



# Taraika Master Plan

Horowhenua District Council

**DRAFT**  
MAPS TO BE UPDATED  
FOLLOWING COUNCIL REVIEW

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**Document Issue**

4th November 2020

# Contents

- A Introduction**
  - Project background
  - Important considerations
  
- B The Vision**
  - Key Moves
  
- C The Plan**
  - 1. Connectivity
  - 2. Streets for people
  - 3. Variety and choice of housing
  - 4. A centre for the community
  - 5. Distinctive and memorable character
  - 6. A network of parks and open space
  - 7. Stormwater and ecology
  - 8. Integrated services infrastructure
  - 9. Planning for staged implementation

# Introduction

The Taraika Master Plan is a comprehensive blueprint for residential growth in Taraika. It defines the location of key roads and pedestrian /cycle connections, parks and a village centre. It sets aside an area of open space adjacent to the village centre that could be used for an education site as the community grows. In addition to this the Master Plan also sets out guidance on housing types, property sizes, stormwater management and street design.

The Taraika Master Plan will help to ensure new development is well designed, co-ordinated and connected to the rest of Taitoko/Levin, while allowing enough flexibility to ensure it can adapt to changing market and community demands over time.

The Master Plan includes key design principles (objectives) and a spatial plan. These have informed the District Plan rules that will apply in the area. It is envisioned that all development proposals within the Master Plan area will be consistent with this Master Plan.

## Project Background

Horowhenua District Council (Council) first identified Taraika as a growth area in 2008. Initially, Council anticipated rural lifestyle development within the area. However, the District has since begun to experience rapid population growth, leading to Council to prepare the Horowhenua Growth Strategy 2040, which determines where and how the District will grow. The Growth Strategy identified that given the current growth projections, Taraika should develop at an urban residential scale. This instigated the Master Plan process.

The community outcomes identified within the Council's Long Term Plan 2018-2038 have informed the Master Plan. These outcomes are:



Thriving  
Communities



Exuberant  
economy



Stunning  
Environment



Enabling  
Infrastructure



Vibrant  
Cultures



Partnership  
with Tangata  
Whenua



## Important Considerations

### Location

Taraika is located immediately south east of Levin, enabling the easy extension of infrastructure and ensuring that future residents are close to jobs, shops, and services. The area should be developed as an extension of the town not as a standalone community. The development of Taraika therefore should complement and reinforce the existing town's facilities and services, provide links to the town centre to reinforce its vitality and the wider town's growth. To achieve this of Taraika needs to be well connected to Levin and the surrounding amenities.

### Land characteristics

The land is considered suitable for development for a range of reasons. The area has the status of *Land Use Class 3* and constraints on its usability due to presence of stony soils at the surface. Concentrating development in this area supports the protection of other higher class agricultural soils provided by the current Horowhenua District Plan. In addition it is largely flat and not subject to any known natural hazard.

### O2NL / State Highway Network

Taraika is immediately east of State Highway 57, with the main access into Levin being via the busy and dangerous State Highway 57/Queen Street intersection. The Otaki to North of Levin expressway corridor (O2NL) also traverses the development area. While O2NL will bring massive safety benefits for the

whole community, a key factor in preparing the Master Plan was how to manage effects arising from the expressway. Furthermore, it will be several years before O2NL is completed. Taraika will begin developing long before this, resulting in additional traffic passing through the State Highway 57/Queen Street intersection. This means interim safety improvements such as a roundabout will be required in the immediate future.

### Implementation and delivery

The Taraika area is currently home to a number of large and small properties. The Plan needs to respond to these homes and land patterns and allow for development by a number of different landowners to occur incrementally over time. Taraika is Levin's most significant planned growth area and is expected to meet a large proportion of Levin's future housing demand.

# The Vision



*Taraika will transform into a thriving part of a growing Levin. It will provide the community with a choice of house types and living options, with excellent connections to Levin's town centre and the region's attractions. A network of leafy green streets and shared paths will provide residents with easy access to local facilities such as shops, parks, and education services at the centre of the community.*

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# Key Moves

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## 1. Connectivity

Ensure a high level of internal and external connectivity for good local access and multi-modal movement.

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## 2. Streets for people

Create a high-quality streetscape environment for pedestrians and cyclists as an attractive setting for urban life.

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## 3. Variety and choice of housing

Provide for housing diversity with a range of lot sizes from small urban to large rural-residential lots, with smallest lots and highest intensity in high amenity locations closest to the centre.

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## 4. A centre for the community

Local service retail, education and recreational open space facilities as a focus of community.

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## 5. Distinctive and memorable character

High streetscape quality and public space amenity to give a unique and memorable identity that assists legibility and complements but does not replicate existing urban development.

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## 6. A network of parks and open space

Distributed public open spaces and recreational paths are readily accessible within all local neighbourhoods.

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## 7. Stormwater and ecology

Urban ecology and environmentally sustainable stormwater management achieved by integrating wetlands and raingardens into public spaces.

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## 8. Integrated services infrastructure

Connection with existing and planned services networks, and the staged roll-out of new services.

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## 9. Planning for staged implementation

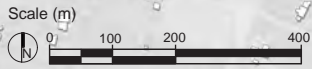
Coordination of structure, space and connections with current land ownership to enable gradual release of existing land, and ensure access is possible to all landholdings and development.

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# The Plan



This Plan shows the O2NL corridor. While it shows features such as a road alignment, interchange, and local road connections, these are illustrative only and shown to demonstrate desired outcomes only. No decisions have been made about any of these features. All decisions made regarding O2NL will be made by Waka Kotahi (NZTA).







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# 1.

## Connectivity

**Good connectivity means providing easy, safe, and efficient transport options, for both vehicles and people walking or cycling.**

**Taraika presents an opportunity to plan the street network to provide for this at the outset and to ensure a connected network is achieved. The Master Plan achieves this by locking in the primary and secondary roads and cycle connections.**

### Internal Connections

#### Design Principle

A logical and coherent interconnected network of streets and movement links.

To achieve this, the Master Plan includes:

- Short street blocks to encourage walking and to provide a variety of different routes – in urban areas, blocks will generally be 60-100 metres across and no more than 200 metres long.
- A 'deformed' grid road layout. Grid networks provide multiple route options, making wayfinding easy. 'Deformed' street layouts (e.g. roads with curves) assist with slowing and calming traffic.
- Minimal use of cul-de-sacs.

### External Connections

#### Design Principle

Roading connections to all areas in Taraika, Levin, and to future urban growth areas.

To achieve this, the Master Plan includes:

- High-quality roads, walking paths and cycleways that connect to the rest of Levin, including to Liverpool Street, Queen Street and Arapaepae Road.
- Accessible links to existing open space networks including Waiopahu Reserve and the Trig Walkway to the east.
- Connections into existing pathways and cycle lanes.
- Intersections are to be designed to ensure safe movements for vehicles,

and people on foot or cycling. The use of roundabouts will be minimised to key intersections to aid movement and wayfinding.

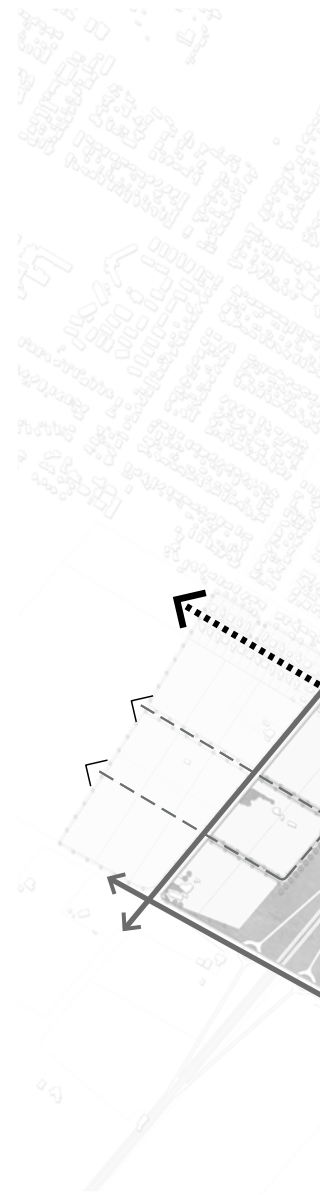
- Connections into existing rural-residential streets and future development areas wherever possible.

#### Design Principle

Integration with O2NL alignment.

To achieve this, the Master Plan includes:

Multiple connections across the expressway including three street crossings, and two cycle/ pedestrian bridges.



Horowhenua Growth Strategy growth management principles:

**“Address in any new growth areas the potentially disconnecting influence of main roads/highways either current or future-planned.”**

(page 24)



**Design Principle**

**Integration with Arapaepae Rd (SH57).**

To achieve this, the Master Plan includes:

- Safety improvements at the Queen Street/SH 57 intersection.
- Key connections across SH57 to ensure it is a connector, not a divider.
- Intersections that allow for safe and convenient movement of pedestrians and cycles.

**Design Principle**

**Plan for public transport in the future.**

To achieve this, the Master Plan includes:

- A hierarchical system of interconnected streets with sufficient width to allow for an efficient local public transport network.

**Key**

- Existing road
- Arterial road
- - Collector road
- - Local road
- ..... Laneway
- Existing cycle path
- Off-road Cycle path

Scale (m)

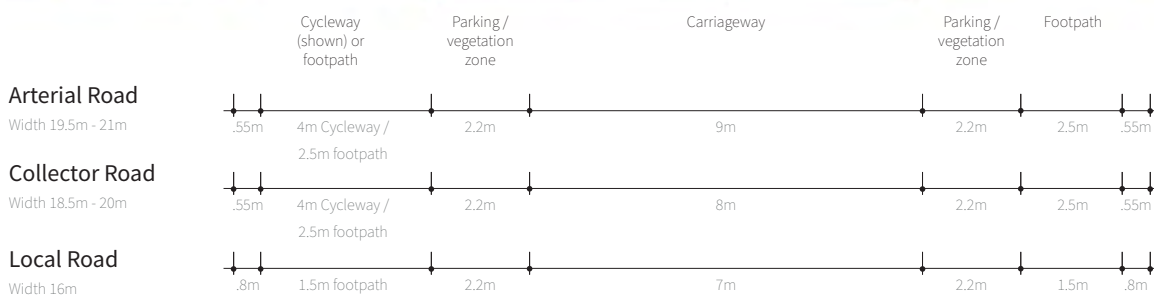


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# 2.

## Streets for people

**A high-quality streetscape will create a safe and comfortable environment attractive to pedestrians and cyclists. As a backdrop to urban life, positive visual and landscape attributes contribute to the quality of the setting and outlook from people’s homes, encouraging natural surveillance and a sense of community.**



**Note** Laneways to be shared spaces with a carriageway of 6m

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Horowhenua Growth Strategy growth management principles:

- Provide safe and comfortable streets for walkers, cyclists, cars and other transport.
- Provide for walking and cycling as healthy, sustainable and affordable ways of moving around.
- Ensure streets are interconnected to assist with efficient movements, walkability and way finding.
- Improve the use of street trees to provide scale, shade, visual amenity and definition of street hierarchy.
- Establish clear hierarchies in street design of arterial roads (e.g. State Highway), primary roads, local traffic to collector roads and residential traffic to neighbourhood access streets.
- Encourage the transport system to provide adequately for the community's long term transport needs.
- Recognise the influence of State Highways economically to the settlements and of the railway for movement of people and goods for the future.
- Encourage through urban development areas increased viability for public transport.



#### Design Principle

**An environment that encourages the community's health and wellbeing making walking and cycling safe, easy, and fun.**

#### To achieve this, the Master Plan includes:

- Cycleways along major transport routes, connecting key features such as commercial area, parks, and future community services.
- Connections to the existing and planned town-wide cycleway network.
- Quality, attractive, well lit streetscape to encourage walking and cycling.
- Street trees and planting to contribute to visual amenity, shelter and comfort.

#### Design Principle

**Public accessibility and safety.**

#### To achieve this, the Master Plan includes:

- Minimal intersections and driveways on cycleways, to reduce potential risks between cyclists and cars - using rear lane access to lots facing these cycleways wherever appropriate.
- Streets and their related lots that are configured to ensure that dwellings front the street. This contributes to visual interest and amenity along the street edge as well as providing the natural surveillance that contributes to safety and security.

#### Design Principle

**Coordinate with the requirements for Arapaepae Road (SH57)**

#### To achieve this, the Master Plan includes:

- Modification of Arapaepae Road to be an urban arterial following construction of the expressway.
- Positive street frontage and quality streetscape along Arapaepae Road with a combination of boulevard treatment and district plan controls on frontages.
- Building frontages and a streetscape treatment along Arapaepae Road to ensure it gives the appearance of entering a residential environment.

# 3.

## Variety and choice of housing

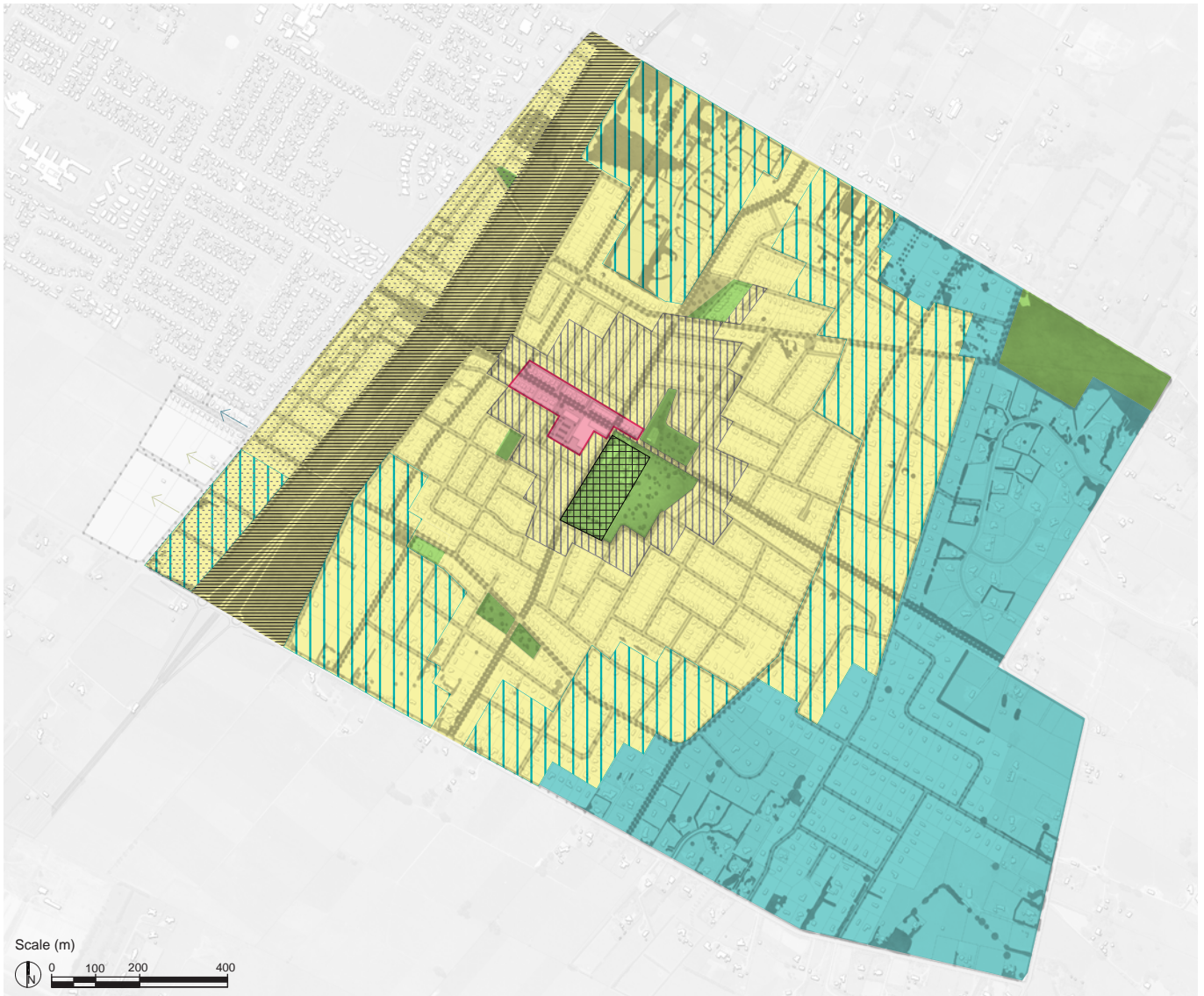
**Taraika will provide a variety of housing options as part of an integrated and inclusive neighbourhood. The smallest / highest density housing will be located near to the village centre, where there is easy access to key facilities (e.g. shops, parks and reserves), transitioning to lower density and existing rural-residential lots further from the centre.**



Horowhenua Growth Strategy growth management principles:

**Provide housing choice - range of lot sizes/densities. Higher densities around centres (e.g. 25-50dw/ha) and larger lots at edges.**

**Recognise and provide affordable housing choices for people with a low income.**



### Design Principle

#### Choice and variety of housing types.

To achieve this, the Master Plan includes:

- A mix of housing types and sizes that caters to a wide cross section of the community.
- A variety of lot sizes, with smaller lots at the centre and large rural residential lots at the periphery.

- A street network that generates an efficient block depth appropriate to the housing type and densities.
- Provisions for high quality streets and medium density development between Arapaepae Road (SH57) and the expressway to ensure integration of the new housing and eastern Levin.

### Key

- Commercial
- Education Overlay
- Arapaepae Rd special effects overlay
- O2NL Corridor
- Medium density Residential
- Residential
- Low density Residential
- Greenbelt Residential
- Open Space

# 4.



## A centre for the community

There will be a centre with local service retail, education, and recreational open space. These facilities will become a focus for neighbourhood and community.

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Carlton North, Melbourne



Coffee House, Nové Město nad Vahou



Browns Bay New World, Auckland



King's Cross, London



Cringleford Primary, Norfolk

**Design Principle**

**Local community and educational services at the centre.**

To achieve this, the Master Plan includes:

- Provision for future education or community services at the centre of Taraika where they are easily accessible and near to other services and facilities, creating a hub for the community.
- Encourage non-Council community infrastructure to form part of the public open space network to allow the community better use of the parks.

**Design Principle**

**Enable a neighbourhood commercial centre that will provide a hub for the community and serve their day to day needs, in a manner that does not compete with Levin Town Centre.**

To achieve this, the Master Plan includes:

- A neighbourhood commercial centre located at the centre of the development to support commercial viability and be readily accessible to the community.
- Some flexibility to ensure the centre is adaptable to cater for changing feasibility and community needs.

- Ample street-side parking, complemented by a shared on-site car park behind the village centre to reduce the overall dominance of parking in the area.
- Enable social, educational and amenity services as well as small scale retail to establish within the neighbourhood commercial centre.
- Ensure the centre is of a quality design, to make it an attractive place to spend time.

# 5.

## Distinctive and memorable character



**Taraika will have a distinctive character that recognises and protects the unique heritage of the area, as well as the special landscape values derived from views of the Tararua Ranges.**

### Design Principle

Distinctive character that is well-designed and complementary to adjoining areas.

To achieve this, the Master Plan includes:

- Clear thresholds and a design treatment and landscaping along Arapaepae Road/ SH57 that signals entry to a residential area. Use similar landscaping and design elements along key roads across the development area.
- The design of streets, parks and reserves to have a consistent palette of materials

Horowhenua Growth Strategy growth management principles:

**Utilise natural landscape features to guide the pattern of development and retain features that contribute to ‘sense of place’.**



and plants relating to the Levin's natural and cultural context.

- Distinctive streets orientated and positioned to take advantage of local features and views of the Tararua ranges.

**Design Principle**

**A distinctive identity for individual neighbourhoods.**

**To achieve this, the Master Plan includes:**

- Neighbourhood-scale character areas with open spaces at their centre.

**Design Principle**

**Easy navigation and wayfinding.**

**To achieve this, the Master Plan includes:**

- A combination of street network connectivity, streetscape hierarchy and memorable local variation.
- Expression of hierarchy including consistency along main arterial streets
- Inclusion of memorable local features and variation relating to variation in uses along the street edge.

**Design Principle**

**Retention, celebration and protect of cultural, heritage and landscape values.**

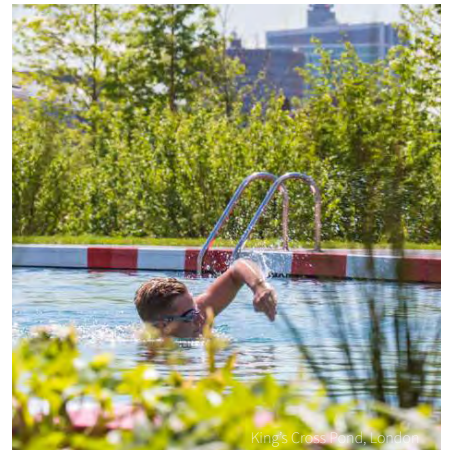
**This is achieved with:**

- Identify and protect the Maunu Wahine refuge and Waihau waterhole.
- Protect the rural setting of the Prouse Homestead.
- Recognise and celebrate the history of the area through steps such as street and reserve naming.
- Locate key roads to follow historic land and vegetation patterns and to emphasise views .

# 6.

## A network of parks and open space

Taraika will provide a distributed network of public open spaces that integrates stormwater treatment and recreational paths, and ensures passive and active recreational open space is readily accessible within all local neighbourhoods.



### Design Principle

A fit-for-purpose network of open space distributed across the development area, which provides a variety of recreational opportunities for the Taraika community as well as the rest of the District.

### To achieve this, the Master Plan includes:

- The primary public open space (A) for Taraika will be located alongside the neighbourhood commercial centre,

potentially co-located with services that will support the needs of the new community, with smaller parks distributed throughout the development area (B).

- Minimum of 2ha of useable recreational space per 1000 people.
- Public open spaces with play or recreational areas within 800m of all dwellings.
- Lots and streets designed to front houses towards parks and reserves and

Horowhenua Growth Strategy growth management principles:

Open Space Principles

- Provide for the formal and informal recreational needs of people in towns – sports and casual use.
- Provide for definition to the neighbourhoods by local parks and linkages, such as along waterways.
- Maintain a low density of development and thus more open landscape around towns to define the urban/rural boundary and to protect the versatility of productive rural land.
- Provide a linked network of open space for alternative movement network for walkers, recreational use, and ecological corridors.
- Recognise the natural values in the hills, plains and coastal environments and the recreational opportunities in these.
- Ensure that public open space is safe and comfortable for public use.



provide natural surveillance over them to contribute to safety.

**Design Principle**

**Open spaces designed to provide positive environmental outcomes.**

**To achieve this, the Master Plan includes:**

- Open spaces are to be designed to provide recreational, stormwater and ecological benefits.
- Preserve vegetation and ecological areas

near the Prouse Homestead

- Prioritise use of native planting over exotic plants within the open spaces to provide habitats that encourage native fauna.
- Provide pedestrian and cycle access and ecological corridor links from Taraika to Waiopehu Reserve.

**Design Principle**

**Provide community activities and recreational opportunities for all**

**Horowhenua residents and visitors.**

**To achieve this, the Master Plan includes:**

- A diverse range of local and destination activities and environments for all ages.
- A recreational network that extends and complements the town's existing facilities including continuation of the existing cycle path network, and extension of new connections to Waiopehu Reserve and towards the trig walkway.

# 7.

## Stormwater and ecology

**Stormwater shall be managed onsite at a range of scales from individual lots through to a wider development scale. All infiltrated flows will receive water quality treatment prior to discharge or be solely from low contaminant surfaces such as roofs. A key objective of the stormwater management approach is to manage the quantity and quality of stormwater runoff to avoid further degradation of water quality in Waipunahau/Lake Horowhenua. This is very important given the value this environment holds for mana whenua and the wider community.**

### Design Principle

**Implement principles of water sensitive urban design.**

To achieve this, the Master Plan includes:

- An integrated approach to stormwater management to protect downstream environments and enhance amenity.
- Open space that is located in co-ordination with stormwater management to support community and environmental health and wellbeing.
- Recommendations to explore the use of rainwater collection tanks, to contribute to both stormwater management and water demand reduction.

- Recommendations to explore use of water meters in order to reduce water consumption.

### Design Principle

**Design to both improve the quality of stormwater and to retain stormwater onsite, to the greatest extent possible.**

To achieve this, the Master Plan includes:

- Where possible, retain and treat stormwater onsite.
- Larger residential lots will be encouraged to include rainwater tanks for the capture of roof runoff. To be used for internal non-

potable demands and external uses such as garden watering.

- Overflow from rainwater tanks and runoff from paved surfaces (except driveways and other trafficable surfaces) shall discharge to soak pits where possible.
- Integrate stormwater treatment into open spaces and streets.
- Use landscape buffers alongside the expressway to manage and treat stormwater.
- Design stormwater management approach to accommodate predicted climate change.

Horowhenua Growth Strategy growth management principles:

**Minimise stormwater and over flow management by environmental design, especially in sensitive catchments (Lake Horowhenua, Lake Papaitonga and Manawatū River Estuary).**



- Understanding of and respect for the link to Lake Horowhenua in management of stormwater.

**Design Principle**

**Infrastructure is feasible and affordable.**

To achieve this, the Master Plan includes:

- Extension of existing water and wastewater infrastructure that is future proofed with sufficient capacity.
- Road layouts that allow for extension of services.

**Design Principle**

**Ngā Wai Ora & Rangatiratanga**

To achieve this, the Master Plan includes:

- Provision for the active involvement of Tangata Whenua in the stormwater management design to ensure that freshwater, waterways, and springs are protected.

**Key**

- Wetland Areas
- Integrated detention & open spaces
- Overland flow paths
- Infiltration swales/bypass

Scale (m)



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# 8.

## Integrated water and waste water infrastructure

The development of Taraika requires a coordinated response to services to ensure existing planned service networks are efficient and manageable over time. Connection to existing and planned services are set out in the Infrastructure Plan that supports this Master Plan.

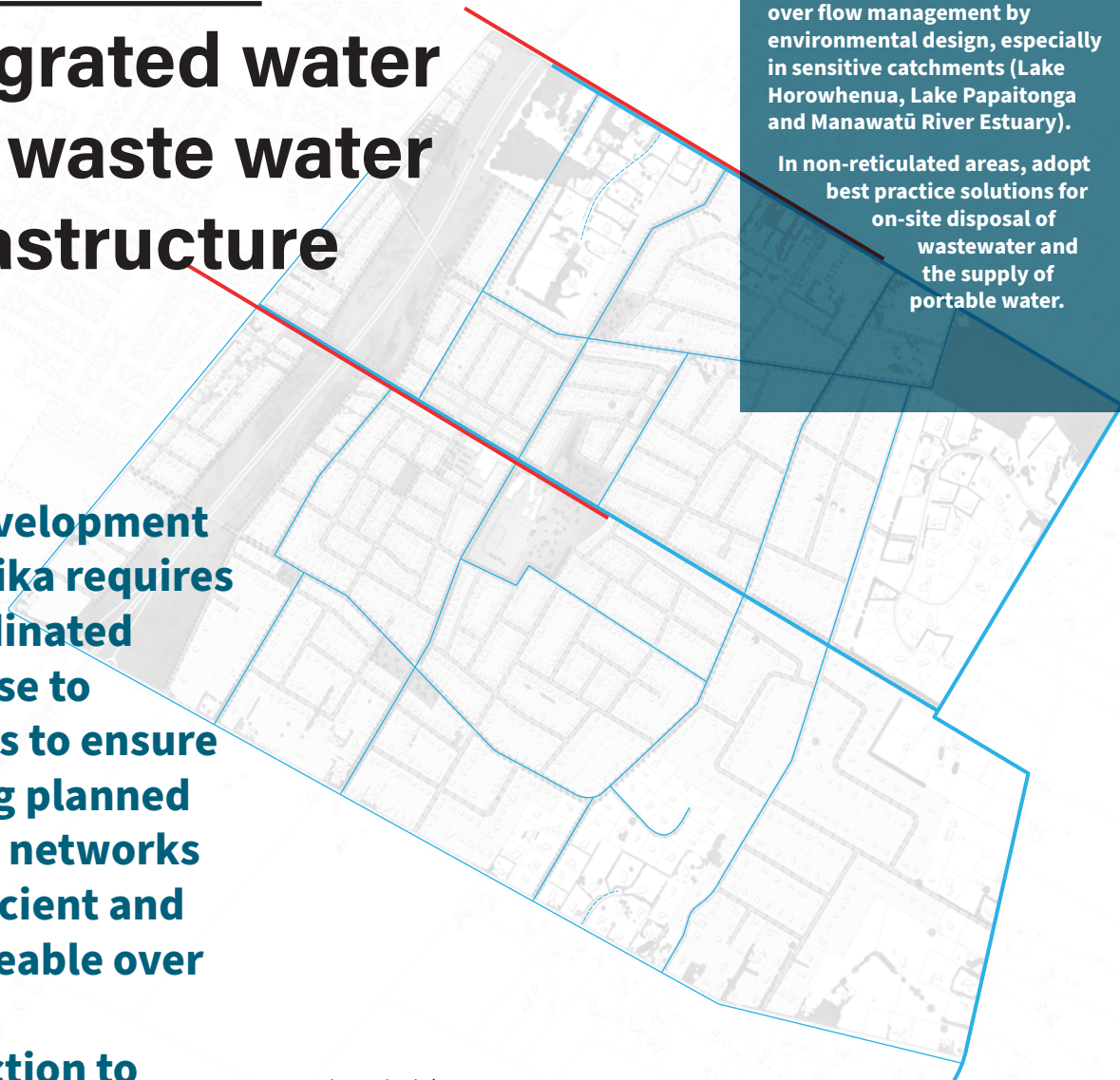
Horowhenua Growth Strategy growth management principles:

**Provide water, sewer, stormwater to an adequate standard to reflect Council strategies.**

**Plan and develop infrastructure which minimises energy use, discourages emissions, and reduces waste.**

**Minimise stormwater and over flow management by environmental design, especially in sensitive catchments (Lake Horowhenua, Lake Papaitonga and Manawatū River Estuary).**

**In non-reticulated areas, adopt best practice solutions for on-site disposal of wastewater and the supply of portable water.**



### Design Principle

Infrastructure is feasible and affordable.

To achieve this, the Master Plan includes:

- Extension of existing water and wastewater infrastructure that is future proofed with sufficient capacity.
- Road layouts that allow for extension of services.
- The primary network maximises the ability of landowners to initiate development independent of neighbouring properties for service connections.

Scale (m)



### Key

- Primary water network
- Secondary water network
- Primary sewer mains



# 9.

## Planning for staged implementation

**This masterplan is intended to guide coordinated development within Taraika. To successfully achieve this a number of consistent elements are essential across all development stages. These will be accomplished through a number of key process and responses set out here.**

### Structure Plan

The spatial plan within this Master Plan will be used to create a Structure Plan for inclusion in the District Plan. The Structure Plan will identify the location of key features such as arterial and collector roads, parks and reserves, and require developers to provide for these when they subdivide/develop.

### District Plan

A Plan Change to the Horowhenua District Plan will rezone the land and enable the type of development anticipated by the Master Plan. This will result in the inclusion of new objectives, policies, and rules to enable and to ensure development is consistent with the Master Plan and Design Principles.

### Infrastructure Plan

The Infrastructure Plan that supports this Master Plan sets out:

- Stormwater Management Approach
- Water Supply
- Waste Water
- Roading Layout.

### Connectivity

The Master Plan requires developers to construct arterial and collector roads and cycleways in or near to the locations identified within the Master Plan and supporting Structure Plan. This will ensure the intended function is delivered, and is consistent with the typologies identified by the Master Plan.

Developers are required to deliver an interconnected network of local streets and rear access lanes as or in general accordance with the layout on the Master Plan. There is flexibility within the Master Plan, as long as overall the connectivity intent is protected.

Variation in street typology may be acceptable so long as it is consistent with the intent of the master plan, and will achieve plan objectives in a localised area.

### Streetscape

The Master Plan show the proposed dimensions and design of streets and associated vegetation. Subdivision and development will need to provide these in the manner shown on the Master and Structure Plans. Council will only consider variations when there is strong justification to do so, subject to an assessment of the potential impact on the Taraika area as a whole.

### Open space

Subdivision and development is required to provide public open space in the locations, and of a size and shape as shown on the Master and Structure Plans. Council will only consider variations when there is strong justification to do so, subject to an assessment of the potential impact on the Taraika area as a whole.

### Lot Layout and Design

All lots within the medium density and residential areas should front the street or public open space, with rear lots representing only a minor proportion (i.e. less than 5%) of any development.

Lot size and housing density will be largely consistent with the Master Plan. This means that smaller lots will be near the neighbourhood centre. Large lots (suitable for rural residential properties) are not anticipated in this location and will be located at the periphery of the development.

