

7.3 Foxton

Foxton is the second largest urban area in the Horowhenua District, and is located in the north-west corner of the district. The town has developed based on its close proximity to the Manawatu River mouth, which was a historically strategic transport link. This historical link means Foxton has some of the oldest buildings and established areas in the district.

| Zone | Area ha | % |
|-----------------------------|--------------|-------|
| Commercial 1 | 10.22 | 4.64 |
| Commercial 2 | 1.33 | 0.01 |
| Industrial | 31.33 | 14.21 |
| Residential 1 | 177.61 | 80.24 |
| | 220.49 total | 100 |
| <i>Source: HDC GIS Data</i> | | |

Urban Form

The urban form of Foxton is, like Levin, astride State Highway 1. The town centre, which focuses around a traditional main street, is separated from State Highway 1 but is very strong form wise - its clearly defined built edges with buildings lining up to the kerb edge generates a sense of place and definition to the street. However, the centre is faced with a very wide main street and the scale of buildings to street does not work well at a













more human scale, to create a sheltered, 'intimate' public place. The linear nature of the space and the scale of the road make for few opportunities to generate any 'mass' in the sense of a social meeting spot. The small population and limited level of activity means the space is bigger than the energy to fill it. The lack of obvious connections between the main street of the town and the river is an aspect of the centre's future form that could be addressed. The windmill area is a strong visual element in the main street, though it appears to operate more as a place for visitors than a local community focal point. A significant issue for the main street and its viability is the lack of awareness of it from the State Highway. There are few local centres - a secondary service arrangement colonising the State Highway will create a more linear commercial centre unless it is carefully managed.

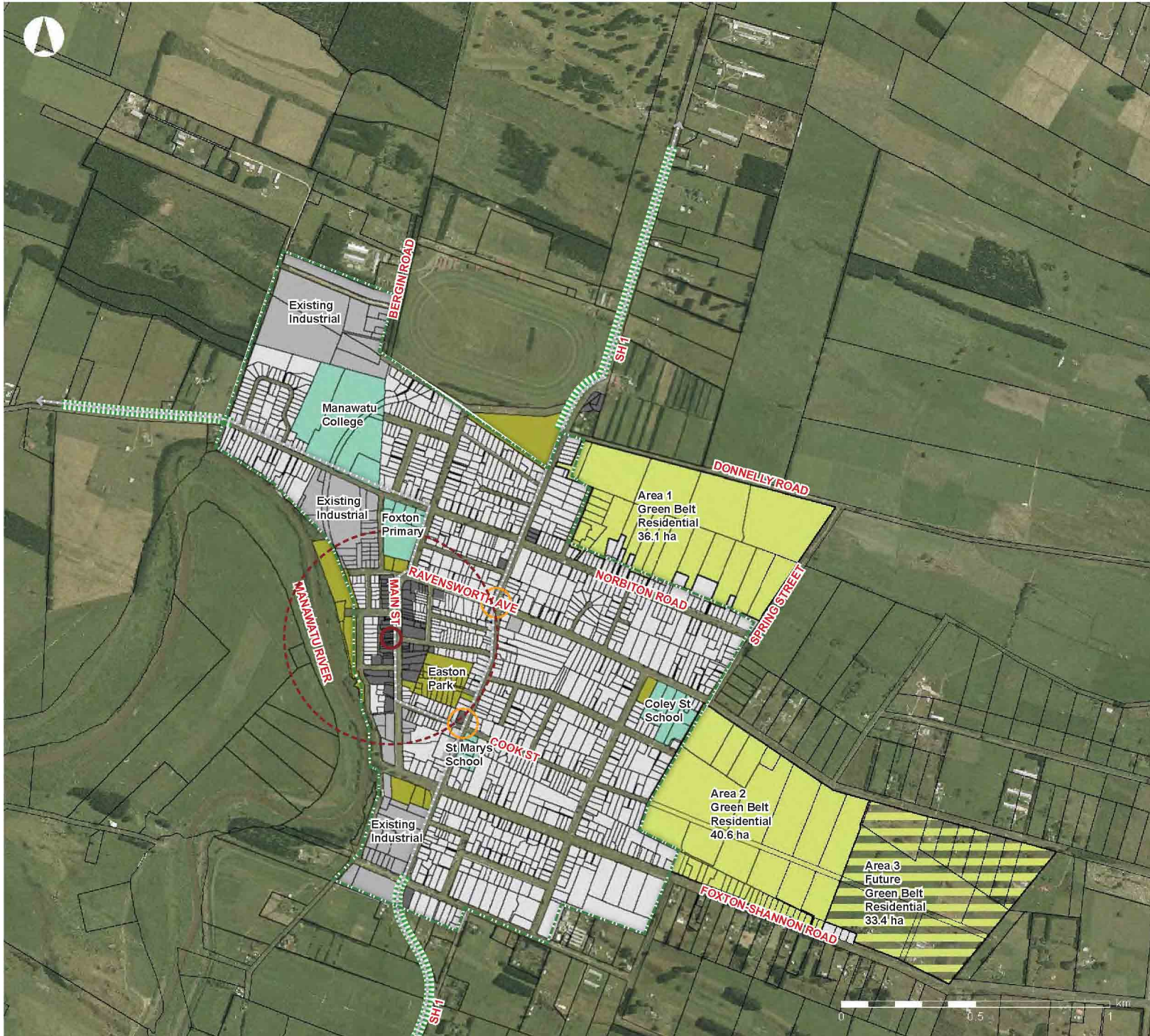
Street Pattern

The highway is a barrier to movement through Foxton from east to west. The very wide streets in the town are suggestive of more grand town planning aspirations at the time the town was surveyed. The layout of the centre street is formal and a real asset with a green space at either end. The wide main street and layout is an historical feature, but appears excessive at this scale for the level of use within it.

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

Foxton

Open Space/Ecology

The river is the reason that Foxton exists and yet its presence within the town is minimal. The open space network is structurally good with formal open space; Seaview Gardens, Easton Park, Ihakara Gardens, although their use appears to be relatively low.

Built Quality

The built quality in the town varies. In the centre there have been some large-scale developments and poor relationships between buildings and the street. There are some poor examples of newer development on the main street.

Heritage

The heritage of Foxton is fundamental and still reads very strongly with the heritage buildings in the main street. The New World supermarket's integration into the heritage building facades has attempted to respect the heritage values of the place. Care will be required to not lose the strength of the heritage values of the main street and river through distractions and poorly conceived ideas. Many of the heritage buildings on the main street appear not to be recognised in any statutory way.

Identity

As noted above, the identity of Foxton as a place with a heritage that relates to the river, the flax industry and the remnants of this time are a

strong basis for an identity. An important consideration will be the way in which the Development Plan can advance and provide ways to connect this identity with the region to attract more 'life' to the town and enhance its economic viability.

Growth Issues:

- Limited available vacant residential land
- Low demand for residential development
- Limited availability of vacant industrial and commercial land
- Town centre lacks identity, and elongated along Main Street
- No significant infrastructure constraints. All water and wastewater is reticulated and in generally good condition. The water supply is marginal under peak conditions and this may be indicative of problems if extra demand is added.
- Areas around River loop subject to flooding and low lying areas around urban area subject to ponding
- Future development has potential to strengthen heritage and design quality of streetscape
- Manawatu River provides landscape and recreational opportunities

Town Centre

Foxton's town centre is focused on the northern area of Main Street, with limited commercial activities undertaken on the connecting streets. This spatial arrangement is relatively dispersed along Main Street for the small commercial activity level in Foxton. This dispersed pattern also creates some uncertainty as to the focal point of the town centre. It is proposed to focus this activity in a central position in Main Street to attract local residents and visitors to support the main commercial area. In addition, the visibility, connections and awareness of the Manawatu River should be reinforced.

Furthermore, the historical value of the heritage facades and building footprint in Main Street create an identity and sense of place for the Foxton town centre. These historic values should be protected, with the management of demolition, additions/alterations and new buildings.

No expansion of the commercial area in the central area of Foxton is proposed to accommodate future development opportunities. Instead, it is proposed to re-use and/or re-develop existing properties for new opportunities to maintain and enhance the existing character of Main Street. There are opportunities around the windmill and old Council building for an enhanced civic centre with connections to the Foxton River Loop.

Residential Land Use

Recent residential development in Foxton has been relatively sporadic, with limited large-scale residential being undertaken. Given this relatively low rate of residential development, and a low projection of new residential dwellings to be constructed in the next 20 years, no new greenfield growth areas have been identified. It is proposed that existing vacant residential land within the town boundary be developed first. These areas are located on the northern side and south-east corner of Foxton. If demand warranted greenfield residential land in the future, there is potential for Foxton to develop in an easterly direction.

Furthermore, there are a number of large parcels dispersed throughout existing residential areas that are suitable for intensification (infill subdivision). The existing road network, reticulated infrastructure and community facilities have the ability to cater for the demand from this intensification, subject to some localised upgrading overtime.

Rural-Residential Land Use (“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 the location of rural living.

A new Green Belt Residential form of residential development is an option at the 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).

The establishment of a Green Belt Residential zone would provide for a specific location for rural living. This form of development would be supported by the establishment of a greenbelt area. The key reasons to provide for this type of development are to limit the continued expansion into rural land by urban development 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 provide a passive recreational resource for the town residents and visitors for use for walking, and cycling and other non-motorised vehicle use.

AREA 1 – Donnelly Road/Hetta Street/Norbiton Road: Green Belt Residential-36.1ha

This area is on the north-east edge of Foxton, with existing residential development along the Norbiton Road frontage. The area is bordered by Donnelly Road to the north, Spring Road to the east, Norbiton Road to the south and Hetta Street to the west. 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 | Area is contiguous with the north edge of Foxton. Green Belt Residential subdivision in this area may compromise future efficient residential subdivision pattern in this area. |
| Proximity to key transport networks | Located to the north-east of Foxton, it has good connections to the Foxton town centre. Localised upgrading of Donnelly Road and Spring Street would be required, and new road connections with Norbiton Road. |
| Proximity to reticulated infrastructure | Good access to reticulated infrastructure. The water supply is marginal under peak conditions, the addition of some strategic or ring mains may be required. |
| Proximity to activity centres and community facilities | Coley Street School is located approximately 500m to the south of the growth area. New local neighbourhood reserve would be required in growth area. |
| 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 small scale activities in Hetta Street which may be incompatible with Green Belt Residential. Requires interface management, such as buffer area and/or setbacks. |
| 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 and sand ridges with steeply sloping faces. Avoid/manage development in these areas. |
| Location of highly versatile soils | No areas of highly versatile soils. |

AREA 2 – Avenue Road/Hickford Road/Foxton-Shannon Road: Green Belt Residential-40.6ha

This area is on the eastern edge of Foxton, with some existing residential development extending along the frontage of Foxton-Shannon Road. The area is bordered by Avenue Road to the north, Hickford Road to the east, Foxton-Shannon Road to the south and existing residential development to the west. 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 | Area is contiguous with the eastern edge of Foxton. Green Belt Residential subdivision in this area may compromise future efficient residential subdivision pattern in this area. |
| Proximity to key transport networks | Located to the east of Foxton, it has good connections to the Foxton town centre via Avenue Road and Foxton-Shannon Road. Also good connections to Shannon and surrounding rural land. Growth area to incorporate new road connections between Avenue Road and Foxton-Shannon Road |
| Proximity to reticulated infrastructure | Good access to reticulated infrastructure. The water supply is marginal under peak conditions, the addition of some strategic or ring mains may be required. |
| Proximity to activity centres and community facilities | Coley Street School is located immediately adjacent to the growth area. Local neighbourhood reserve also adjacent to the school. |
| 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 | Former piggery along Foxton-Shannon Road may create incompatibility if operational in the future. Care would be required with development in and around this 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 | No topographical limitations, apart from avoiding development in low lying areas. |
| Location of highly versatile soils | No areas of highly versatile soils. |

Industrial Land Use

There are three areas of industrial activity in Foxton. The main area is located on the southern side of the town, on the western side of Johnston Street (State Highway 1), primarily contained in a single block. The area contains a range of light industry servicing activities, primarily focused on servicing the primary production sector. The second industrial area is the Feltex carpets factory in Ladys Mile. The third industrial area is located on Bergin Road in the north-west corner of the town.

While there is limited vacant land in these existing industrial areas, there is the ability for the redevelopment and consolidation of activities in these existing locations. With the recent announcement that the Feltex carpet factory is to close, this single large landholding provides a significant opportunity for redevelopment.

No areas of industrial expansion are proposed, as they are likely to conflict with residential uses or the land is subject to natural hazards. These conflicts can include increased noise and odour, increased traffic (including heavy traffic) movements, and buildings and storage areas which may detract from the visual amenity of residential areas.