lots
-  Proposed Green Belt Residential Typically > 2000m² lots
-  Proposed Large Format Retail
-  Proposed Large Format Wholesale
-  Proposed Industrial



EXISTING SITUATION

-  Existing School
-  Existing Hospital
-  Existing Reserve
-  Existing Commercial
-  Existing Residential
-  Existing Industrial

Levin NW

LEGEND

URBAN DESIGN ANALYSIS

-  Visual Amenity Corridor - Protect Setting Along Movement Routes.
-  Reserve
-  Existing Zoning To Be Removed
-  Town Centre Invitation Point
-  Town Centre Focus
-  Neighbourhood Centre
-  Walking Catchment
-  Urban Edge
-  Main Movement Route
-  Key Movement / View Corridor
-  Proposed Bypass Options
-  Wildlife/Natural Corridor

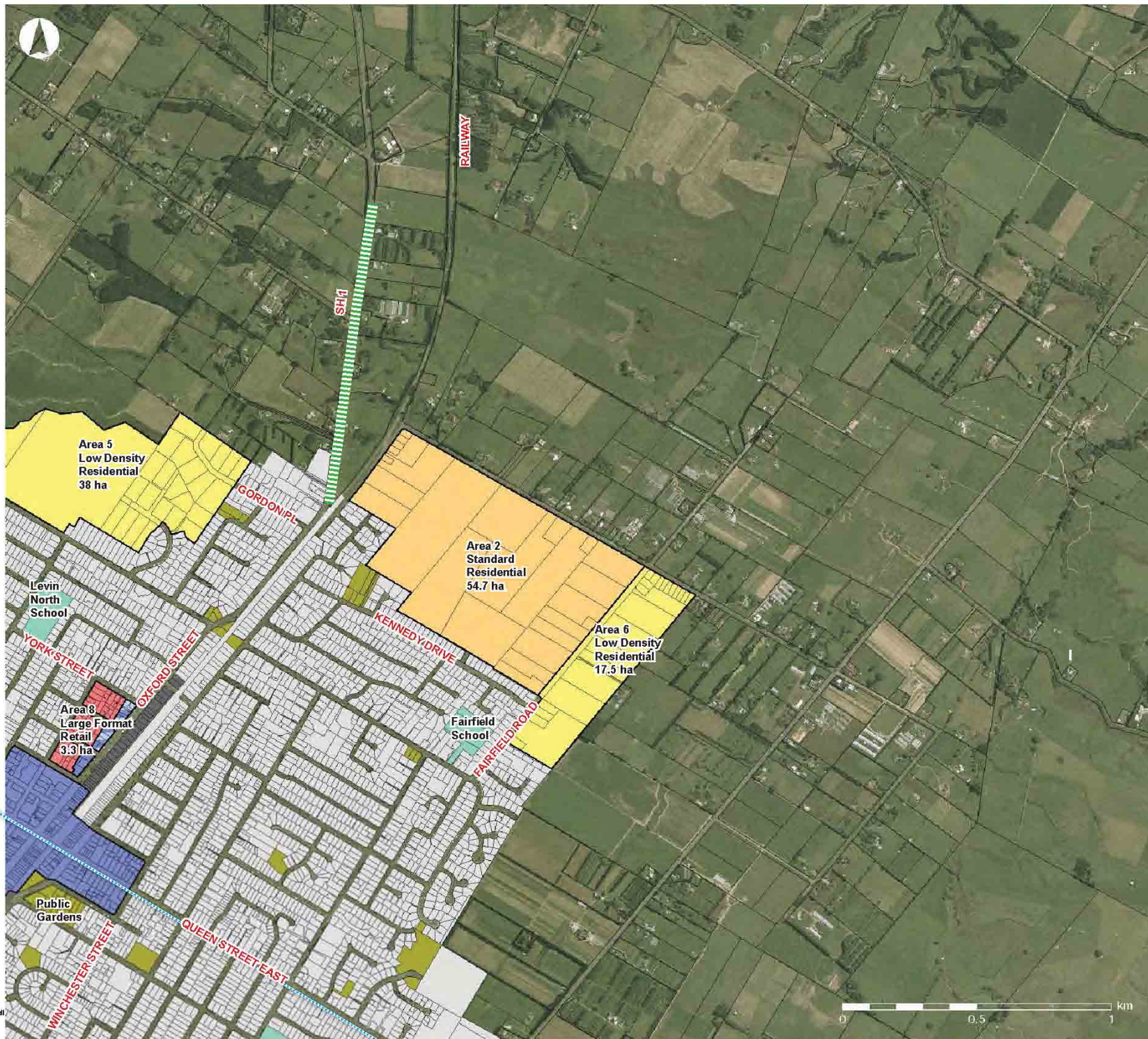
LEGEND

GROWTH OPTIONS

-  Proposed Town Centre Mixed Use
-  Proposed Medium Density Town Houses or Terraced Typically 150 - 350m² lots
-  Proposed Standard Residential Suburban House Typically 500 - 1000m² lots
-  Proposed Low Density Residential Large Suburban House Typically 1000- 2000m² lots
-  Proposed Green Belt Residential Typically > 2000m² lots
-  Proposed Large Format Retail
-  Proposed Large Format Wholesale
-  Proposed Industrial

EXISTING SITUATION

-  Existing School
-  Existing Hospital
-  Existing Reserve
-  Existing Commercial
-  Existing Residential
-  Existing Industrial

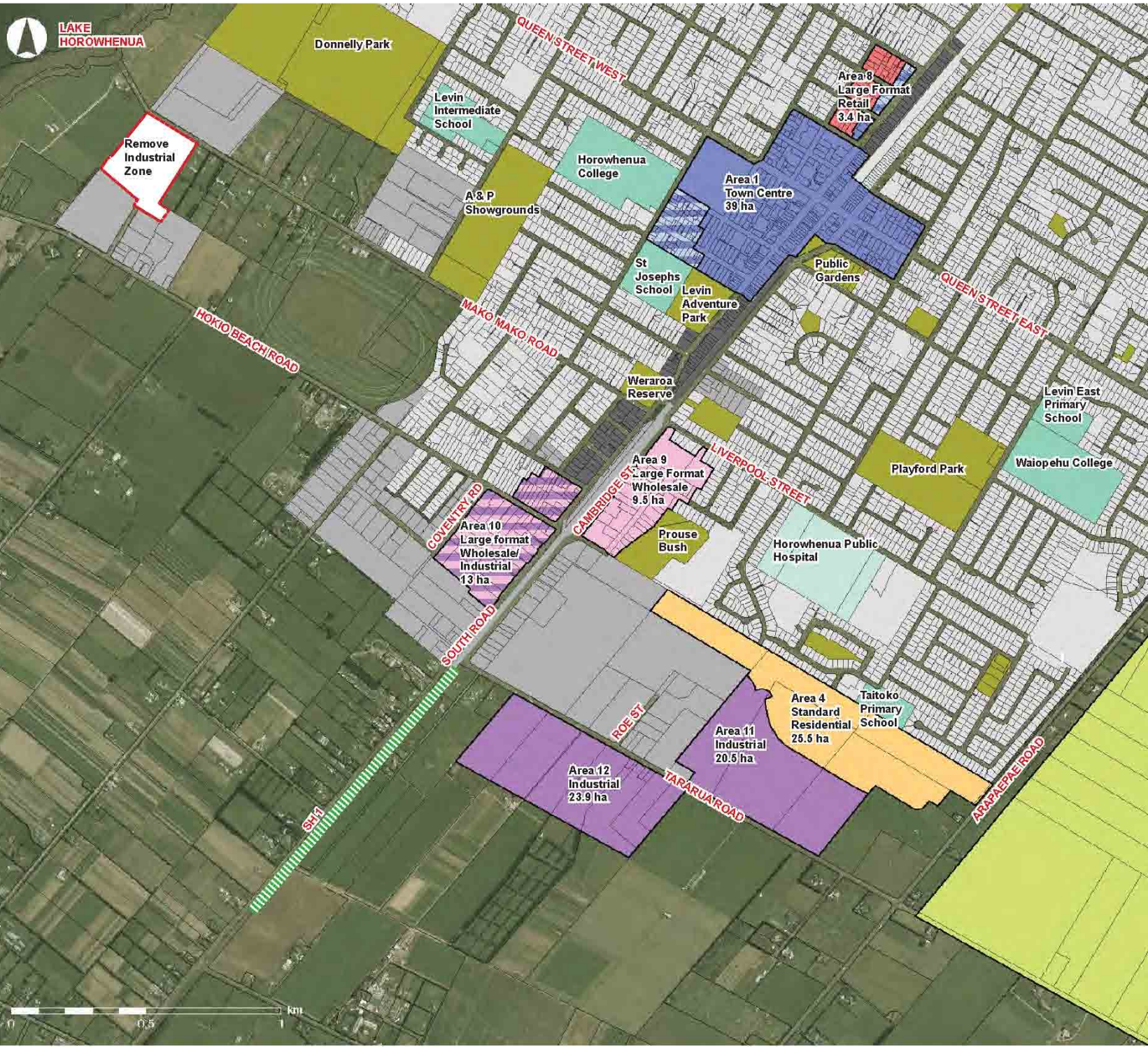


Levin NE

LEGEND

URBAN DESIGN ANALYSIS

- Visual Amenity Corridor - Protect Setting Along Movement Routes.
- Reserve
- Existing Zoning To Be Removed
- Town Centre Invitation Point
- Town Centre Focus
- Neighbourhood Centre
- Walking Catchment
- Urban Edge
- Main Movement Route
- Key Movement / View Corridor
- Proposed Bypass Options
- Wildlife/Natural Corridor



LEGEND

GROWTH OPTIONS

- Proposed Town Centre Mixed Use
- Proposed Medium Density Town Houses or Terraced Typically 150 - 350m² lots
- Proposed Standard Residential Suburban House Typically 500 - 1000m² lots
- Proposed Low Density Residential Large Suburban House Typically 1000- 2000m² lots
- Proposed Green Belt Residential Typically > 2000m² lots
- Proposed Large Format Retail
- Proposed Large Format Wholesale
- Proposed Industrial

EXISTING SITUATION

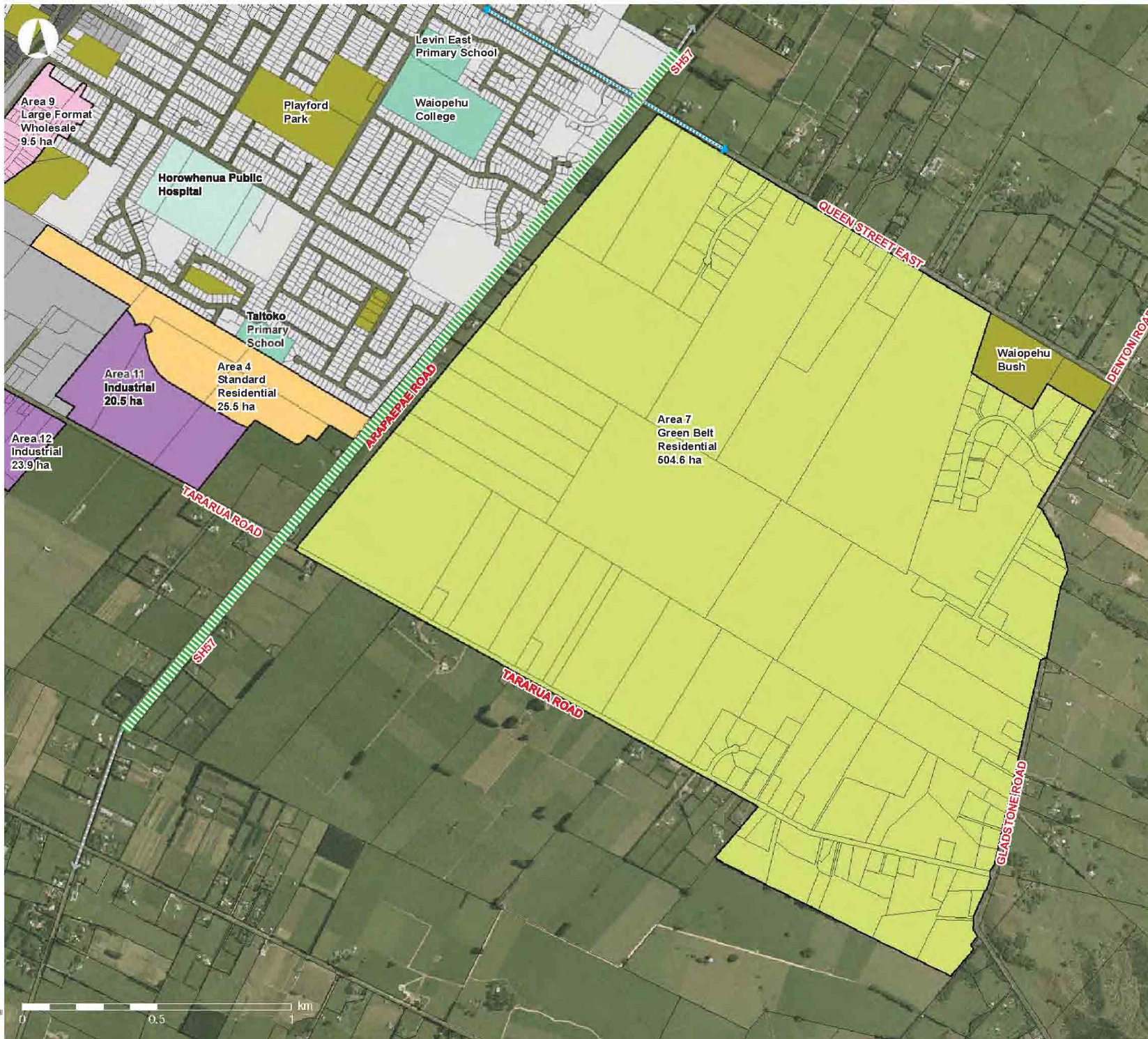
- Existing School
- Existing Hospital
- Existing Reserve
- Existing Commercial
- Existing Residential
- Existing Industrial

Levin SW

LEGEND

URBAN DESIGN ANALYSIS

-  Visual Amenity Corridor - Protect Setting Along Movement Routes.
-  Reserve
-  Existing Zoning To Be Removed
-  Town Centre Invitation Point
-  Town Centre Focus
-  Neighbourhood Centre
-  Walking Catchment
-  Urban Edge
-  Main Movement Route
-  Key Movement / View Corridor
-  Proposed Bypass Options
-  Wildlife/Natural Corridor



LEGEND

GROWTH OPTIONS

-  Proposed Town Centre Mixed Use
-  Proposed Medium Density Town Houses or Terraced Typically 150 - 350m² lots
-  Proposed Standard Residential Suburban House Typically 500 - 1000m² lots
-  Proposed Low Density Residential Large Suburban House Typically 1000- 2000m² lots
-  Proposed Green Belt Residential Typically > 2000m² lots
-  Proposed Large Format Retail
-  Proposed Large Format Wholesale
-  Proposed Industrial

EXISTING SITUATION

-  Existing School
-  Existing Hospital
-  Existing Reserve
-  Existing Commercial
-  Existing Residential
-  Existing Industrial

Levin SE

Open Space/Ecology

The context of Levin, sitting between the coast and the hills, is evident from within the town. The strong axis of Queen Street that enables the Tararua Ranges and Lake Horowhenua to be seen through the town is a strong point of the town's landscape setting. The ecological values of the hinterland are also part of the place's distinctiveness. However, the urban ecological values are relatively limited recognising the development period when Levin grew most. The open spaces' distribution within the town appears to be relatively good, although there is less open space on the north side of town and the reserves tend to occur in pockets rather than a network.

Built Quality

Levin's built environment varies in quality. In the town centre there has been recent investment in street improvements. However, the quality of the experience for people as a place to spend time is compromised by a busy SH1. There are no local suburban commercial centres in Levin except for the occasional dairy. There are a mixture of older and newer structures in the centre and investment such as in the new HDC building is a positive sign for the future. The age of the housing stock ranges, but there is a predominance of buildings from the 50's and 60's evident from the architectural styles. Newer development of residential properties has tended to follow the generic brick and tile type which is evident throughout New Zealand.

Heritage

The heritage values of Levin are strong in the sense of the area having been settled some 650 years ago by Maori. Rangitane, Muaupoko and Ngati Toa have all played a role as tangata whenua. Lake Horowhenua has been at the nexus of settlement in this area and its position relative to movement north and south continues today. The railway and main road location played a strong role in the region and Levin's development enabling timber extraction and then farming and it's servicing. There are a limited number of heritage structures in Levin, although no thorough analysis of the resource has been undertaken to date. The remnants or archaeology of Maori and early European settlement are also elements to consider in the development of the town in the future.

Identity

The identity of Levin is not clear. Its place in the landscape is strong as noted above and is a component of its identity into the future. Physically the town has some strong leads to establishing a clearer identity in respect of the relationship to the hills and lake, coast and other features. The identity is also informed by the people of the place and the opportunity to advance the identity through the residents having a positive vision for the future of the town is significant.

Growth Issues:

- Limited vacant residential land
- Increasing demand for residential development (infill and greenfield)
- No defined focal point in town centre
- Variable demand for business/industrial land
- Reticulated water and wastewater system constraints – water supplies in the town are stressed and consideration of a new resource or demand management will be required for future development. Much of the reticulation system is AC pipes which will need replacement on a rolling programme. There is insufficient water storage for existing population and increased population will require additional storage.
- Many areas are subject to natural hazards (ponding)
- Protection of potential bypass routes by limiting expansion in these locations
- Protection of natural features (Lake Horowhenua) by limiting expansion in these areas
- Limited diversity of housing types and growing potential demand for alternatives to the standard detached house(aging population)

- Lack of quality in some recent infill housing
- Pedestrian connections and safety could be improved

The following are the components for the Levin development plan:

Standard Residential and Low Density Residential Land Use and Mixed Use Town Centre

The projected increase in the number of dwellings and the changes to the demographic profile of Levin require consideration to be given to expanding residential land development areas and increasing the diversity of housing types available to meet future residential needs. Levin may also be able to attract new residents to the town by offering a greater range of residential environments.

An area of 39ha is proposed at the town centre (Area 1), where mixed use development of commercial and residential could occur. This would allow for greater housing diversity to be offered in a central location. Residents in this area would have the convenience of good access to retail and community facilities and local businesses would have increased patronage. Different housing types allow for a greater diversity of household structures and incomes.

Under the development plan it is proposed that 110ha of rural land will change zoning to be released in stages as 'standard' residential land (standard residential typically 500-1000m² lots) which could accommodate around 1100 new households. This new standard residential development is proposed to be provided for by three different areas.

55.5 ha of rural land is proposed for staged release as 'low density' residential land (typically 1000-2000m² lots) in two different areas.

Consideration was given to the interface of Levin with Lake Horowhenua and restricting development around its edges, both to minimise the flooding risk to new housing and to preserve the lake edges for their recreational and landscape value to the town. Over development to the south was also restricted to ensure that a buffer is retained between Levin and Ohau to maintain the individual identity of each settlement.

The release of "new" residential land will be required to be planned in advance to recognise market indications, infrastructure planning and community/landowner aspirations. It is proposed that Council in consultation with landowners will prepare an overall structure plan for the main areas in advance of rezoning to establish the spatial arrangement of key streets, open spaces and linkages, densities, infrastructure and enable financial contributions to be determined such that the costs of development are appropriately equated between developers and existing ratepayers.

The following new areas are proposed:

AREA 1 – Oxford Street/Queen Street: Town Centre - 39ha

This area is located at the in the centre of Levin and has a total area of approximately 39 hectares. This area would be consolidated as the “Town Centre” and also incorporate an area of “Medium Density Residential” (Weraroa Road/Durham Street area). Development in the Town Centre area would utilise the existing roading and infrastructure networks.

Criteria	Evaluation
Urban Form	Within the existing urban footprint of Levin. Allows for mixed use development and higher densities in the centre of Levin to provide greater commercial, retail and residential opportunities.
Proximity to key transport networks	Located in the centre, it has good connections to the north and south via State Highway 1 and the North Island Main Trunk Railway.
Proximity to reticulated infrastructure	Good access to reticulated infrastructure.
Proximity to activity centres and community facilities	In centre, accommodating a wide range of commercial and community activities. These include Council administration building, library, community hall, aquatic centre, and Levin Domain. Adjacent to Levin Adventure Park and Public Gardens.
Location of natural hazards, such as flooding, ponding and erosion	No natural hazards known to apply to area.
Proximity to incompatible land uses	No incompatible land uses nearby.
Proximity to outstanding landscapes or natural features	No outstanding landscapes or natural features within area.
Area of historic heritage or cultural features	The area contains some individual buildings and trees which are of historic heritage and amenity value. These features include the former Bank of Australia Building, the historic dwelling at 51 Bath Street and the Oxford Street Plane Trees.
Topographical limitations	No topographical limitations.
Location of highly versatile soils	Area is already urbanised.

AREA 2 – Kennedy Drive/Roslyn Road/Fairfield Road: Standard Residential - 54.7ha

This area is located in the north-east corner of Levin and has a total area of approximately 55 hectares. It is bordered by Kennedy Drive to the south, Roslyn Road to the west and north, and Fairfield Road to the east. It is proposed that this area be developed as “Standard Residential”. Development in the growth area would be connected to the existing reticulated infrastructure networks and established local road patterns.

Criteria	Evaluation
Urban Form	Immediately adjacent to north-east edge of Levin. Logical extension to the existing residential area.
Proximity to key transport networks	Located on the north-east corner, it has relatively good connections to Levin town centre via Cambridge Street, and to the north via State Highway 1 and 57.
Proximity to reticulated infrastructure	Good access to reticulated infrastructure. As a minimum, localised upgrading required to service growth area. However, considering that existing water supplies are already stretched, a new resource may be required or measures to reduce water usage of the new development (e.g. Tank, water meters).
Proximity to activity centres and community facilities	Near to Fairfield School and immediately adjacent to Kennedy Park.
Location of natural hazards, such as flooding, ponding and erosion	Some low lying areas subject to localised ponding. May need to avoid development in these areas, or adopt mitigation measures.
Proximity to incompatible land uses	No incompatible land uses nearby.
Proximity to outstanding landscapes or natural features	No outstanding landscapes or natural features within area.
Area of historic heritage or cultural features	No sites of historic heritage or cultural value known.
Topographical limitations	No topographical limitations, apart from avoiding/mitigating development in low lying areas.
Location of highly versatile soils	Whole growth area is located on highly versatile soils.

AREA 3 – Kawiu Road/Ryders Crescent : Standard Residential – 29.2ha

This growth option is located in the north-west corner of Levin and has an area of approximately 30 hectares. It is bordered by Kawiu Road to the north, Ryders Crescent to the east, Western Park to the south and rural land to the west. A buffer of rural land has been left between Area 3 and Lake Horowhenua. It is proposed that this area be developed as "Standard Residential". Development in the growth area would be connected to the existing reticulated infrastructure networks and established local roading patterns. There is a mix of size in existing landholdings.

Criteria	Evaluation
Urban Form	Immediately adjacent to western edge of Levin. Fills in north-west corner of the town, and is a logical extension to the existing residential area.
Proximity to key transport networks	Located on the north-west edge, it has relatively good connections to Levin town centre via Tiro Tiro Road and Queen Street, and to the north via Kawiu Road connecting to State Highway 1. There is limited availability for creating local road connections to the area immediately to the south due to historical subdivision and roading patterns (cul de sac arrangement).
Proximity to reticulated infrastructure	Furthest option from the current water supply source. As a minimum, localised upgrading required to service growth area. However, considering that existing water supplies are already stretched, a new resource may be required or measures to reduce water usage of the new development (e.g. Tank, water meters). Consideration to be given to creating a stormwater/open space corridor to Lake Horowhenua through the growth area.
Proximity to activity centres and community facilities	Immediately adjacent to Western Park, and near to Levin North School. Increased population base in this area of Levin may create need for local dairy. Approximately 2km from town centre.
Location of natural hazards, such as flooding, ponding and erosion.	Some low lying areas subject to ponding and instability/subsidence on northern part of the growth area. May need to avoid development in these areas, or adopt mitigation measures.
Proximity to incompatible land uses	No incompatible land uses nearby.
Proximity to outstanding landscapes or natural features	Located near to Lake Horowhenua, and is part of lake catchment. Buffer setback established from lake to protect landscape qualities near the lake. Consider low impact stormwater management techniques.
Area of historic heritage or cultural features	No sites of historic heritage or cultural value known. However, given proximity to Lake Horowhenua, further investigations may identify sites.
Topographical limitations	No topographical limitations, apart from avoiding development in low lying areas in northern part of growth area.
Location of highly versatile soils	Whole growth area is located on highly versatile soils.

AREA 4 – Kinross Street/Winiata Street/Tararua Road: Standard Residential - 25.5ha

This option is located in the south-east corner of Levin and has a total area of approximately 25 hectares. It is bordered by rural land to the south, undeveloped industrial zoned land to the west, residential land (Kinross Street) to the north and State Highway 56 (Arapaepae Road) to the east. It is proposed that this area be developed as “Standard Residential”. Development in the growth area would be connected to the existing reticulated infrastructure networks and established local road patterns.

Criteria	Evaluation
Urban Form	Immediately adjacent to south-east edge of Levin. Logical extension to the existing residential area.
Proximity to key transport networks	Located on the southern edge, it has good connections to Levin town centre via Liverpool Street and Tararua Road, and to the south via State Highway 57.
Proximity to reticulated infrastructure	Good access to reticulated infrastructure, however adjacent existing urban area has water supply difficulties. Localised upgrading required to service growth area.
Proximity to activity centres and community facilities	Adjacent to Taitoko School and near Morgan Crescent Reserve.
Location of natural hazards, such as flooding, ponding and erosion	No natural hazards known to affect growth area.
Proximity to incompatible land uses	Adjacent to existing and proposed industrial activities. May require buffer area or interface controls.
Proximity to outstanding landscapes or natural features	No outstanding landscapes or natural features within area.
Area of historic heritage or cultural features	No sites of historic heritage or cultural value known.
Topographical limitations	No topographical limitations as growth area is flat land.
Location of highly versatile soils	Not within an area of highly versatile soils.

AREA 5 – Kawiu Road/Claremont Rise/Gordon Place: Low Density Residential - 38ha

This option is located in the northern edge of Levin and has a total area of approximately 38 hectares. It is bordered by Kawiu Road to the south, Claremont Rise and Gordon Place to the east, an incised gully forming the northern edge, and rural land to the west.

It is proposed that this area be developed as “Low Density Residential”. Development in the growth area would be connected to the existing reticulated infrastructure networks and established local road patterns.

Criteria	Evaluation
Urban Form	Immediately adjacent to northern edge of Levin. Logical extension to the existing residential area.
Proximity to key transport networks	Located on the northern edge, it has relatively good connections to Levin town centre via Weraroa Road and Oxford Street, and to the north via Kawiu Road and State Highway 1. Local road network provides good opportunities to create an interconnected roading pattern in the growth area and connecting to existing areas.
Proximity to reticulated infrastructure	Good access to reticulated infrastructure. As a minimum, localised upgrading required to service growth area. However, considering that existing water supplies are already stretched, a new resource may be required or measures to reduce water usage of the new development (e.g. Tank, water meters). Potential to utilise gully to the north as part of a stormwater management network/open space corridor. (Slopes to the gully will need protecting or will require a setback from proposed properties.)
Proximity to activity centres and community facilities	Near to Levin North School. New local purpose reserve would be required in the growth area to meet the needs of local residents. Increased population base in this area of Levin may create need for local dairy. Approximately 1 km from the town centre.
Location of natural hazards, such as flooding, ponding and erosion	Some low lying areas subject to ponding and instability/subsidence, in particular, the gully to the north of the growth area.
Proximity to incompatible land uses	No incompatible land uses nearby.
Proximity to outstanding landscapes or natural features	Located in catchment of Lake Horowhenua. Consider low impact stormwater management techniques.
Area of historic heritage or cultural features	No sites of historic heritage or cultural value known. However, given proximity to Lake Horowhenua, further investigations may identify sites.
Topographical limitations	No topographical limitations, apart from avoiding development in low lying areas in northern part of growth area.
Location of highly versatile soils	Whole growth area is located on highly versatile soils.

AREA 6 – Fairfield Road/Roslyn Road: Low Density Residential- 17.5ha

This option is located in the north-east corner of Levin and has a total area of approximately 17 hectares. It is bordered by Roslyn Road to the north, and Fairfield Road to the west. It is proposed that this area be developed as “Low Density Residential”. Development in the growth area would be connected to the existing reticulated infrastructure networks and established local road patterns.

Criteria	Evaluation
Urban Form	Immediately adjacent to north-east edge of Levin. Logical extension to the existing residential area.
Proximity to key transport networks	Located on the north-east corner, it has relatively good connections to Levin town centre, and to the north via State Highway 1 and 57.
Proximity to reticulated infrastructure	Good access to reticulated infrastructure. As a minimum, localised upgrading required to service growth area. However, considering that existing water supplies are already stretched, a new resource may be required or measures to reduce water usage of the new development (e.g. Tank, water meters).
Proximity to activity centres and community facilities	Near to Fairfield School and close to Kennedy Park.
Location of natural hazards, such as flooding, ponding and erosion	Some low lying areas subject to localised ponding. May need to avoid development in these areas, or adopt mitigation measures.
Proximity to incompatible land uses	No incompatible land uses nearby.
Proximity to outstanding landscapes or natural features	No outstanding landscapes or natural features within area.
Area of historic heritage or cultural features	No sites of historic heritage or cultural value known.
Topographical limitations	No topographical limitations, apart from avoiding/mitigating development in low lying areas.
Location of highly versatile soils	Whole growth area is located on highly versatile soils.

Green Belt Residential

There is increasing demand for rural living in the Horowhenua. The strategic direction for the rural environment in the Development Plan is to manage more closely the location of rural living to ensure that this is sustainable where it occurs in the future. The current approach allows rural residential developments on a relatively unrestricted basis when not on Class I & II soils.

A new Green Belt Residential form of development is a type of residential activity proposed at some town edges. The aim of this new form of development is to both encourage a larger lot housing opportunity (between 2000m² and 5000m²) where large gardens and green open spaces can be provided for (houses in a park), and enable (by subdivision financial or reserve contributions) a public greenbelt network.

The lots would have a semi rural character with dense planting and views to the larger rural surrounds, while utilising the benefits of proximity to the town. Some 500ha of land has been provided for to the east of Levin which yields some potential 1000 additional houses in the Green Belt Residential area. To coordinate the infrastructure planning (the lots would be serviced), a Structure Plan would be prepared as a precursor to

development to ensure that servicing infrastructure, and open space green belt linkages were planned in advance.

The establishment of a Green Belt Residential zone would provide for a specific location for rural living. The key reasons to provide for this type of development are to limit the continued expansion into rural land by urban development, and to recognise the importance of rural land for the production of crops and other produce that are vital to the District's economy. It can also, by the design of the Structure Plan and securing of easements or reserves provide a passive recreational network for the town residents and visitors for use for walking, and cycling and other non-motorised vehicle use.

The following Green Belt Residential area is proposed:

AREA 7 – Queen Street East/Gladstone Road/Tararua Road: Green Belt Residential-504.6ha

This area has been identified as the most appropriate for Green Belt Residential development, and has a total area of approximately 505 hectares. It is bordered by Queen Street East to the north, Gladstone Road to the east, Tararua Road to the south and State Highway 57 (Arapaepae Road) to the west. A buffer is created between the growth area and State Highway 57 to protect the State Highway road corridor. Development in the growth area would be connected to the existing reticulated infrastructure networks and established local roading patterns. There is a mix of size in existing landholdings.

Criteria	Evaluation
Urban Form	Located to the east of Levin, the area is not contiguous with the urban area as it is separated by State Highway 57.
Proximity to key transport networks	Located to the east of Levin, it has relatively good connections to Levin town centre via Queen Street East, and to the north and south via State Highway 57. Constraint with all traffic crossing State Highway 57 to access Levin. Future upgrading required to Queen Street East and Tararua Road intersections with State Highway 57.
Proximity to reticulated infrastructure	Good access to reticulated water supply infrastructure. Localised upgrading required to service growth area. Extension of reticulated wastewater system required. Preferably dispose of stormwater on site.
Proximity to activity centres and community facilities	Waiopahu Bush valuable habitat in north-east corner of growth area. Near to main access points for the Tararua Ranges and Ohau River. Interconnected reserve/open space network to be created linking existing indigenous vegetation areas. No schools in immediate vicinity.
Location of natural hazards, such as flooding, ponding and erosion	Some low lying areas subject to localised ponding. May need to avoid development in these areas, or adopt mitigation measures.
Proximity to incompatible land uses	No incompatible land uses nearby.
Proximity to outstanding landscapes or natural features	Not within an outstanding landscape.
Area of historic heritage or cultural features	No sites of historic heritage or cultural value known.
Topographical limitations	No topographical limitations, apart from avoiding/managing development in low lying areas.
Location of highly versatile soils	Not within an area of highly versatile soils.

Commercial Activities including Large Format Retail (“big box”) Land Use

Levin’s commercial area has two distinctive areas, the central core and the fringe. Within the central core, retail and commercial activity dominate. Towards the outer edges of the area the intensity of commercial use reduces.

The central business district is focused on Oxford Street (State Highway 1), with commercial development extending from Tyne/York Streets in the north, and Hokio Beach Road in the south. There is also some commercial development one block back from the central area and extending in either direction along Queen Street (east and west).

There is a demand for both smaller scale commercial activities and larger scale bulk retail outlets. Levin has a well established commercial centre, which provides for a wide range of commercial activities. It is proposed to reinforce the existing commercial centre (Area 1) by concentrating new commercial development around the periphery, consolidating existing street blocks which could have a mix of commercial and residential activity.

The open land available for new development within the town centre (i.e. zoned for commercial purposes) is limited (except for car parking areas). The pattern and density of commercial development is less defined around

the fringe of the town centre. New developments such as the Countdown supermarket have tended to redevelop older commercial land at the fringe as opposed to pushing out the edge of the commercial area.

Outside of the main commercial strip in the residential areas there are limited commercial activities. There are no suburban centres, rather isolated dairies servicing their local residential neighbourhood. In the last 20 years, there has been a reduction in the number of neighbourhood dairies - anecdotally due to the increased patronage of larger supermarkets.

Currently, supermarkets and The Warehouse are the only LFR outlets which have been developed in Levin, and they have been accommodated in or close to the central core. However, they have resulted in poor streetscape values in the areas in which they have located. There is likely to be future pressure for additional LFR development, with potential for decentralised locations being pursued (i.e. it occurs on the periphery of Levin) if a more strategic direction is not provided.

LFR can be an inefficient user of commercial land, as on-site parking and vehicle circulation generally requires three times the area of land as the building itself. The ability to share parking and to group modern retailing requires a specific planning effort, which is only possible if areas of land of

8 to 10 hectares are available and if there are several candidate retail outlets prepared to work together.

Needs for commercial land are further confused by recent retail trends. A proportion of LFR business occupies the former trade sale sector and crosses into general retailing, including subsidiary concessions such as cafes, garden centres and furniture outlets all under the one roof. These activities see themselves as self-sufficient, with no need to locate near to other retailers or commercial service activities. They also tend to seek industrial sites, often because of the larger footprint land supply, and lower land costs.

New large format retail activities within the town have the potential to detract from the viability of the town centre if located away from the centre. An area for large format retail activities is located adjacent to the north end of the commercial area in the blocks bordered by Oxford Street, York Street, Bristol Street and Exeter Street (Area 8). The proximity of this area to the town centre would mean that shoppers to the large format retail could also use the existing retail and community services in the Levin town centre, assisting their ongoing viability. A potential issue in establishing large format retail activities in this area is the existing fragmentation of land parcels, with a number of small residential land

parcels. Strategic property acquisition of these properties would be required to facilitate development of large format retail in this area.

For large format wholesale outlets, two locations have been identified where this form of development would be provided for. They are located in or adjacent to established industrial areas where the size and nature of these activities would be compatible with the character of these areas. The two already developed areas (Area 10-Hokio Beach Road/Coventry Street and Area 9-Cambridge Street/Prouse Street) have similar issues, in that they have established levels of activity which would not conflict with the large foot print activities. The interface between these activities and the adjoining residential activity would need to be carefully managed.

AREA 8 –York Street/Bristol Street: Large Format Retail-3.4ha

This area is located adjacent to the north end of the commercial area in the blocks bordered by York Street, Bristol Street and Exeter Street. The proximity of this area to the town centre would mean that shoppers to the large format retail could also use the existing retail and community services in the town centre, assisting their ongoing viability. Development in the growth area would be connected to the existing reticulated infrastructure networks and established local roading patterns. There is a mix of size in existing landholdings.

Criteria	Evaluation
Urban Form	Located on the northern edge of the town centre of Levin. Consolidates existing mixed use 'blocks' into retail area.
Proximity to key transport networks	Located near the centre of Levin, it has good connections to the north and south via State Highway 1. Also within walking distance to CBD and northern residential areas of Levin.
Proximity to reticulated infrastructure	Good access to existing reticulated infrastructure.
Proximity to activity centres and community facilities	Close to centre of Levin with concentration of commercial and community facilities.
Location of natural hazards, such as flooding, ponding and erosion	No known natural hazards
Proximity to incompatible land uses	Established residential area along northern and western sides. Would required interface management, such as buffer area and screening.
Proximity to outstanding landscapes or natural features	Not within an outstanding landscape.
Area of historic heritage or cultural features	No sites of historic heritage or cultural value known.
Topographical limitations	No topographical limitations.
Location of highly versatile soils	Area already urbanised.

AREA 9 –Cambridge Street South/Totara Street: Large Format Wholesale -9.5ha

This area is located in a well-established industrial precinct, with a range of industrial activities along Cambridge Street. The area is adjacent to residential areas to the north and east requiring some interface management. The area has good access to State Highways 1 and 57, as well as the North Island Main Trunk Railway Line. Development in the growth area would be connected to the existing reticulated infrastructure networks and established local roading patterns. There is a mix of size in existing landholdings.

Criteria	Evaluation
Urban Form	Located on the southern side of Levin within an existing industrial area. Opportunity to re-develop and intensify land use within existing urban area.
Proximity to key transport networks	Located in the southern part of Levin, it has good connections to other parts of Levin via Cambridge Street, and to the north and south via State Highway 1 and State Highway 57.
Proximity to reticulated infrastructure	Good access to existing reticulated infrastructure.
Proximity to activity centres and community facilities	Adjacent to Levin Railway Station and near Levin Health Centre.
Location of natural hazards, such as flooding, ponding and erosion	No known natural hazards.
Proximity to incompatible land uses	Established residential area along northern and eastern sides. Would require interface management, such as buffer area and screening.
Proximity to outstanding landscapes or natural features	Prouse Bush adjoins the eastern side of area.
Area of historic heritage or cultural features	No sites of historic heritage or cultural value known.
Topographical limitations	No topographical limitations.
Location of highly versatile soils	Area already urbanised.

AREA 10 –Hokio Beach Road/Coventry Street: Industrial/Large Format Wholesale-13ha

This area is located in a well-established industrial precinct, with a range of industrial activities along Hokio Beach Road, Coventry Street and Main Road South. The area is adjacent to residential areas to the north requiring some interface management. The area has good access to State Highway 1, as well as the North Island Main Trunk Railway Line. Development in the growth area would be connected to the existing reticulated infrastructure networks and established local roading patterns. There is a mix of size in existing landholdings.

Criteria	Evaluation
Urban Form	Located on the southern side of Levin within an existing industrial area. Opportunity to re-develop and intensify land use within existing urban area.
Proximity to key transport networks	Located in the southern part of Levin, it has good connections to other parts of Levin via Oxford Street and Hokio Beach Road, and to the north and south via State Highway 1.
Proximity to reticulated infrastructure	Good access to existing reticulated infrastructure.
Proximity to activity centres and community facilities	Near Levin Railway Station.
Location of natural hazards, such as flooding, ponding and erosion	No known natural hazards.
Proximity to incompatible land uses	Established residential area along northern side. Would required interface management, such as buffer area and screening.
Proximity to outstanding landscapes or natural features	Not within an outstanding landscape.
Area of historic heritage or cultural features	No sites of historic heritage or cultural value known.
Topographical limitations	No topographical limitations.
Location of highly versatile soils	Area already urbanised.

Industrial Land Use

Levin's industrial areas are located along the southern edge of the town. The main areas are around the railway station (Cambridge Street South, Tararua Road) and in the south-west corner, along Hokio Beach Road and Bruce Road. A breakdown of the different industrial areas is detailed in the table below.

TABLE 6 – INDUSTRIAL LAND AREAS – LEVIN	
Tararua Road/Roe Street/Cambridge St South/Power St 65.27 ha	This area is the largest industrial area in the town. It accommodates a number of large scale manufacturing businesses and light service industries. This area also has the main area of vacant greenfield industrially zoned land in the town.
Hokio Beach Road/Bruce Road/Sheffield Street 40.93 ha	The secondary largest industrial area, accommodates a range of processing industries as well as light service industries. There is limited vacant land in this area.
Hokio Beach Road/Hamaria Road 28.03 ha	Heavy and processing industry dominates in this industrial area. This area is disconnected from the existing urban edge of Levin. Limited vacant industrial land is available in this area.
Tiro Tiro Road 10.19 ha	This area consists of a small number of large properties with large manufacturing businesses. There is some under-utilised land on the existing industrial properties in this area.

The industrial areas in Levin are typical of most industrial areas in New Zealand. The areas are dominated by buildings of various sizes, from large-scale factories, through to small workshops. Most buildings are one-two storeys, except for exhaust stacks and grain silos. The street network consists of wide roads to enable the easy access for heavy vehicles.

The industrial land use requirements are anticipated to be the smaller lot developments which provide servicing for the surrounding area. For example, contractors yards, storage, fabricators, rather than very large industries. However, in identifying areas for future industrial development, provision can be made to accommodate large enterprises.

A key location criteria for industrial activities is the relationship to the transport network, to ensure that heavy vehicles in large volumes are able to gain access without moving through residential areas or slower traffic. For this reason the proposed new industrial areas are located where there are good connections with State Highways 1 and 57.

The expanded industrial areas would need to integrate with the surrounding land use patterns, and make provision for infrastructure planning. It is proposed that Council in consultation with landowners will prepare an overall structure plan for the two Greenfield industrial expansion areas in advance of rezoning to establish the spatial arrangement of key streets, traffic linkages, buffer areas, infrastructure and enable financial contributions to be determined such that the costs of development are appropriately equated between developers and existing ratepayers.

The vacant industrial land in Hamaria Road is proposed to be rezoned from Industrial to Rural to concentrate new industrial development in the expansion areas. The Hamaria Road industrial area is located close to Lake Horowhenua which is potentially sensitive from increased industrial development in this location. Therefore, it is proposed to limit further expansion of industrial area in this location.

The areas identified for industrial growth are:

AREA 11 –Taratua Road: Industrial-20.5ha

This area is located to the east of a well-established industrial precinct, with a range of industrial activities along Cambridge Street and parts of Tararua Road. The area is effectively an eastward extension of the partly developed industrial area around Roe Street. It is bordered by rural land to the east and south, residential land to the north and industrial activity to the west. The area has good access to State Highways 1 and 57, as well as the North Island Main Trunk Railway Line. Development in the growth area would be connected to the existing reticulated infrastructure networks and established local roading patterns. There is a mix of size in existing landholdings.

Criteria	Evaluation
Urban Form	Located on the southern edge of Levin, the growth area is a logical extension of the existing industrial area.
Proximity to key transport networks	Located to the south of Levin, it has good connections to Levin via Cambridge Street, and to the north and south via State Highway 1 and State Highway 57.
Proximity to reticulated infrastructure	Good access to reticulated infrastructure. Localised upgrading required to service growth area.
Proximity to activity centres and community facilities	No community or service facilities in immediate vicinity. Would need to be provided as part of development.
Location of natural hazards, such as flooding, ponding and erosion	Some low lying areas subject to localised ponding. May need to avoid development in these areas, or adopt mitigation measures.
Proximity to incompatible land uses	Proposed residential area along northern side (Area 4). Would required interface management, such as buffer area and screening.
Proximity to outstanding landscapes or natural features	Not within an outstanding landscape.
Area of historic heritage or cultural features	No sites of historic heritage or cultural value known.
Topographical limitations	Some low lying areas subject to localised ponding. May need to avoid development in these areas, or adopt mitigation measures.
Location of highly versatile soils	Not within an area of highly versatile soils.

AREA 12 –Taratua Road: Industrial-23.9ha

This area is located to the south of a well-established industrial precinct, with a range of industrial activities along Cambridge Street and parts of Tararua Road. The area is south of Tararua Road. It is bordered by rural land to the east, west and south and industrial activity to the north. The area has good access to State Highways 1 and 57, as well as the North Island Main Trunk Railway Line. Development in the growth area would be connected to the existing reticulated infrastructure networks and established local roading patterns. There is a mix of size in existing landholdings.

Criteria	Evaluation
Urban Form	Located on the southern edge of Levin, the growth area is a logical extension of the existing industrial area.
Proximity to key transport networks	Located to the south of Levin, it has good connections to Levin via Cambridge Street, and to the north and south via State Highway 1 and State Highway 57.
Proximity to reticulated infrastructure	Good access to reticulated infrastructure. Localised upgrading required to service growth area.
Proximity to activity centres and community facilities	No community or service facilities in immediate vicinity. Would need to be provided as part of development.
Location of natural hazards, such as flooding, ponding and erosion	Some low lying areas subject to localised ponding. May need to avoid development in these areas, or adopt mitigation measures.
Proximity to incompatible land uses	Some rural-residential activity located to the west of the area.
Proximity to outstanding landscapes or natural features	Not within an outstanding landscape.
Area of historic heritage or cultural features	No sites of historic heritage or cultural value known.
Topographical limitations	Some low lying areas subject to localised ponding. May need to avoid development in these areas, or adopt mitigation measures.
Location of highly versatile soils	Not within an area of highly versatile soils.