

WOODVILLE CONSIDERATIONS

OVERVIEW

Woodville is in prime position to reap the rewards of Te Ahu a Turanga: Manawatū Tararua Highway, providing a faster, safer connection to Palmerston North. It is also ideally placed at the intersections of SH2 and SH3, with the addition of excellent rail connectivity. These attributes are reflected in the growth aspirations for the town.

Unfortunately, Woodville is located adjacent to a large and relatively severe flood hazard area. In addition to the low lying areas around the Manawatū River, the west side of town is subject to a large catchment area that extends well into the Ruahine Ranges to the north.

However, there is plenty of room for expansion within Woodville to the northeast, and growing in this direction allows the retention of a compact urban form.

RESIDENTIAL

The ideal expansion area for Woodville is to infill the flatter land within the square formed by Pinfold and Sowry Roads. This keeps the town centre compact, promoting walking opportunities.

This area is generally flat and there are some flooding management requirements that will need to be considered as land is developed.

Beyond this area, rural residential development can transition into the broader rural zone. This may include the future development of the racecourse, although this is privately owned and any such development is outside our control.

COMMERCIAL

It's important to keep the commercial centre of Woodville compact to ensure that we continue to support existing businesses within the CBD.

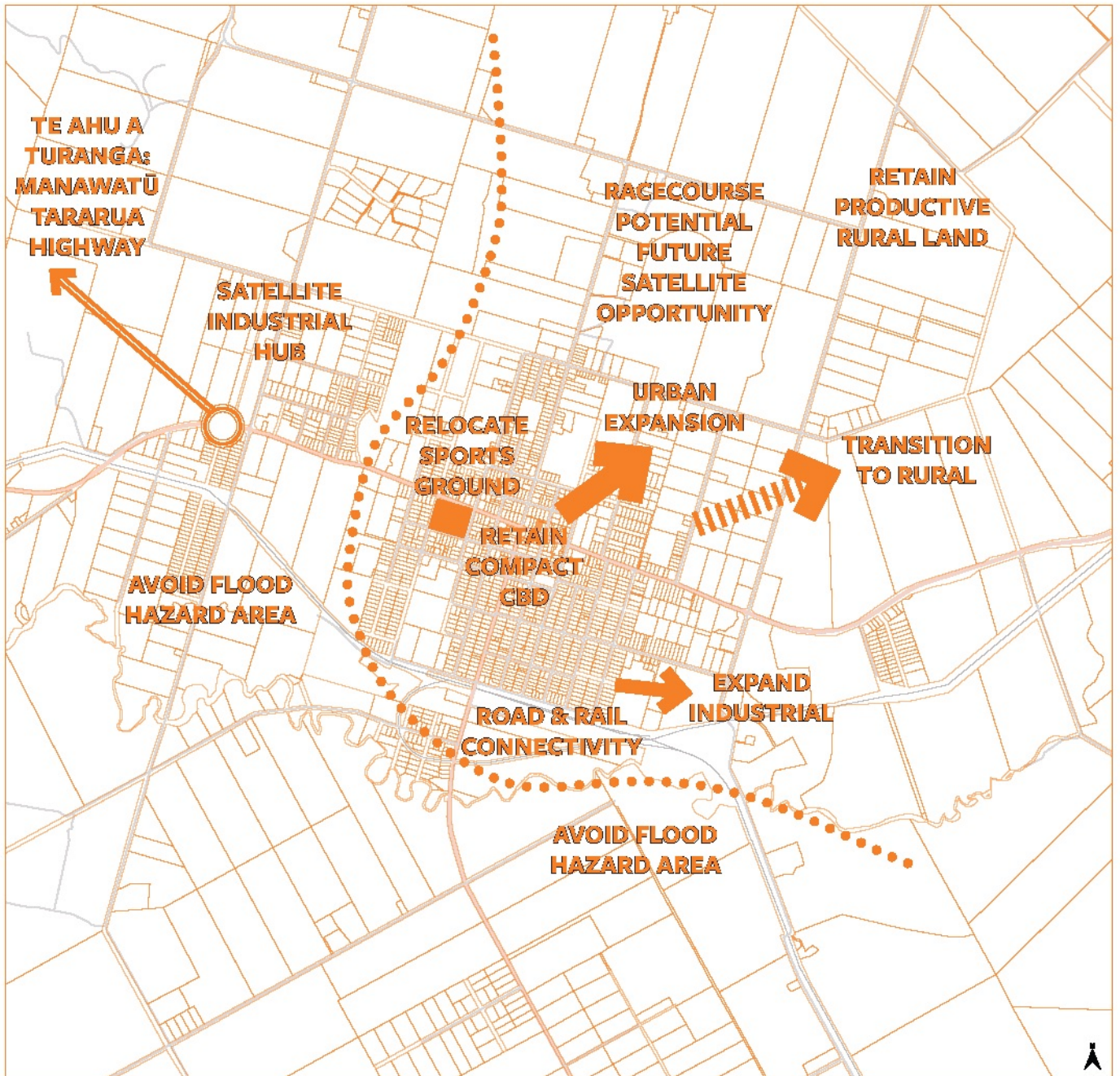
There are some current opportunities within existing buildings (including potential redevelopment of earthquake prone buildings), but we are also aware that many of these will need strengthening to meet new national earthquake strengthening standards. In addition, there are some commercial activities being undertaken on residentially zoned land, and so there is an opportunity for this to be rectified in the District Plan Review.

A further opportunity is the existing sports ground on the main highway. This could be redeveloped to provide for a "drive-into" destination, remaining close to other businesses. To achieve this it will be necessary to relocate the sports ground to another location, likely in the residential expansion area.

INDUSTRIAL

Due to the flood hazard areas to the west and south, providing for industrial expansion is relatively limited. The most logical solution is to expand the existing industrial area eastward, as this allows for excellent road and rail connectivity.

We have also considered the potential for a Satellite Industrial hub to be created near to the new Te Ahu a Turanga: Manawatū Tararua Highway roundabout, west of Woodville. Before this can be adopted into the District Plan, a thorough review of the servicing and flood mitigation requirements will need to be undertaken.



WOODVILLE URBAN GROWTH KEY CONSIDERATIONS

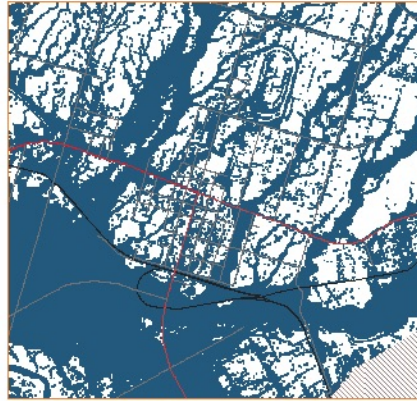
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ACTIVITY	ASPIRATIONAL
New Residential	42.9 ha
Rural Residential	24.5 ha
New Commercial	2.0 ha
New Industrial	20.9 ha

WOODVILLE MAPS



LOCATION & CONTEXT



FLOOD MODELLING



LAND USE CAPABILITY



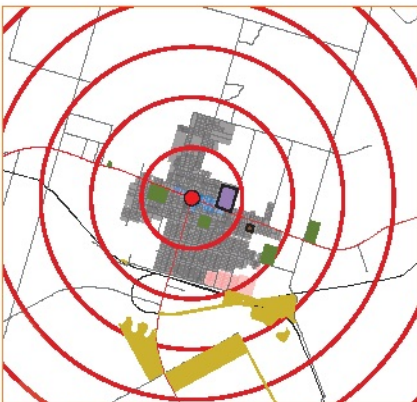
LIQUEFACTION & FAULT AVOIDANCE



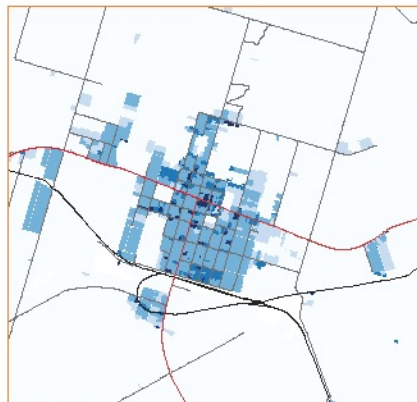
WATER SUPPLY



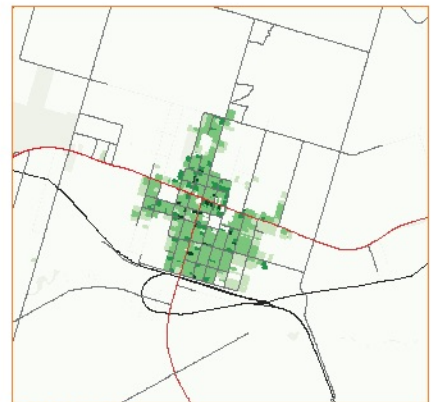
WASTEWATER




CULTURAL & URBAN OPPORTUNITIES



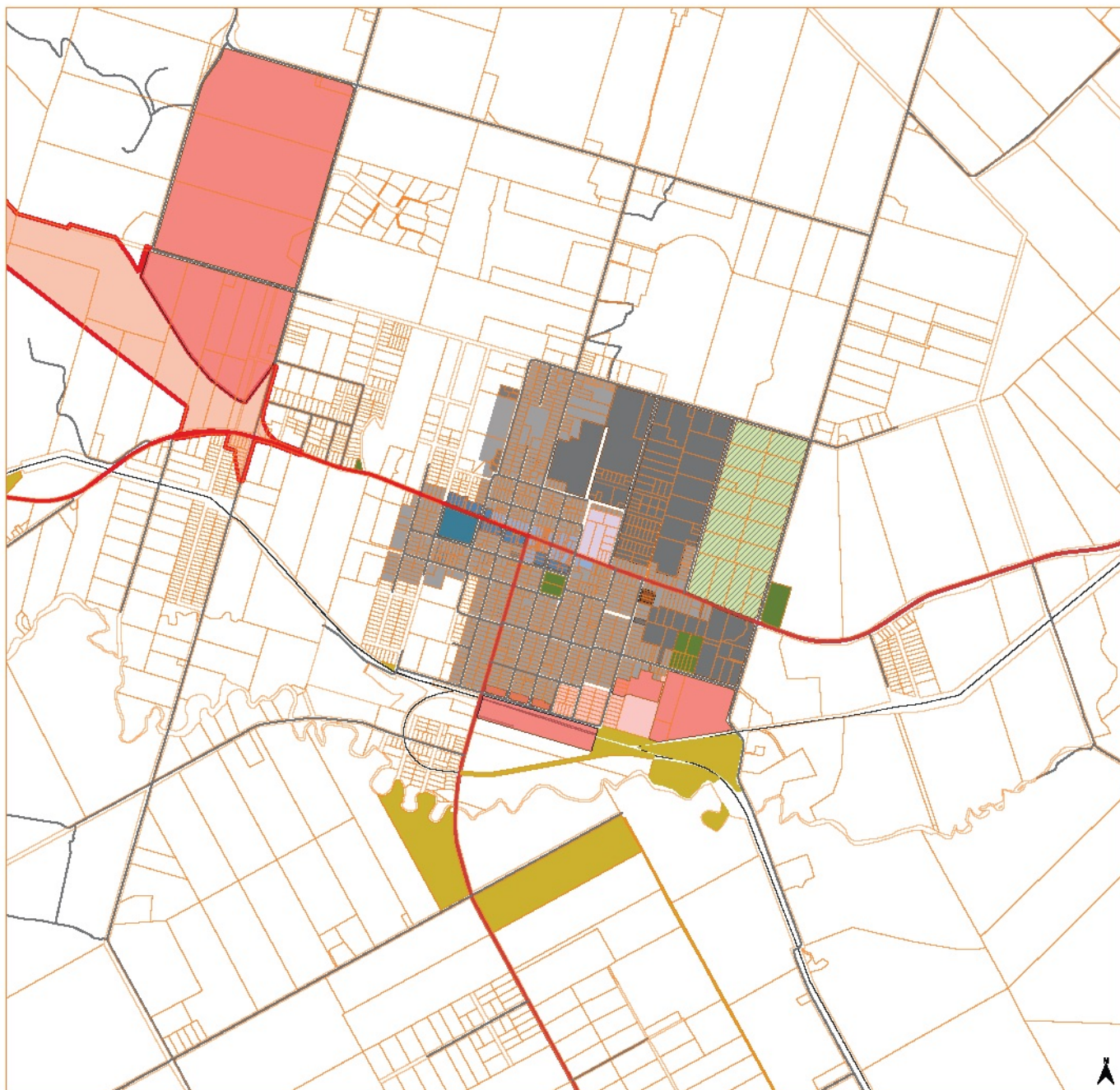
DENSITY



LAND VALUE

Scale 1:75,000 

For larger maps and legend refer to Section 4



RECOMMENDED ZONING MAP

Scale: 1:30,000

ACTIVITY	ASPIRATIONAL	MAPPED
New Residential	42.9 ha	55.1 ha
New Rural Residential	24.5 ha	55.1 ha
New Commercial	2.0 ha	5 ha
New Industrial*	20.9 ha	19.3 ha

*Does not include 100.4 ha Satellite Industrial area located adjacent to Te Ahu a Turanga

LEGEND

- New Residential
- New Rural Residential
- New Commercial
- New Industrial
- Existing Residential
- Existing Commercial
- Existing Industrial
- Parks & Reserves
- Schools
- Māori Land (2017)
- Crown Land
- Local Road
- State Highway
- State Highway Designation
- Railway Line