

HAERE MAI, WELCOME

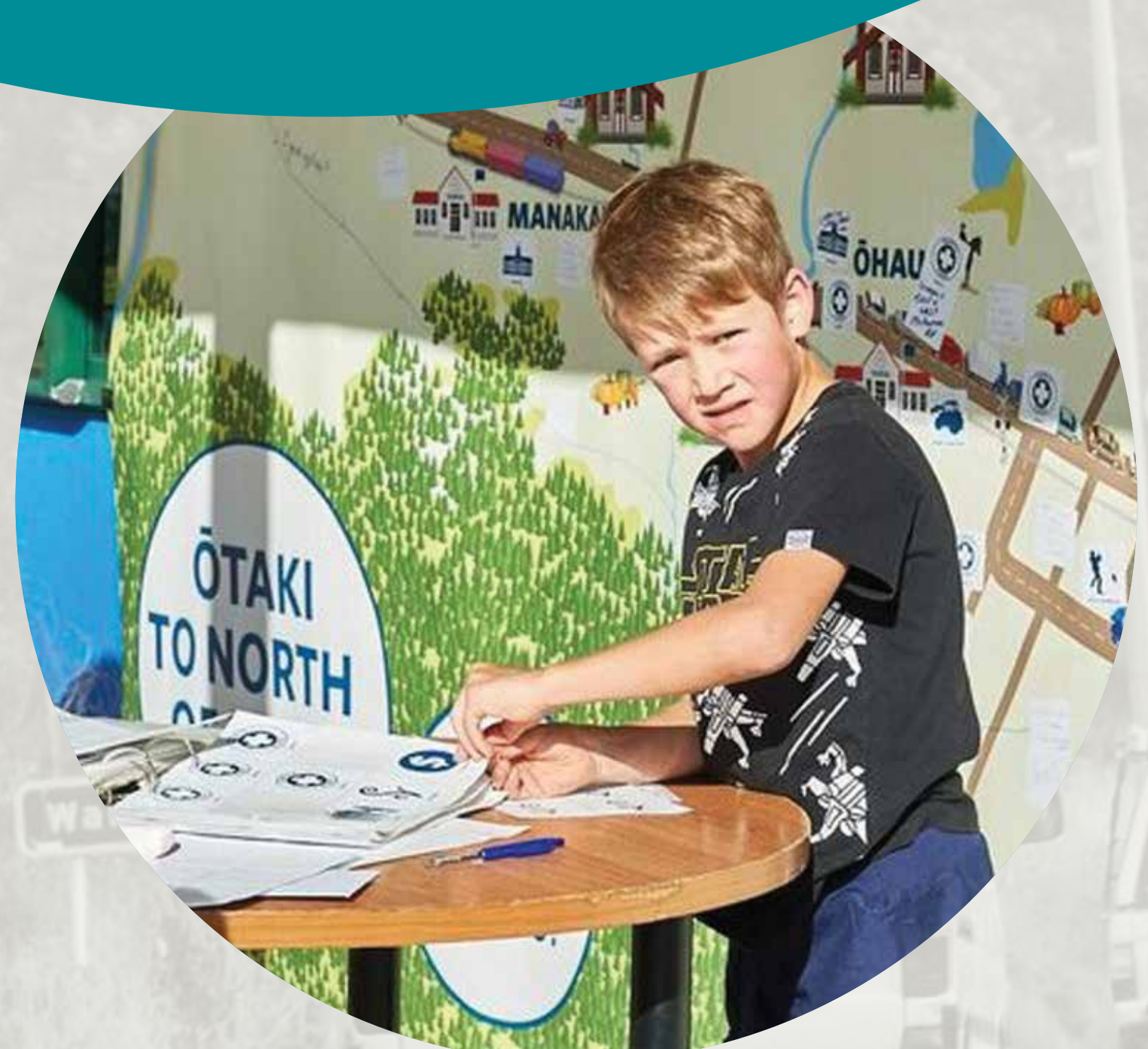
We are consulting on options to develop a new State Highway 1 between Ōtaki and north of Levin to make getting around safer, and more reliable for you and other road users.

We want to hear your views on these proposed options.

We invite you to consider the series of displays that present the options and the process and investigations that we have undertaken to develop and shortlist the options.

Our team is here to answer any questions you may have and to listen to your feedback about the options.

Please help yourself to our handouts and feedback form.



WHAT ARE WE CONSULTING ON?

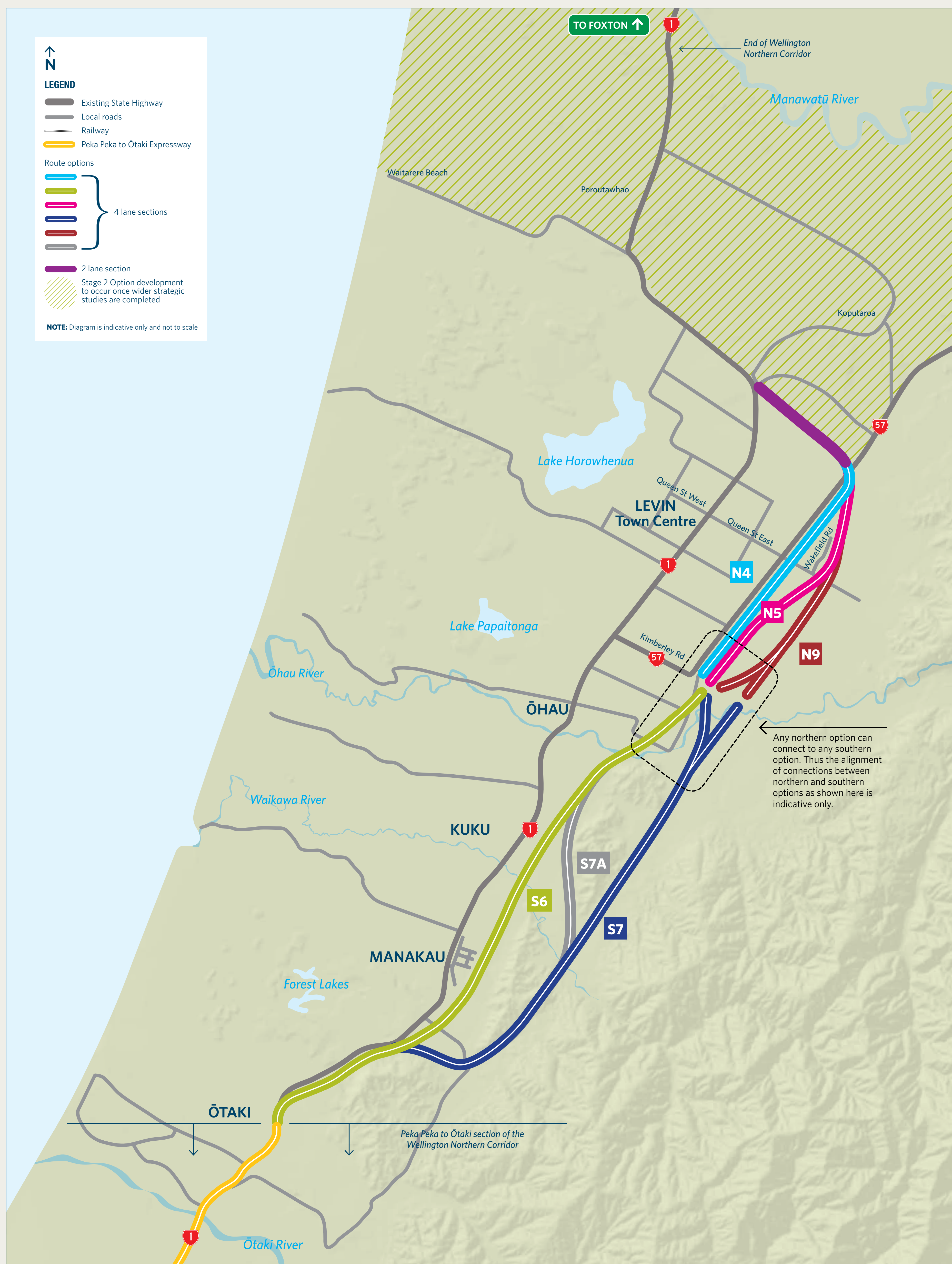


We are asking people for their feedback on a shortlist of corridor options for the Ōtaki to north of Levin (O2NL) project.

After our community engagement in June 2017, a long list of options was developed and assessed. This process is described on the following boards.

The shortlisted options we are consulting on are shown in the diagram on the left.

The O2NL project will improve the safety and resilience problems associated with sections of State Highway 1 (SH1) and State Highway 57 (SH57). The project proposes a higher quality route that will enhance road safety and allow reliable journeys and connections between the main freight hubs of Wellington (and the South Island) with areas to the north and east, such as Palmerston North and Hawke's Bay.



Shortlisted options

WHY NOT IMPROVE THE EXISTING ROAD?

The current and forecast high levels of traffic on SH1 and SH57 means we need to consider providing a high-standard four-lane state highway with central median and edge barriers and grade separated interchanges.

It is difficult to upgrade or convert the existing state highway into a high-standard four-lane road state highway due to the following factors:

- To meet design standards, replace existing bridges and avoid historical buildings, marae and urupa, only 30% of the current road would be able to be used.
- As the new road would need to have a central median barrier and access points onto the new road would be limited, parallel roads would need to be constructed to provide access to existing properties and business. These are likely to be needed on each side of the new road resulting in eight lanes of roads in some locations. This would cause significant community effects particularly through Manakau, Ōhau and Levin.

WHAT YOU TOLD US



ENGAGEMENT HIGHLIGHTS 2017

In June 2017, we sought the various perspectives of people who live, work and travel in the area. This has helped us understand community values and interests, including cultural, environmental, business and social issues, to help us achieve the best outcome for the region and for road users who travel through the region. This information together with our technical information was used to develop 23 possible corridor options.

- 

1,676
people attended open days, drop in sessions and community meetings in June and July 2017
- 


553
pins and stickers on the maps
- 


217
feedback forms completed
- 


2 newsletter languages
- English
- Te Reo
- 

1300
newsletters sent to households, businesses and land-owners at the start of the engagement period


YOU SAID

 "A west side bypass of Levin would provide a shorter route, but ground conditions will be technically challenging, although not in-surmountable. Historical and cultural issues will be significant to Tangata Whenua."
WE WILL: Give further consideration to possible route options to the west of Levin.


 "Integrated cycleway/native plantings off-highway would be a huge benefit to residents and local biodiversity which would be a positive offset to the construction."
WE WILL: Take this into account for all the options that are considered.


 "As our corridor to the east of Levin and Manakau is so developed, being able to fit an expressway down this narrow strip is a huge issue. It's where all the top quality soils and greenbelt residential developments are."
WE WILL: Consider how to mitigate options to maintain people's lifestyle and productive land.

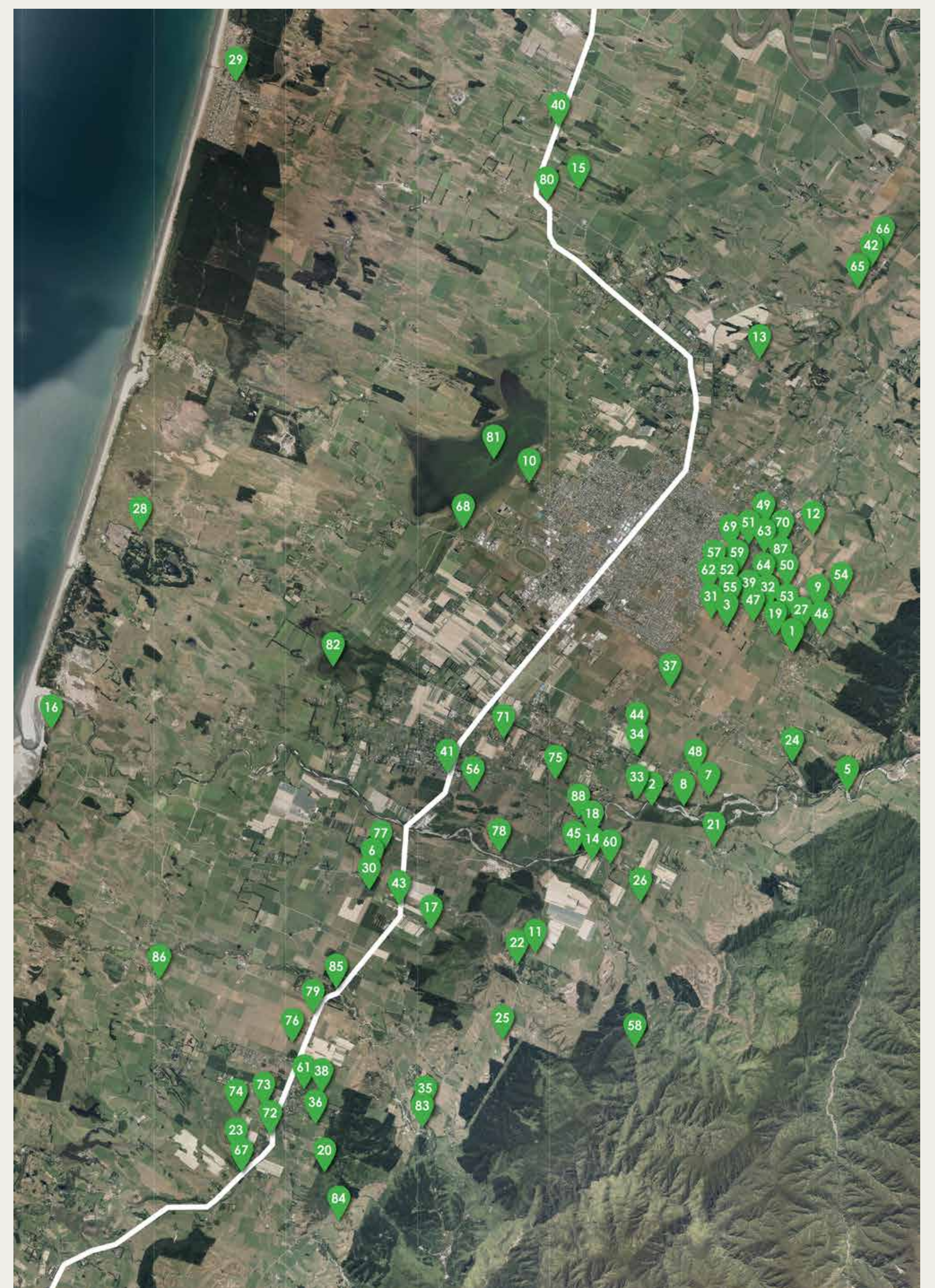
FEEDBACK SUMMARY

 **Route suggestions**
Some people talked about routes to the east of Levin, others would rather see a route to the west of Levin. It is important to find a route that minimises the impact on residential and agricultural land. Some suggested that the project should also improve SH1 to Foxton or beyond.

 **Bypass**
There was strong support for the need to bypass Levin and other townships/villages. Some concern was expressed about removing passing traffic and potential trade from Levin, but the majority recognised the need to reduce congestion and move heavy vehicles out of the Levin town centre.

 **Safety**
There were positive comments about the recent safety improvements, and more comments highlighting remaining safety concerns on the network, like dangerous intersections, the narrow bridges and lack of safe passing opportunities.

 **Values**
There are a number of features unique to the Horowhenua District: highly productive soils; village character; marae; rural lifestyle; spiritual connection between Lake Horowhenua and the Tararua Ranges; heritage buildings.

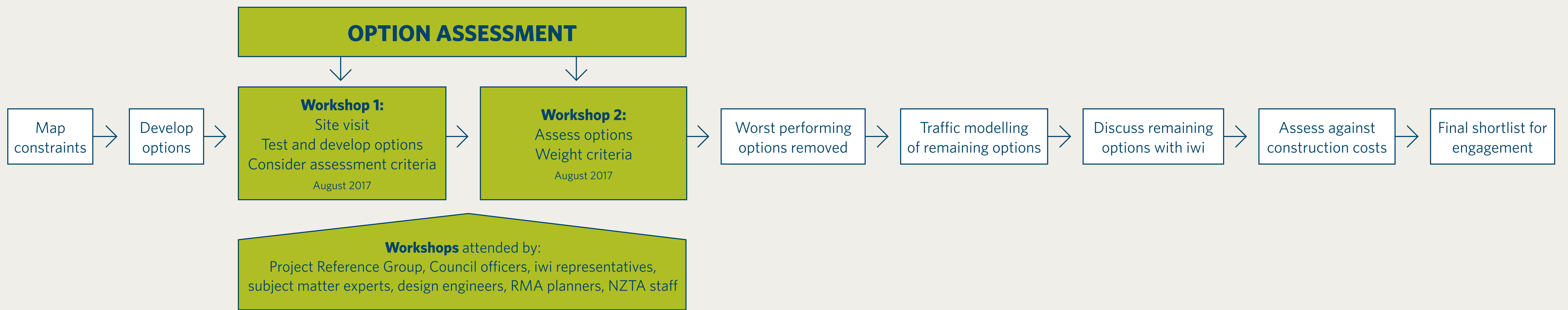


The diagram above shows the areas of interest and/or importance identified by the community through the June 2017 engagement. You can see this map on our website www.nzta.govt.nz/O2NL

OPTION DEVELOPMENT

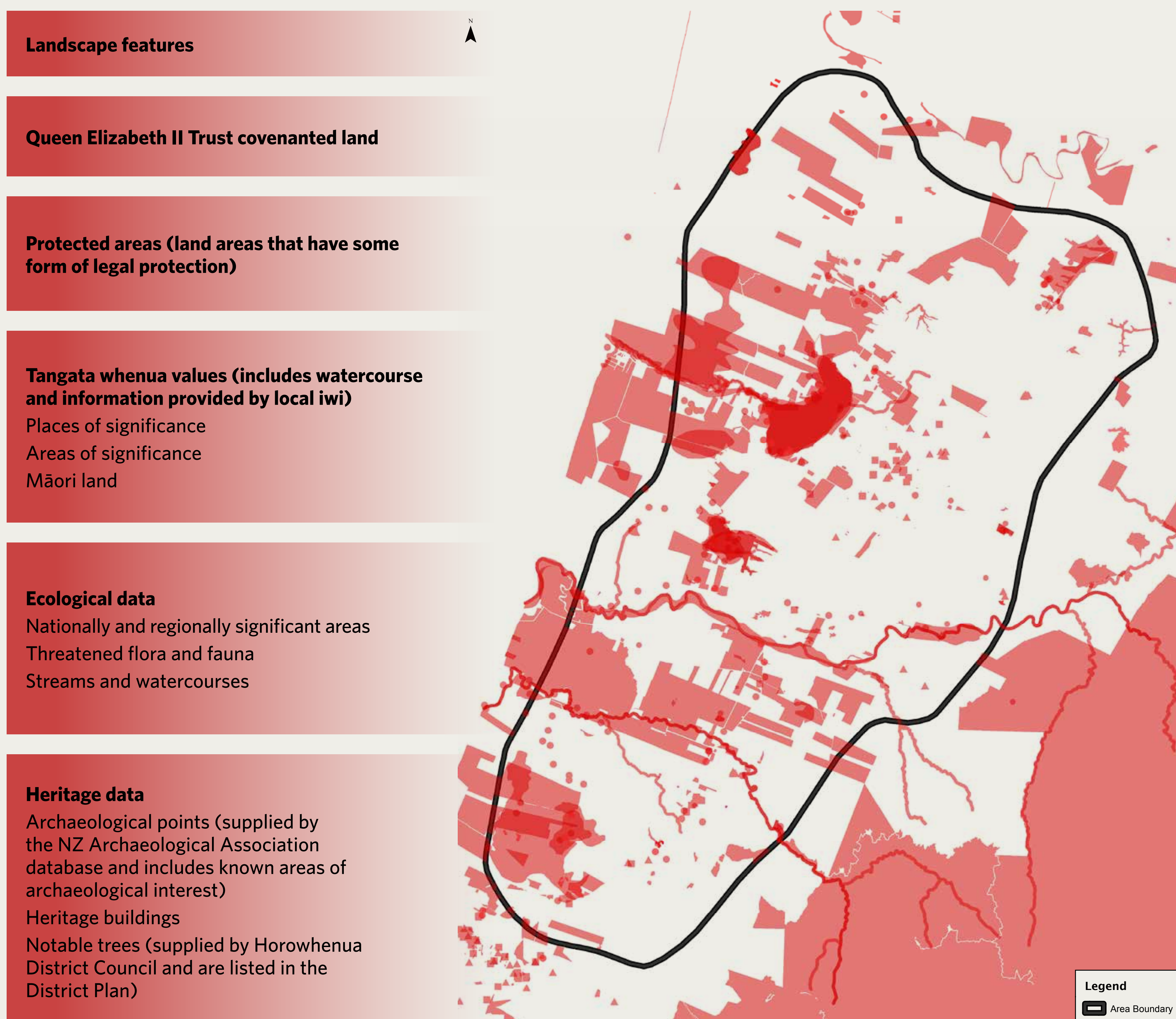


INVESTIGATION PROCESS



MAPPING CONSTRAINTS AND DEVELOPING OPTIONS

The features identified by the community during the June 2017 engagement were used to update our constraints map. This information combined with technical information provided by environmental, engineering, planning, property and transport specialists, was used to help identify potential corridor options. The map below shows some of the constraints. The darker the colour, the more constraints in that location.



A selection of maps showing all features and constraints, including geotechnical, land and soils class information and landscape character information, such as whether it is a natural or built environment, is available on the project website www.nzta.govt.nz/O2NL.

PROJECT REFERENCE GROUP

In early 2017 we asked members of the local community, iwi and relevant stakeholders to join the O2NL Project Reference Group (PRG). The purpose of the PRG is to provide information and a community voice as part of the O2NL project investigation process, helping us understand local issues and opinions and provide feedback directly to their whanau and community. The project team and the PRG meet on a regular basis and this is planned to continue throughout the life of the project.

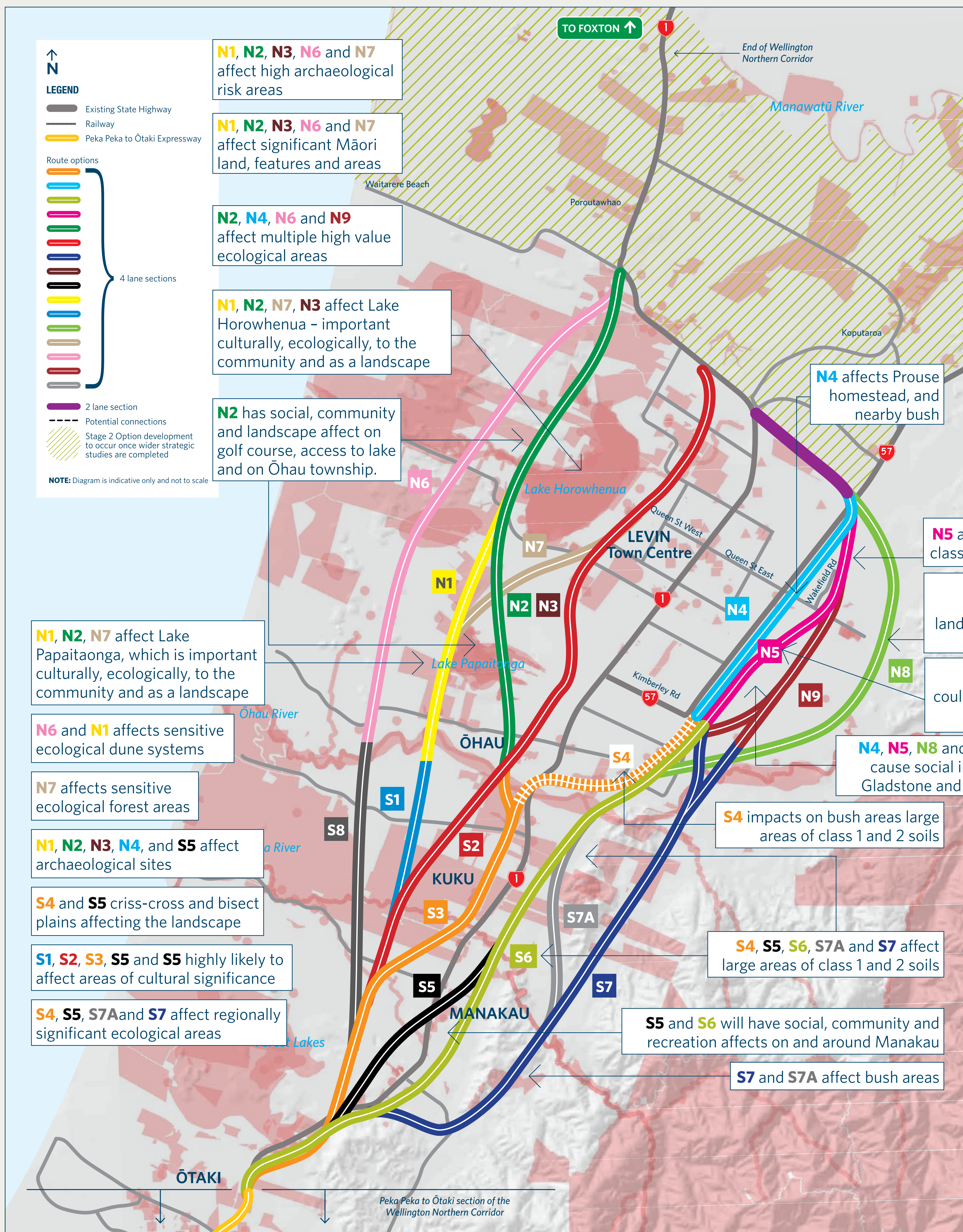
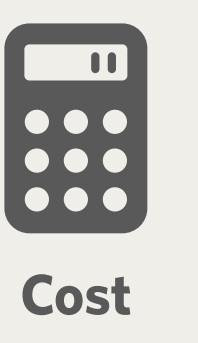
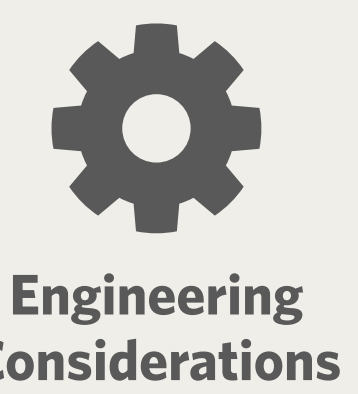


OPTION ASSESSMENT



The project team held two day-long workshops in August 2017 with the Project Reference Group to analyse possible corridor options. Environmental, engineering, planning, property and transport specialists provided information on the effects of each. Over 50 people attended each workshop. At workshop 1, the participants identified 10 additional corridor options and discussed the assessment criteria. At workshop 2, the participants scored all of the 23 options against the following 12 criteria.

CRITERIA



The drawing above shows all of the options and some of the key issues that were identified by participants at the workshops.

THE MULTI CRITERIA PROCESS

Multi Criteria Analysis (MCA) is a method used during projects to compare the potential effects of different options against a range of criteria.

The criteria chosen reflect the issues that need to be considered and take into account, such as specific local features, heritage, cultural and ecological values.

MCA provides a systematic framework for working through the merits and disadvantages of each option and involves scoring the options against the criteria. The MCA scoring system identifies how favourably an option performs against each criterion. The criteria are weighted to reflect the relative importance of each criterion in a particular situation.

TREATY OF WAITANGI

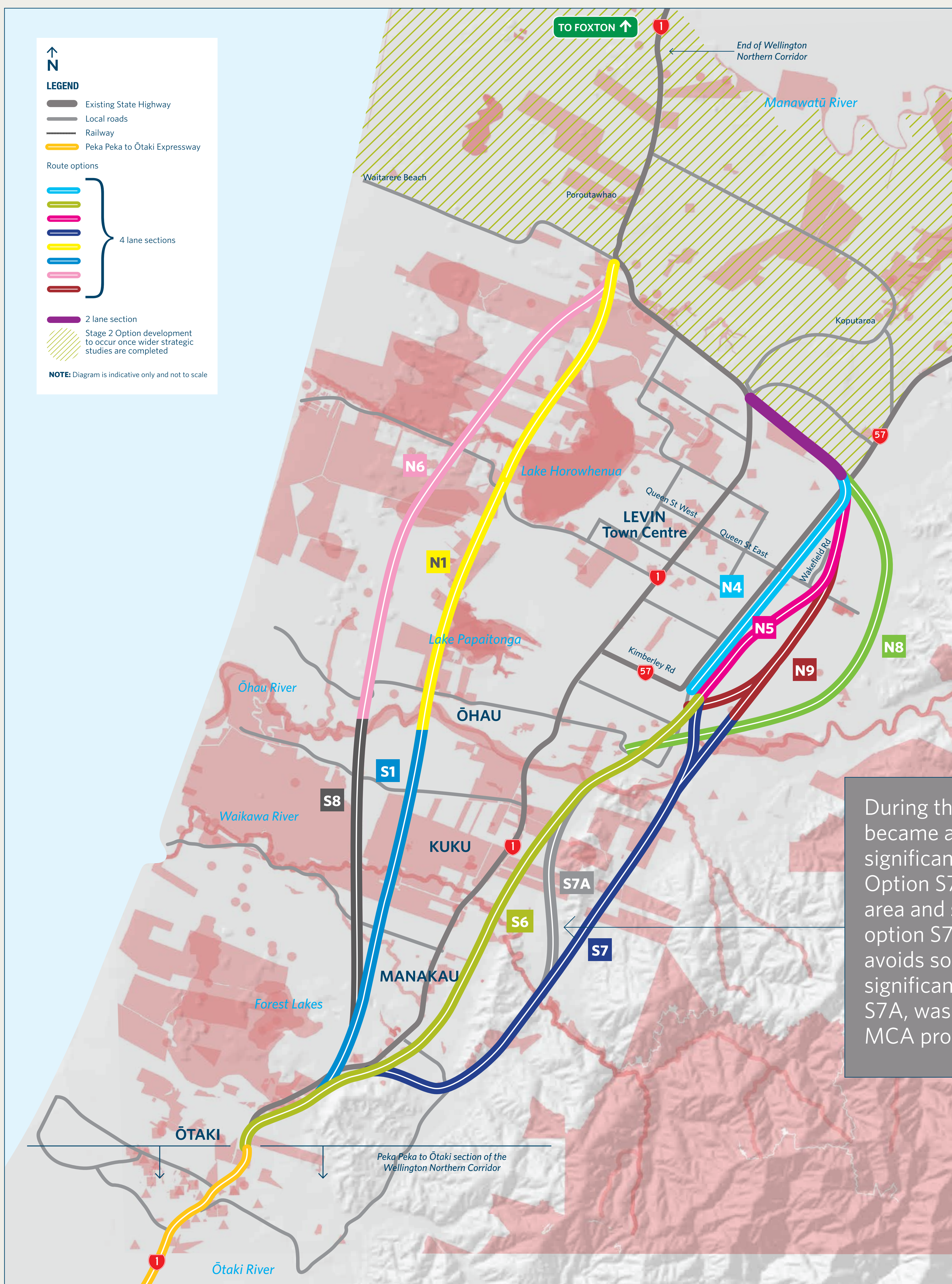
All of the options have been discussed with our treaty partners tangata whenua, who have also supported the assessment process by participating in the Multi Criteria Analysis. Tangata whenua has indicated that while they have concerns about the eastern options, they consider it will be possible to mitigate the potential and actual effects of these corridor options. However, they were very concerned about the western options and considered that it may not be possible to mitigate the effects of these options.

OPTION ASSESSMENT



The Multi Criteria Analysis process concluded that a number of options should be discarded. The scoring demonstrated that some options would potentially have significant environmental effects which could not be appropriately mitigated.

The remaining options are shown below.



NEXT STEPS

- Traffic modelling.
- Assessing constructability to provide a much better understanding of the potential construction cost.

The results of these investigations are provided on the next board.

We also discussed the options again with tangata whenua.

During the next steps of the investigation process, it became apparent that one of the options (S7) would be significantly more expensive than was originally envisaged. Option S7 avoids a significant part of the Manakau lifestyle area and so it was decided to include a new variation of option S7 that avoids the Manakau lifestyle area and also avoids some parts of the terrain that were resulting in significant cost increases to S7. This new option named S7A, was identified by attendees of workshop 2 during the MCA process. This is discussed further on the next board.

FURTHER INVESTIGATION

TRAFFIC MODELLING

Following the Multi Criteria Analysis (MCA) assessment we looked at what effects the remaining options would have on traffic.

The diagrams opposite show traffic flows on the main roads if a western option is built, or if an eastern option is built, or if no new road is built (existing road network).

The traffic flows shown depict trips that originate from south of the project area (Ōtaki and further south) and are heading north.

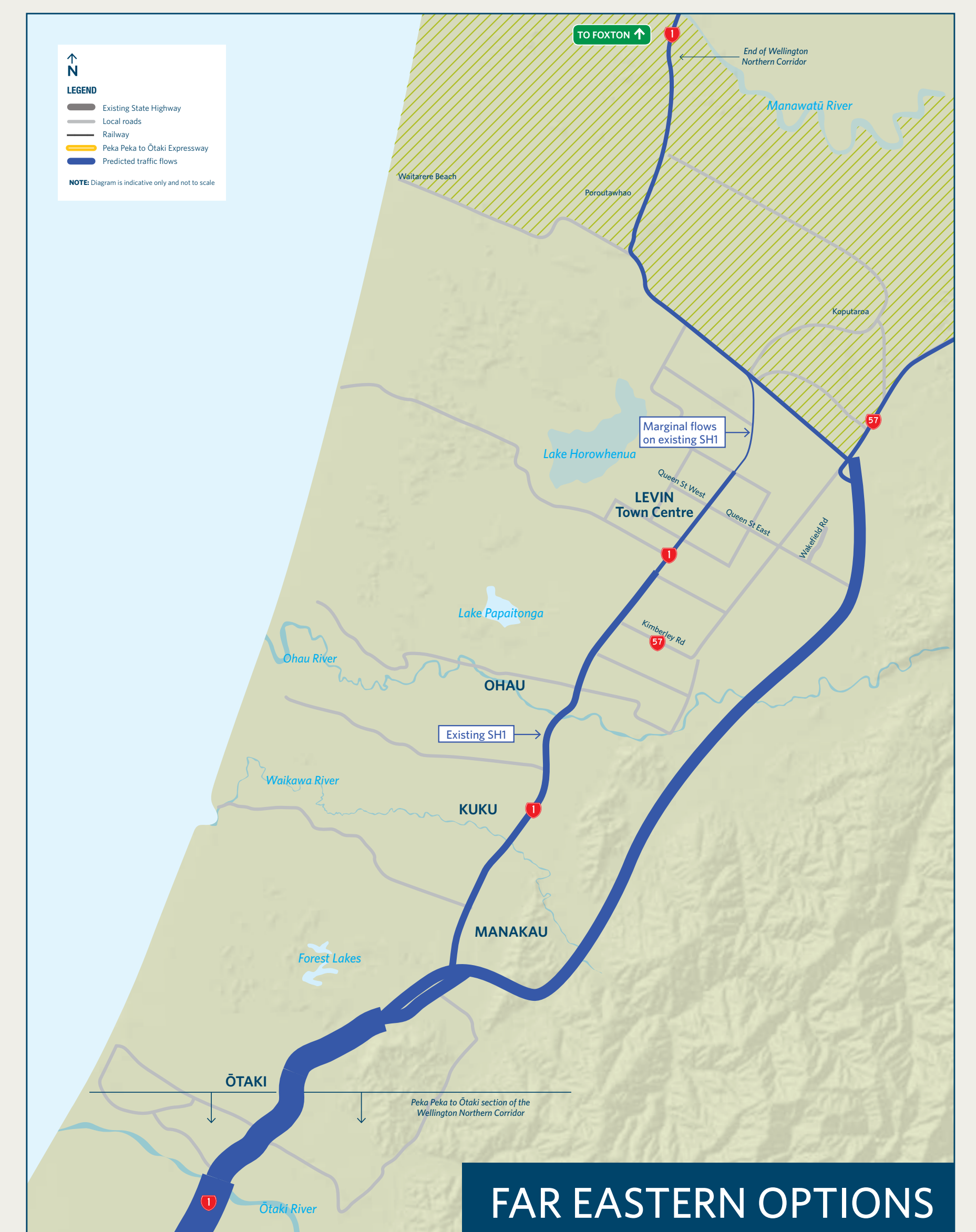
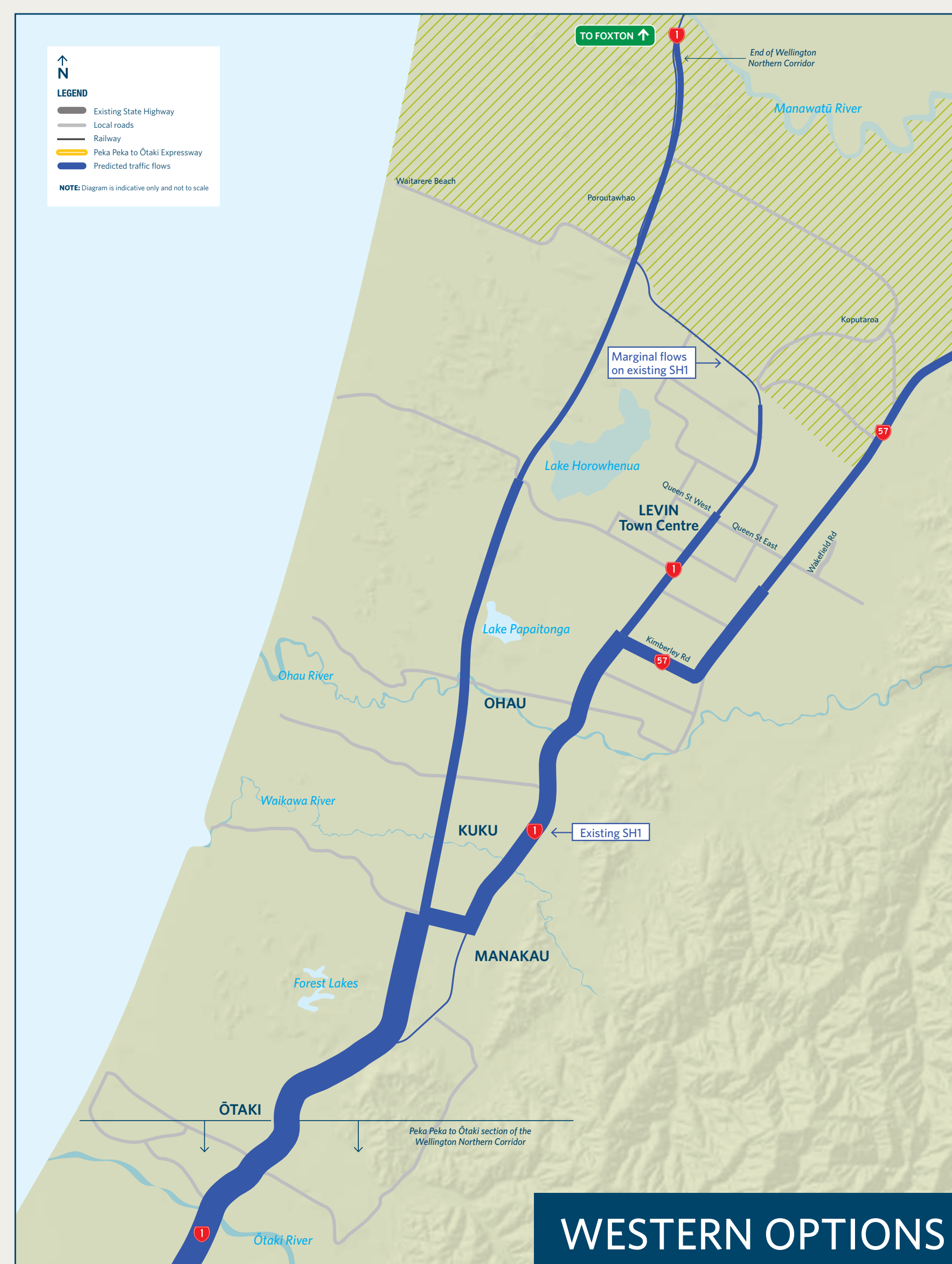
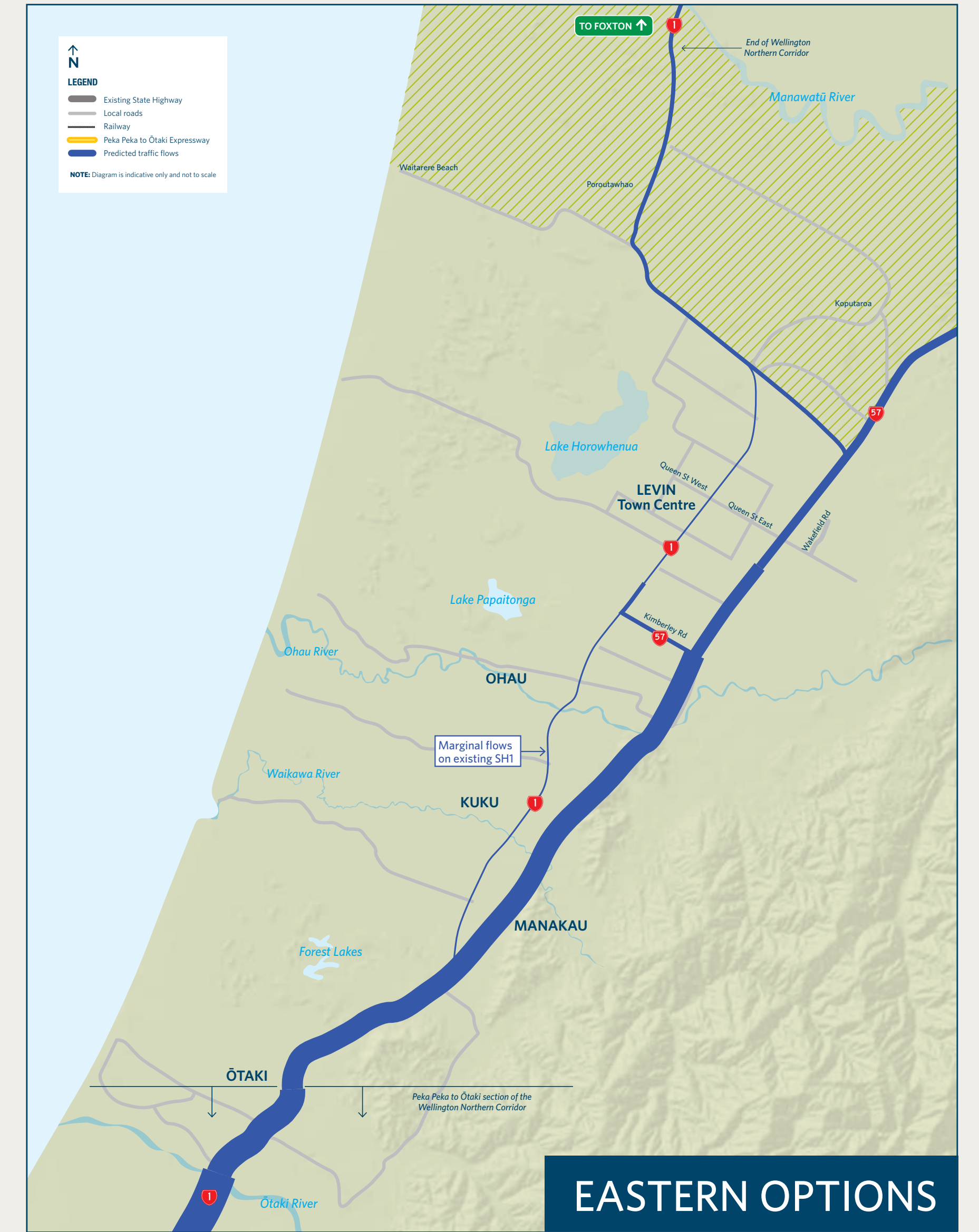
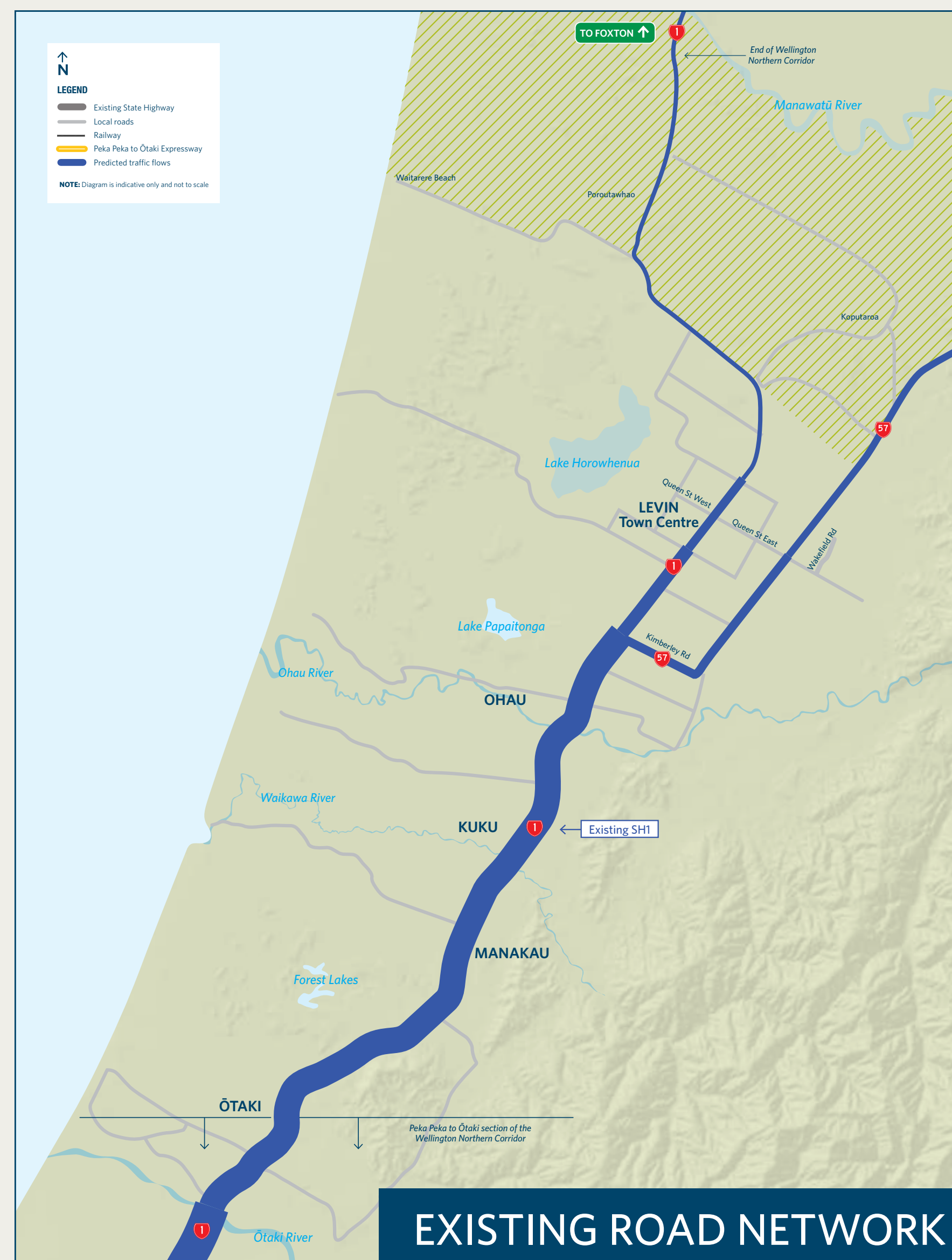
The thicker the lines on the diagrams, the more traffic that would use the route.

The traffic modelling shows that:

- Eastern options closest to Levin would be well used by travellers to Levin, Shannon and Foxton. They would provide good safety, journey time reliability and accessibility improvements for most travellers.
- Far eastern options (that use N8) are unlikely to be used by travellers to Levin.
- Western options are unlikely to be used by most people travelling to Levin, or through to Shannon.

On the basis that western options (S1-N1 and S8-N6) and far eastern (N8) options would not be used by large numbers of travellers, and that the majority of travellers would instead use the current state highway network, the western and far eastern options have been discarded.

This traffic modelling work was undertaken using a computer programme that simulates the current road network (all roads, including intersections, lights, pedestrian and rail crossings, roundabouts, speeds etc). This programme is also able to look at what might happen in the future, allowing for growth in population and jobs; both in the region and across the country. The Horowhenua District Council has advised the Transport Agency on where future housing and commercial areas might be built over the next 20 years.



CONSTRUCTABILITY

We investigated the constructability of the remaining options - S6, S7, N4, N5 and N9 to improve our understanding of how much it might cost to build each option. This involved site visits and collecting property, hydraulic and geotechnical information. This data showed that all options involving S7 would be approximately \$300m more expensive than options involving S6, as it includes several large bridges and requires more earthworks.

Therefore, we considered a variation of S7 that avoids part of Manakau and some difficult terrain, but is 2km longer. This variation, known as S7A, is estimated to cost approximately \$180M more than S6.

SHORTLISTED OPTIONS

The shortlisted options propose a four-lane state highway separated by a median barrier and include a bypass north of Levin. The options all begin at Taylors Road north of Ōtaki, linking in with the Kāpiti Expressway, and end just north of Levin.

ROAD DESIGN ASSUMPTIONS

All options would allow the construction of four-lane sections of the state highway north of Levin in the future if needed.

Each option is represented by a broad 300 metre wide corridor within which a proposed expressway will be able to be constructed. The final design width of the road is likely to be between 60 and 100 metres and may be placed anywhere within the 300 metre wide corridor. This includes room for stormwater runoff treatment, embankments and planting. Additional width will likely be needed at interchanges and where new local road connections need to be provided.



Any northern option can connect to any southern option. Thus the alignment of connections between northern and southern options as shown here is indicative only.

LEGEND

- Existing State Highway
- Local roads
- Railway
- Peka Peka to Ōtaki Expressway

Route options

- 4 lane sections (represented by cyan, yellow-green, magenta, and dark blue lines)
- 2 lane section (represented by red line)
- Stage 2 Option development to occur once wider strategic studies are completed (represented by hatched area)

NOTE: Diagram is indicative only and not to scale

Ōtaki
Peka Peka to Ōtaki section of the Wellington Northern Corridor

SOUTHERN SECTION



The shortlist is made up of three possible corridor options. All three options connect with the Kāpiti Expressway (Mackays to Peka Peka and Peka Peka to north of Ōtaki) and link to the three possible northern corridor options. The key features below list some of the advantages and disadvantages that have been identified so far. We are seeking the community's views on these.

SOUTHERN OPTION S6	SOUTHERN OPTION S7	SOUTHERN OPTION S7A
<p>TECHNICALLY BEST PERFORMING OPTION</p> <p>Any northern option can connect to any southern option. Thus the alignment of connections between northern and southern options as shown here is indicative only.</p> <p>Length 14.7km</p> <p>Approximate number of dwellings affected** 107</p> <p>Approximate area of productive soils affected** up to 230 ha</p> <p>Cost*** \$420 – 480m</p>	<p>Any northern option can connect to any southern option. Thus the alignment of connections between northern and southern options as shown here is indicative only.</p> <p>Length 15.7km</p> <p>Approximate number of dwellings affected** 57</p> <p>Approximate area of productive soils affected** up to 315 ha</p> <p>Cost*** \$640 – 740m</p>	<p>Any northern option can connect to any southern option. Thus the alignment of connections between northern and southern options as shown here is indicative only.</p> <p>Length 16.7km</p> <p>Approximate number of dwellings affected** 86</p> <p>Approximate area of productive soils affected** up to 290 ha</p> <p>Cost*** \$560 – 640m</p>

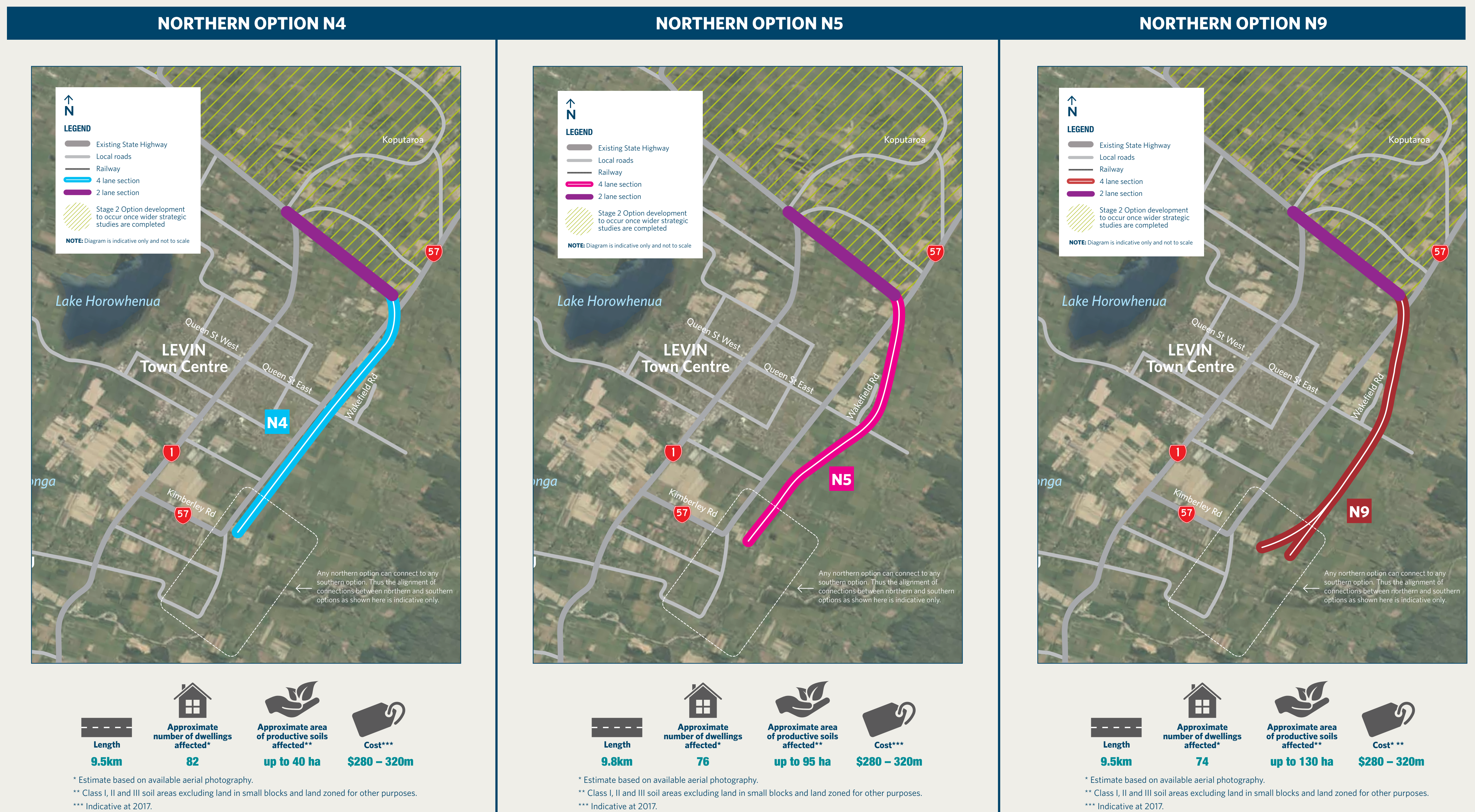
KEY FEATURES OF THE SOUTHERN OPTIONS

	SOUTHERN OPTION S6	SOUTHERN OPTION S7	SOUTHERN OPTION S7A
<p>POSITIVES</p> <p>+</p>	<p>Project Objectives</p> <ul style="list-style-type: none"> Best safety performance of all options Shortest and most direct route to Levin Provides best journey time saving Most resilient option as has fewest and smallest structures <p>Environmental & Community</p> <ul style="list-style-type: none"> SH1 no longer runs through middle of Manakau Best performing at the MCA. Overall least challenging and best opportunity to manage effects Likely to have least cultural effects of southern options <p>Cost</p> <ul style="list-style-type: none"> Lowest cost option 	<p>Project Objectives</p> <ul style="list-style-type: none"> Some safety performance, but is 1km longer than S6 Provides good journey time savings Least resilient option. Crosses a fault line, large bridges and fills required <p>Environmental & Community</p> <ul style="list-style-type: none"> Affects least number of properties Avoids some potential effects on Manakau Takes SH1 away from Manakau township Likely to have least cultural effects of southern options 	<p>Project Objectives</p> <ul style="list-style-type: none"> Some safety benefits, but is 2km longer than S6 Provides some journey time saving Moderate resilience - less structures <p>Environmental & Community</p> <ul style="list-style-type: none"> Avoids some potential effects on Manakau Takes SH1 away from Manakau township
	<p>NEGATIVES</p> <p>-</p>	<p>Environmental & Community</p> <ul style="list-style-type: none"> Affects Manakau properties Affects up to 230 ha of highly productive lands Social, community and recreation effects on Manakau Affects residential properties and farms located to the east of existing SH1 Some cultural effects 	<p>Environmental & Community</p> <ul style="list-style-type: none"> Affects significant bush/ecological areas including Manakau campsite Affects up to 315 ha of highly productive lands Affects lifestyle properties including those located to the south of Manakau. Affects farms, businesses and residential properties (located in the Waiauti Valley - east of existing SH1) Some cultural effects <p>Cost</p> <ul style="list-style-type: none"> Highest cost southern option

NORTHERN SECTION



The shortlist is made up of three possible corridor options. All three options link to the three possible southern corridor options and to a northern bypass of Levin located between SH57 and SH1. The key features below list some of the advantages and disadvantages that have been identified so far. We are seeking the community's views on these.



KEY FEATURES OF OPTIONS

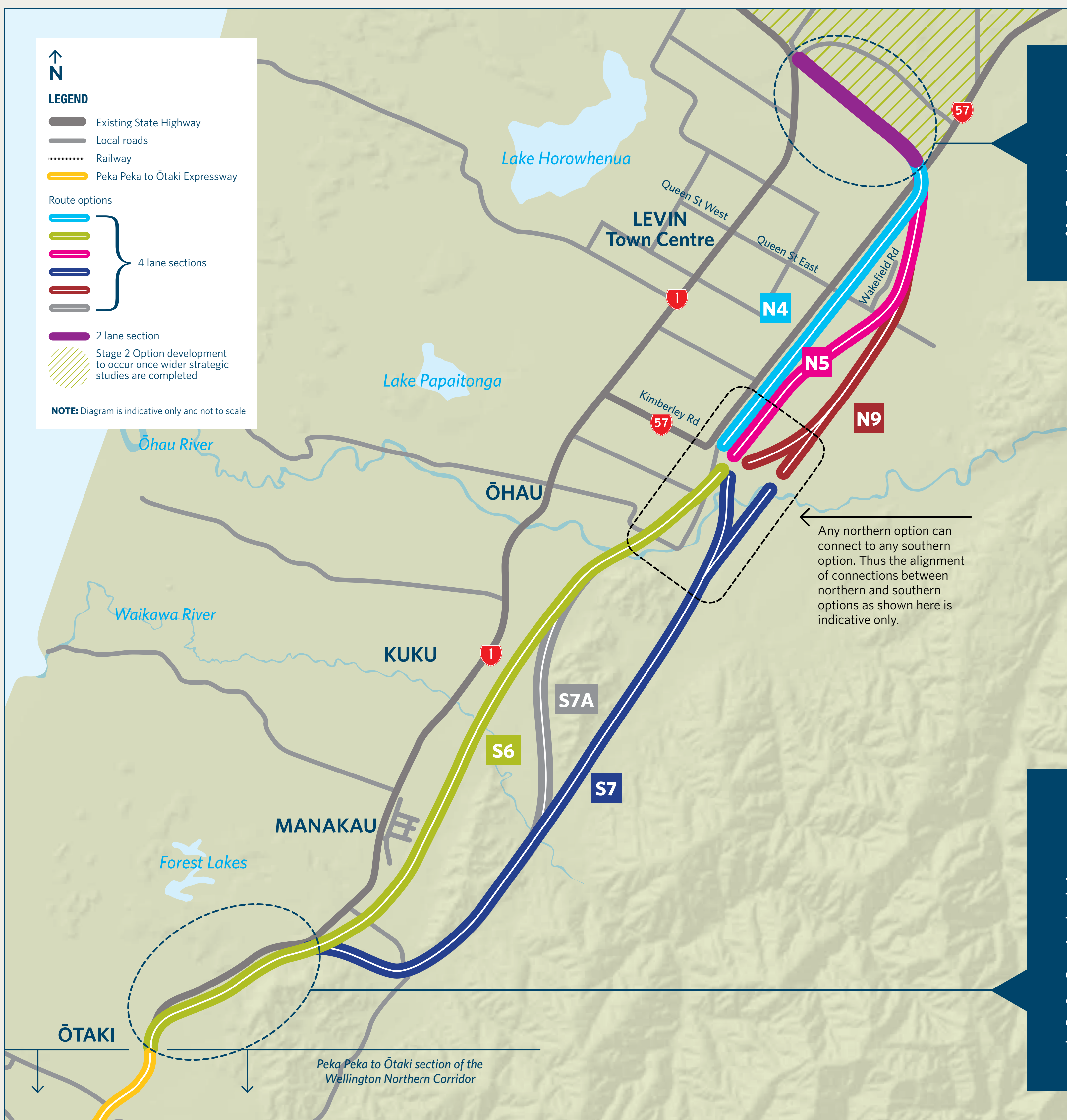
	Option N4	Option N5	Option N9
POSITIVES 	<p>Project Objectives</p> <ul style="list-style-type: none"> • Good safety benefits • Shortest route with good journey time benefits • Opportunity for good access to Levin town centre • Opportunity to provide access to planned industrial development areas identified in District Plan • Aligns with road corridor identified in the District Plan 'Green Belt growth area'. 	<p>Project Objectives</p> <ul style="list-style-type: none"> • Good safety benefits • Good journey time benefits • Opportunity to provide access to planned industrial development areas identified in the District Plan • Provides access to Green Belt growth area identified in the District Plan 	<p>Project Objectives</p> <ul style="list-style-type: none"> • Good safety benefits • Good journey time benefits • Opportunity to provide access to planned industrial development areas identified in the District Plan • Provides access to Green Belt growth area identified in the District Plan
	<p>Environmental & Community</p> <ul style="list-style-type: none"> • Uses existing infrastructure corridor with opportunity to address severance effects of SH58 	<p>Environmental & Community</p> <ul style="list-style-type: none"> • Avoids significant ecological areas • Avoids historic homestead 	<p>Environmental & Community</p> <ul style="list-style-type: none"> • Avoids significant ecological areas • Avoids historic homestead
NEGATIVES 	<p>Environmental & Community</p> <ul style="list-style-type: none"> • Close to and likely to affect significant ecological areas • Close to and could affect historic homestead • Some affect on productive land • Affects lifestyle residential property and local community • Affects property and businesses located on the eastern side of SH57 	<p>Environmental & Community</p> <ul style="list-style-type: none"> • Some affects on productive land • Affects lifestyle residential property and community • Potential effect on some businesses 	<p>Environmental & Community</p> <ul style="list-style-type: none"> • Close to and likely to affect significant ecological areas • Affects productive land • Affects lifestyle residential property and local community • Potential effect on some businesses
	<p>Cost</p> <ul style="list-style-type: none"> • Low cost option 	<p>Cost</p> <ul style="list-style-type: none"> • Low cost option 	<p>Cost</p> <ul style="list-style-type: none"> • Low cost option

CORRIDORS



Boards 10 and 11 discuss northern and southern corridor options. By combining options from the northern and southern sections, complete corridor options, beginning at Taylors Road north of Ōtaki and ending just north of Levin, are formed. The transport benefits and the costs of nine complete corridors (comprised of different combinations of southern and northern sections) are provided in the table below.

	Length of option	Approximate journey time saving from Ōtaki			Estimated reduction in deaths and serious injuries every 5 years	Estimated Cost (Indicative at 2017)
		to Foxton	to Levin Town Centre	to Shannon		
S6 - N4	24.1km	6½ minutes	1¼ minutes	5¾ minutes	28-30	\$690m - \$800m
S6 - N5	24.4km					
S6 - N9	24.2km					
S7 - N4	25.2km	6 minutes	50 seconds	5½ minutes	26-28	\$920m - \$1.06bn
S7 - N5	25.5km					
S7 - N9	25.3km					
S7A - N4	26.1km	5½ minutes	15 seconds	5 minutes	24	\$830m - \$960m
S7A - N5	26.4km					
S7A - N9	26.2km					



LINKING TO THE NORTH

All of the corridor options include a northern link road between SH1 and SH57. The location of this northern link road takes into consideration numerous constraints including wetlands, heritage and cultural aspects, landscape effects, ground conditions and construction costs.

SOUTHERN CONNECTION

All of the options use the same corridor between the Kāpiti Expressway (Mackays to Peka Peka and Peka Peka to north of Ōtaki) and Manakau. The southern end of this corridor is at a fixed point, ending at the Kāpiti Expressway. The location of this section of corridor has been developed taking into consideration numerous constraints including wetlands, heritage and cultural aspects, landscape effects, ground conditions and construction costs. Because corridor options using the valley to the east would require a significant detour, they were discounted.

CONNECTIONS

INTERCHANGES

Interchanges will be required as part of the O2NL project. They will provide access onto and off the new state highway. The number, location and form of the interchanges will depend on the preferred corridor option.

Interchanges will be needed at the locations shown in the figure below. These will provide access to:

- Levin from the north (located near to the intersection of SH1 with Heatherlea East Road).
- Levin from the south (located around Tararua Road or Kimberley Road).
- The north of Levin from SH57, where the new expressway connects with the existing state highway.

We are also considering an interchange to the north or to the south of Manakau.

Please note: we are collecting information now to inform the next phase of investigations. No decision on interchange locations will be made as part of this (February-March 2018) community engagement process.

EXAMPLES OF POTENTIAL INTERCHANGE TYPES



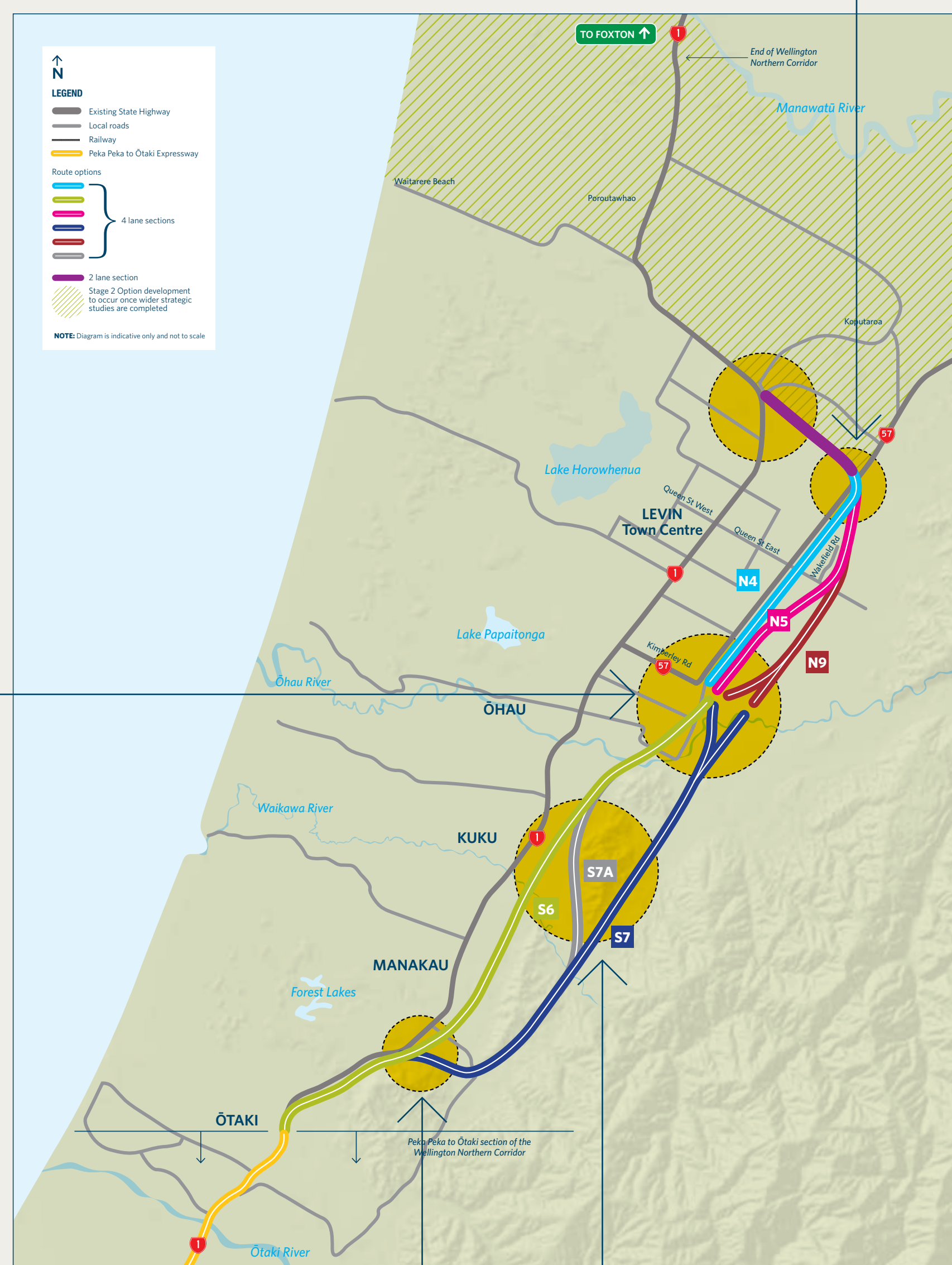
BIFURCATION



COMPACT DIAMOND



DIAMOND



LOCAL ROAD ACCESS

All of the proposed corridor options cross a number of local roads and properties. Local road access to all properties would be maintained as part of the construction of any of the options, and all local roads would be reconnected to the existing network. This level of design would be undertaken after a preferred corridor option has been selected.

WALKING AND CYCLING

We have had good support and feedback from the local community on the provision of new and enhanced walking and cycling facilities. Research that students from Waiopehu College undertook also supports the provision of these facilities.

During the next stages of investigation we will consider opportunities for these facilities including:

- providing facilities on the current road (now SH1) to take advantage of the significant reduction in traffic that will occur should a new state highway be constructed.
- providing new facilities parallel to and as part of the new state highway.

WAIOPEHU COLLEGE RESEARCH INFO

In late 2017, the Waiopehu College Year 13 Geography class investigated the potential form of cycling infrastructure that could be provided as part of the project. The students collected data from the community by undertaking a survey. They provided the O2NL project team with their assessment and recommendations. Copies of the students' research can be found on the project website (www.nzta.govt.nz/projects/wellington-northern-corridor/otaki-to-north-of-levin/technical-reports).

INTERIM SAFETY IMPROVEMENTS TO SH1 AND SH57



We are currently investigating further interim safety improvements to the sections of SH1 and SH57 that run through the O2NL project area. These investigations will consider small scale improvements to the current roads to provide immediate safety benefits ahead of construction of O2NL. The types of improvements that might be undertaken to SH1 are shown on the diagram below. More information about the improvements will be made available later this year.

SAFETY IMPROVEMENTS TO SH1 NORTH OF LEVIN

We need to address the poor safety record for this section of the SH1 between Levin and the Manawatu River.

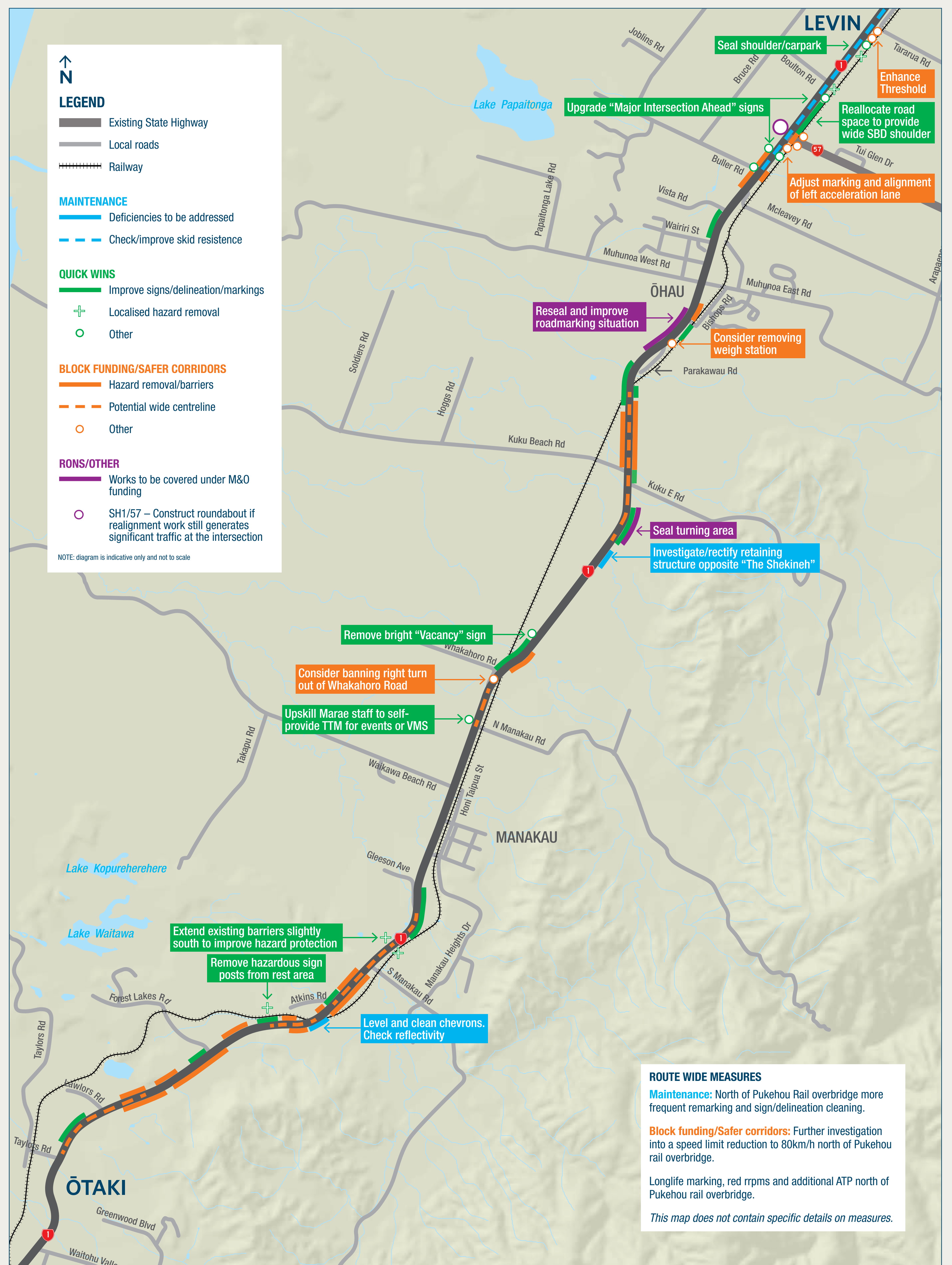
The current proposed safety improvements for this section of SH1 include realignment of SH1 at Waitāreke Curves and provision of north bound passing lanes to the north and south of the Waitāreke Curves.

We have committed to discussing and co-designing these proposals with the local community and iwi and we will commence this work once a preferred corridor option has been selected.

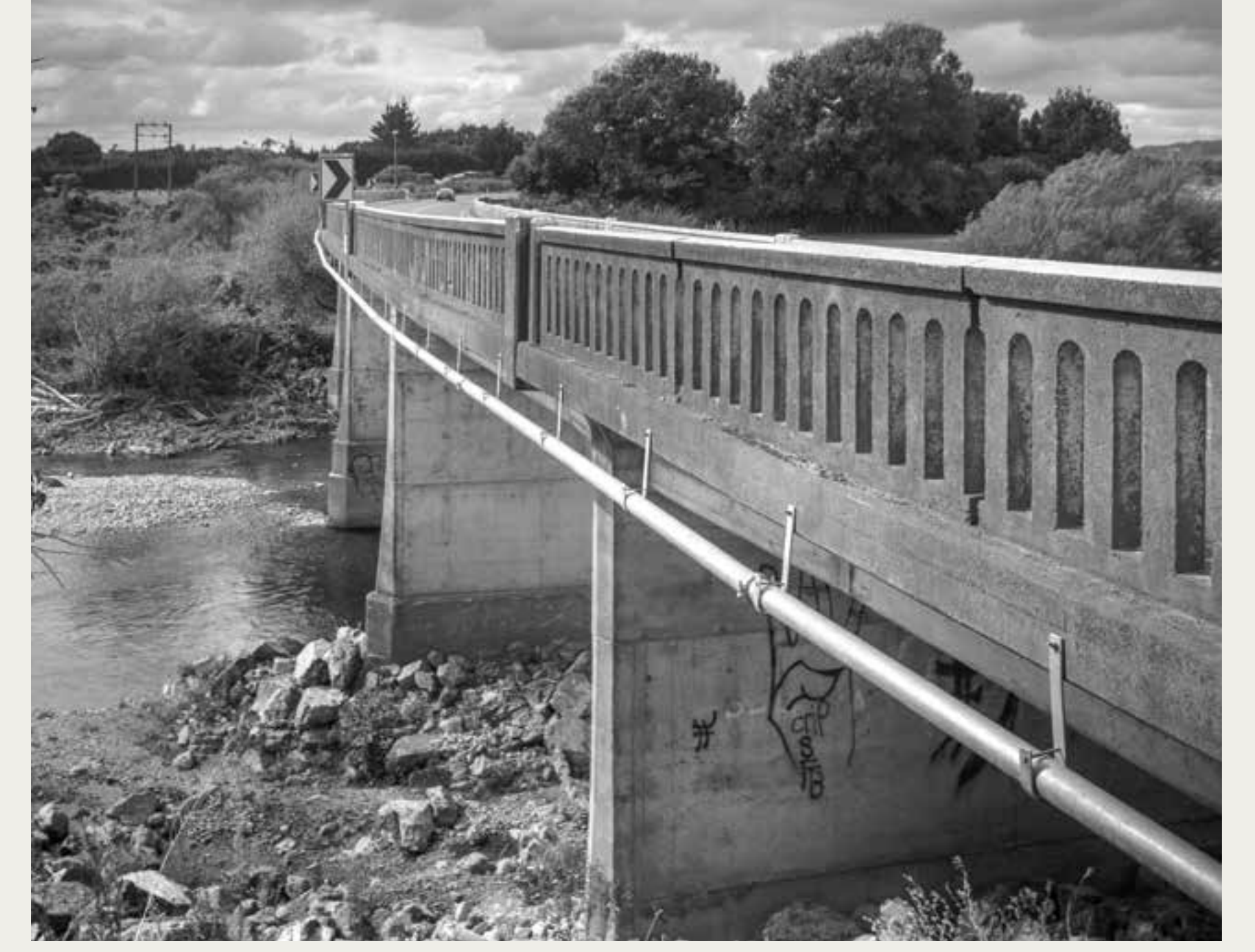
SH57 SAFE ROADS ALLIANCE

The Safe Roads Alliance will be investigating what improvements can be undertaken to the southern section of SH57 between Heatherlea East Road and SH1. Details of these investigations will be available later.

The Safe Roads Alliance is currently undertaking safety improvements to SH57 between Heatherlea East Road and Shannon. These will include safety barriers, rumble strips, wider centre lines and wider shoulders. Details are available on the project web site: www.nzta.govt.nz/projects/sh57-sh1-to-shannon



HISTORY AND ARCHAEOLOGICAL RISK



HISTORICAL OVERVIEW OF THE HOROWHENUA-KAPITI

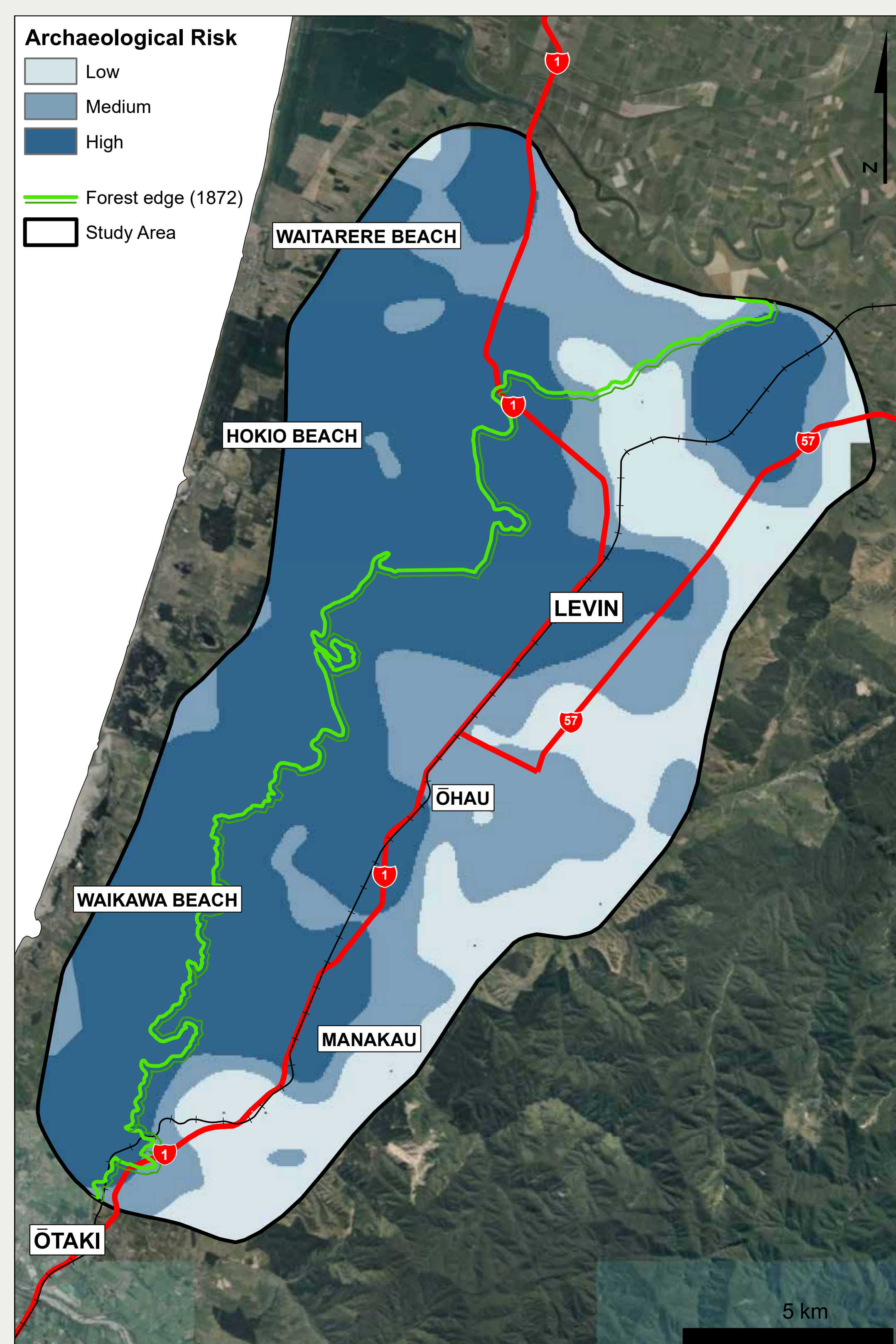
Māori have occupied the Horowhenua-Kāpiti coast for more than 700 years.

Before the 1880s, māori settlements were concentrated in the coastal dune belt and adjacent to the major rivers, lakes and wetlands. Within the forest, sites of māori occupation were generally located in small clearings or along the margins of the streams and tracks that crossed the forest. The rivers and coast also provided the main routes for the movement of goods and people. Māori living in the area benefited from a diverse and rich range of plant and animal (fish and bird) resources.

The first European settlers were whalers and traders who arrived in the middle decades of the 19th century and lived in or nearby the māori settlements.

The forested land to the east was not heavily settled until after the completion of the Wellington-Manawatu Railway in 1886. Prior to this, the forest was still being used primarily for resource gathering, including bird snaring, collecting forest fruits and obtaining timber. Tracks out of the area also passed through the forest.

In the 1880s, settlements shifted inland nearer to the railway line as it was the primary transportation, trade and communication route. During this time there was considerable forest clearance with new settlers occupying land made available by the government at Ōtaki, Manakau, Ōhau, Levin, and Shannon.



ARCHAEOLOGICAL RISK

This shows the risk of an archaeological site being encountered should major construction associated with road construction occur. The risk is an estimate based on the number of known archaeological sites.

Given the history of the area, and based on experience, it is very likely there will be a large number of undiscovered sites that will mostly relate to early periods of māori occupation.

The areas of highest archaeological risk are predominantly located among the lakes, lagoons and wetlands of the coastal dune belt, west of the historic forest edge.

Inland hunting and resource collection camps and small scale sites associated with forest paths are located east of Levin and Manakau and are medium risk areas.

Forest clearings containing settlements and/or cultivation grounds result in areas of high risk. These are located between the historic forest edge and State Highway 1, south of Ōhau and between Levin, and the eastern shore of Lake Horowhenua.

Most archaeological sites of European origin are located in and around the townships of Manakau, Ōhau and Levin. There are also a small number of sites related to early European occupation located to the west of the historic forest edge.

There was a substantial māori settlement south of Shannon, near Paia, at the north eastern extent of the study area.

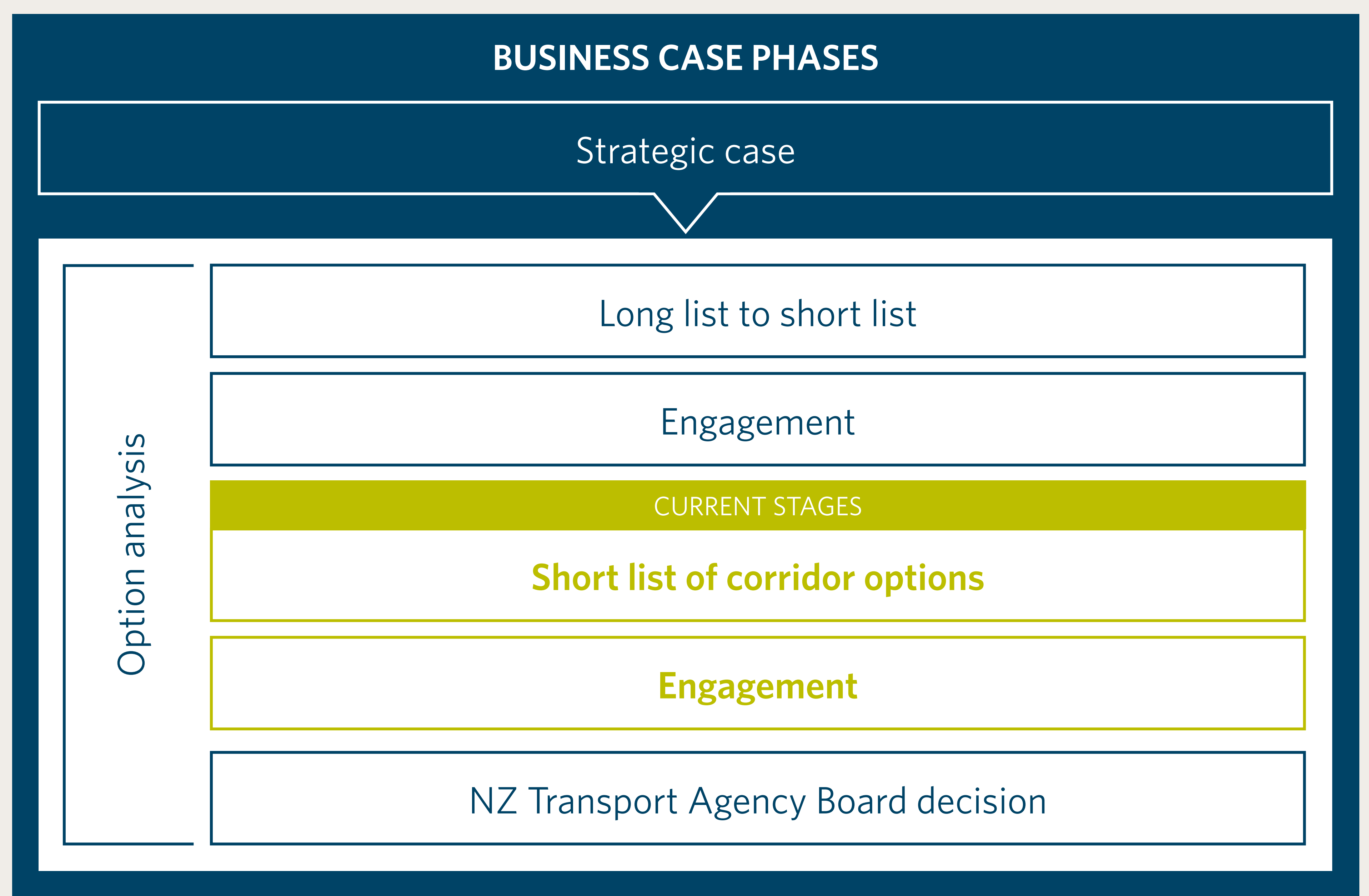
WHAT HAPPENS NOW?

Following this consultation we'll use your feedback, along with our technical assessments and fieldwork, to identify a preferred corridor for the Ōtaki to north of Levin project.

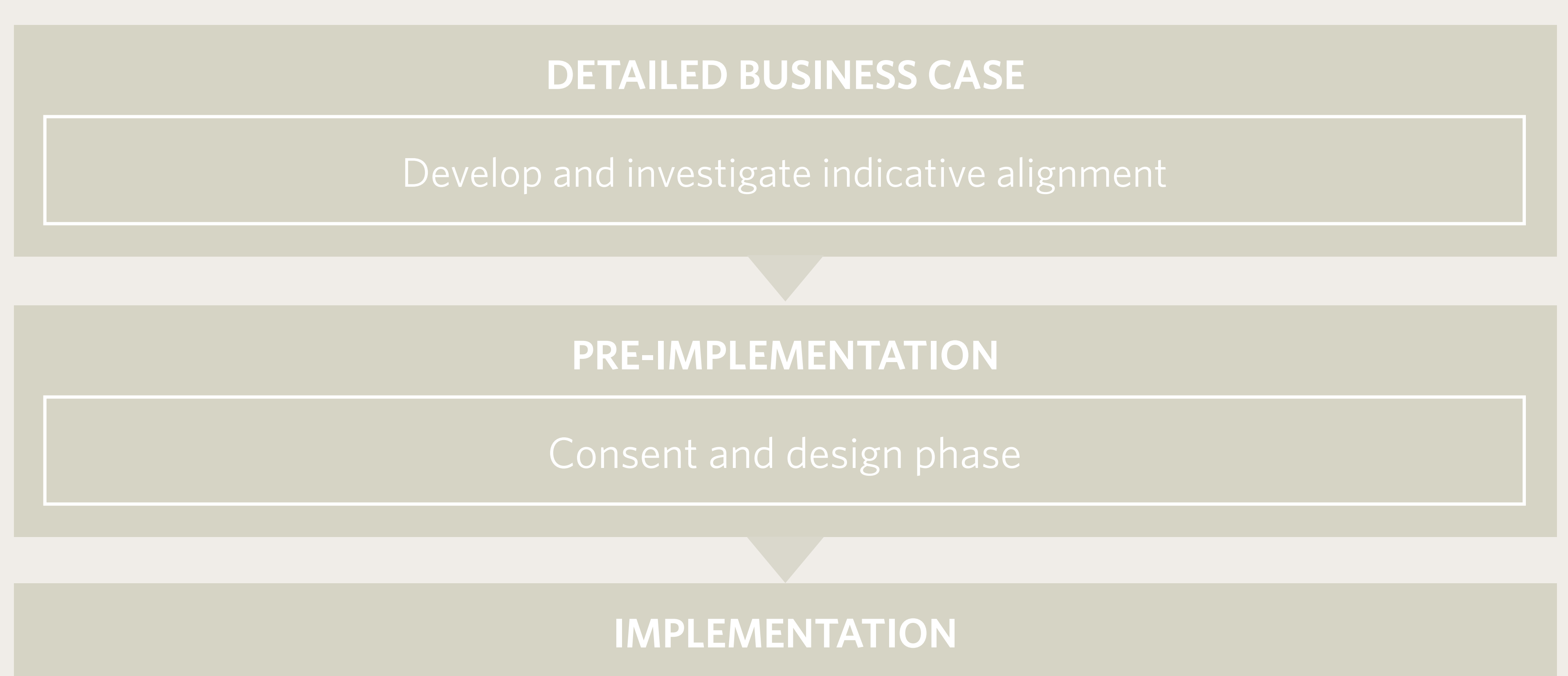
Once feedback is received and considered, advice on a preferred option will be presented to the NZ Transport Agency Board in mid-2018. The next steps for the project will take into account changes to the Government's transport system priorities which will be outlined in the new Government Policy Statement.

We appreciate the importance of this project to the community and the impact it has on the wide range of stakeholders. We'll keep the community updated as we progress through the decision-making process.

PRODUCT DEVELOPMENT



FUTURE STAGES - TIMING TO BE CONFIRMED



HOW YOU CAN GIVE FEEDBACK

TIMELINE



You can:

- drop into our pop-up shop: **183 Oxford Street, Levin**
- complete our printed feedback form
- have your say online: **www.nzta.govt.nz/O2NL**
- email us: **O2NL@nzta.govt.nz**
- write to us:
Ōtaki to north of Levin Project Team
PO Box 5084, Thorndon, Wellington 6145
- phone us: **0508 625 4636.**

VISIT US

We are holding events throughout the Horowhenua area during February and March.

We are also available at our pop-up shop, 183 Oxford Street, Levin which will be open every Tuesday, Wednesday and Friday from 10am - 4pm, and Thursday from 12pm - 6pm until 9 March.