

## 7.4 Tokomaru

### Urban Form

Tokomaru is a small village with a collective of school, community facilities and local shop at the main road intersection. The residential pattern is relatively low density with a number of areas of undeveloped residential land within the urban area. The railway line provides an edge on the western side, with limited residential development on the western side of the railway line.

### Street Pattern

The original street pattern is orthogonal around SH57.

### Local Centres

The centre of the village is situated around the school and local shop. The school is located on the opposite side (east side) of the highway from the rest of the village. The speed limit is 70km/hr through the village. An underpass connects across the highway to provide a safe crossing for children moving to and from the school and other areas.

### Open Space/Ecology

There is limited open space in the urban area. The local primary school acts as the local area for recreational purposes. Horseshoe Bend Reserve to the east is an ecologically important local recreational area. The Tokomaru stream is located to the south of the village. The land surrounding the stream has been significantly modified through agriculture, however there is potential for future revegetation to enhance the stream as a local natural asset and wildlife corridor.

### 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, with limited water storage provision and the wastewater treatment works at capacity. At this time, the costs of expanding this infrastructure to provide for further development is uneconomic.



### **Commercial Land Use**

Given the size of Tokomaru, there is limited demand for commercial land. The needs of the local community are provided for by the existing commercial enterprises. Therefore, no additional commercial land has been identified for Tokomaru.

### **Residential Land Use**

Tokomaru is a relatively small urban area which has experienced low growth rates. It is projected that these low growth rates would continue into the foreseeable future. Tokomaru currently has a surplus of available vacant residential land, therefore, no provision has been made for the expansion of the residential area. If expansion was required in the future, it is suggested the continuation of the existing urban form in a north and south direction would be preferable, in between State Highway 57 and the North Island Main Trunk Railway.

### **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 2000m<sup>2</sup> and 5000m<sup>2</sup>) where larger gardens and green open spaces can be provided for (houses in a park).

The area immediately to the north of the Tokomaru urban area has been identified as being suitable for this type of residential development (Area 1). The area is bordered by Matipo Street to the west, State Highway 57 to the north and east, and the existing residential area to the south. Development in this growth area would be connected to the existing reticulated infrastructure networks and established local roading patterns. This area has variable topography, with the more elevated land suited for residential development, and the lower lying areas retained as a greenbelt landscape. There are no known historic or cultural values in this area, and it is not in an area with highly versatile soils.

**Industrial Land Use**

As with commercial land use discussed above, there is limited current and future demand for industrial land. However, the existing industrial land uses clustered around the intersection of Karaka Street and State Highway 57 are an important economic and social contributor to the local area. Therefore, it is proposed to provide for the limited expansion of this industrial area to facilitate the ongoing viability and functioning of this industrial precinct (Area 2).

**AREA 1 – Makerua Street/Matipo Street: Green Belt Residential-23.8ha**

This area is on the northern edge of Tokomaru. The area is bordered by Makerua Road (SH57) and Matipo Street and the railway line to the northwest and existing residential development to the south. 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 northern edge of Tokomaru.
Proximity to key transport networks	Located to the north of Tokomaru, it has good connections to the street network in Tokomaru and State Highway 57. Access from State Highway 57 would be restricted.
Proximity to reticulated infrastructure	Connect to existing reticulated infrastructure networks.
Proximity to activity centres and community facilities	Near to Tokomaru School and local reserve.
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	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
Location of highly versatile soils	No areas of highly versatile soils.

**AREA 2 – Makerua Road (SH57)/Karaka Street: Industrial -1.2ha**

This area consolidates an existing industrial land use at the intersection of Karaka Street and State Highway 57. 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 south of Tokomaru, where there are existing industrial uses.
Proximity to key transport networks	Located on State Highway 57, with good connection to Tokomaru.
Proximity to reticulated infrastructure	Good access to reticulated infrastructure.
Proximity to activity centres and community facilities	Outside of Tokomaru in rural 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	Limited number of residential properties to the west of the industrial area. Some of these residences are directly associated with and occupied by the industrial use.
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	No areas of highly versatile soils.