

7.5 Shannon

Shannon is one of the smaller settlements in the Horowhenua District, and is located in the north-east corner of the district. The town was developed based on its strategic location along the North Island Main Trunk Railway and servicing the needs of the local industries.

Zone	Area ha	%
Commercial 1	4.07	3.43
Industrial	9.93	8.36
Residential 1	99.6	83.90
Residential 3	5.1	4.31
	118.71 total	100

Source: HDC GIS Data

Urban Form

Shannon is a small town and predominantly a low density residential area hinged around its small commercial centre and historic railway station. The town centre is represented by a series of small commercial buildings including one block of joined structures opposite the railway station. Many of the other buildings are standalone structures. The key corner on which the main road hinges is occupied by a hotel and open space setting formal memorial and railway station. There is no obvious focal point to the town; although nominally this might be considered to be the memorial area. A key aspect of the form is the nature of the main street which has

commercial property on one side and the open and planted railway reserve on the other. There is no clear indication of the 'beginning' and 'end' of the town along the state highway.

Street Pattern













For passing traffic the route is clear through the town. The marked 90 degree turn towards the Tararua Ranges creates a strong contextual connection when travelling on the highway. Residential streets are very wide with large grass berms and narrow carriageways with no kerb and channel - this creates a pleasing aesthetic and would benefit from additional tree planting. Largely unchanged 'grid' pattern makes for good wayfinding and connectivity.

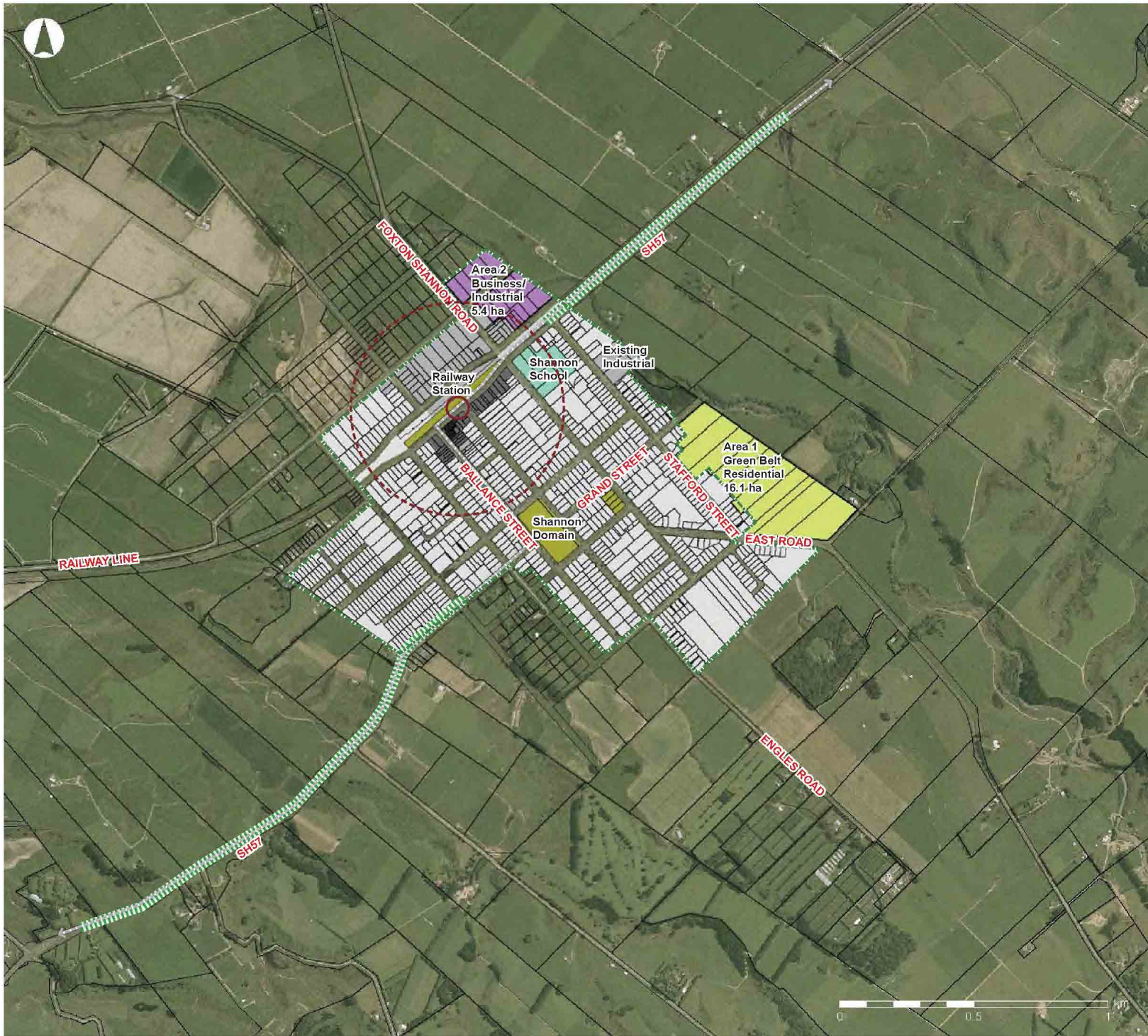
Local Centre

The centre has a mix of cafes, 'boutique' shops, pubs, church, railway station and reserve. Fragmented commercial frontage and vacant lots denote a sense of economic constraint. The state highway although delivering activity to the centre also affects the quality of the experience for people walking in the centre or in trying to catalyse some outdoor street life opportunities.

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

Shannon

Open Space/Ecology

The street pattern and orientation creates strong visual connections to the Tararua Ranges and the width of these streets, as noted have potential to be improved with street tree planting. The central railway reserve which frames one side of the entrance to the town is an important element of the town character and there are opportunities to improve this with some structured planting of street type trees.

Built Quality

The condition of the commercial buildings in the town centre is variable with many older buildings appearing to be in only fair or poor condition. However, the way in which the buildings front to the road and provide a semi-continuous street front is very important to the quality of the place. The housing stock appears to vary from poor, which appears to reflect socio-economic issues, through to very good with some newer investment apparent.

Heritage

A strong part of the character of Shannon is the heritage of the place and the very strong representation in the existing town centre buildings. Some of these appear to be recognised as having heritage value (in the District Plan), but others do not.

Identity

The identity of Shannon in a physical sense appears to be relatively strong - the heritage (rail, road and buildings), the landscape and use of materials such as river stone in walls at some locations are strong drivers for identity in the future. Anecdotally the socio-economic conditions of Shannon have affected the perception of the place.

Growth Issues:

- Currently a high proportion of vacant residential land
- Limited current demand for residential land
- Low rate of rural-residential growth
- Significant infrastructure constraints. Water supply cannot meet summer peak demands, it has risks to the trunk main and a 'completely unsatisfactory' water quality
- Significant infrastructure constraints, with the water supply system under stress during summer peak demands, and the wastewater treatment works at capacity. At this time, the cost of expanding this infrastructure to provide for further development is uneconomic.
- Areas to the north and west subject to flooding

Town Centre

Shannon's town centre is focused on the eastern side of Plimmer Terrace, and extends for a short distance around the corner into Ballance Street. The town centre is also characterised by Te Maire Park which extends along the western side of Plimmer Terrace parallel with the railway line.

The existing town centre services the needs of the local community. It is anticipated that the needs for the foreseeable future would be met by the spatial extent of the existing town centre, therefore, no expansion areas have been identified. There are a number of properties in the existing town centre which are vacant or partly developed, or already developed properties which are suitable for re-development.

In developing the town centre, an important character of the existing town centre is the relatively coherent form and character of buildings, primarily associated with the historical values of the buildings. These historic values should be protected, with the management of demolition, additions/alterations and new buildings.

Residential Land Use

New residential development and subdivision activity levels in Shannon have been relatively low recently. It is projected these low levels of activity would continue for the foreseeable future. Shannon currently has a high level of vacant residential land which is suitable for development. In

addition, there are a number of large parcels dispersed throughout the existing residential areas which are suitable for intensification (infill subdivision). Therefore, no additional Standard or Low Density residential land has been identified, as it is more efficient to utilise the existing residential land before expanding onto surrounding rural land.

Rural-Residential Land Use ("Green Belt Residential")

As noted from the State of the Play report, 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 larger gardens and green open spaces can be provided for (houses in a park).

Industrial Land Use

As with commercial land use discussed above, there is limited current and future demand for industrial land. There is also some vacant industrial land in Thompson Street. Shannon provides an important role in servicing the local agricultural sector. Therefore, sufficient land area is required to meet the foreseeable future industrial needs. An additional 5 hectares of industrial land has been identified to the north of Sheehan Street, in an area partly developed for industrial purposes. These areas would consolidate industrial development on the western side of the railway line and State Highway 57, with good access to the surrounding rural areas.

AREA 1 – Stafford Street/East Road: Green Belt Residential-16.1ha

This area is located on the northeast edge of Shannon. The area is on the northern side of East Road and extends towards the Mangone Stream. 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 northeast edge of Shannon. 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 Shannon, it has good connections to the Shannon town centre and SH57.
Proximity to reticulated infrastructure	Good access to reticulated infrastructure.
Proximity to activity centres and community facilities	Shannon School and Shannon Domain is located near the area. There is a small reserve on Grey Street.
Location of natural hazards, such as flooding, ponding and erosion	Some low lying areas near the Mangone Stream are subject to localised flooding. Need to avoid development in these areas, or adopt mitigation measures
Proximity to incompatible land uses	No incompatible land uses.
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	This area has variable topography, with the more elevated land suited for residential development, and the lower lying areas predominantly along the stream margins to be retained as greenbelt landscape.
Location of highly versatile soils	All rural areas immediately surrounding Shannon have highly versatile soils.

AREA 2 – Thompson Street: Industrial-5.4ha

This area is located on the northwest edge of Shannon. The area is on the north side of the existing industrial area west of the Railway Station. 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 consolidates industrial development on the western side of the railway line and SH57.
Proximity to key transport networks	Located to the north-west of Shannon, it has good connections to the Shannon town centre, the railway station and SH57.
Proximity to reticulated infrastructure	Good access to reticulated infrastructure.
Proximity to activity centres and community facilities	Not in proximity of activity centre or community facilities.
Location of natural hazards, such as flooding, ponding and erosion	Area is on land above the modelled flood hazard area.
Proximity to incompatible land uses	No incompatible land uses.
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	All rural areas immediately surrounding Shannon have highly versatile soils.