

Malvern 2031

Malvern Area Plan
Mahere-ā-Rohe





Malvern Area Plan

Mahere-ā-Rohe

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Executive Summary

Te Whakarapopoto

Purpose of the Malvern Area Plan

The primary purpose of the Malvern Area Plan is to provide high-level planning direction to guide the growth and sustainable management of each township in the Malvern area through to the year 2031. All of the Selwyn district is located within the takiwā of Ngāi Tahu and their ancestors who have held mana whenua over these areas for many generations.

The geographic extent of the Malvern area reflects the current ward boundaries and is illustrated in [Figure 1](#) on Page 7, noting that the Area Plan's primary focus is on settlements currently zoned for residential purposes in the district plan, rather than the surrounding rural environment or past settlements.

The Malvern Area Plan is identified as a key project that will identify initiatives to assist in the delivery of the Selwyn 2031: District Development Strategy (Selwyn 2031) vision, which is:

"To grow and consolidate Selwyn district as one of the most livable, attractive and prosperous places in New Zealand for residents, businesses and visitors."¹

This Area Plan does not rezone land, but indicates a range of issues and opportunities that will inform the ongoing strategic planning and management of growth for each township through to 2031. While the Area Plan is non-statutory, it will help to inform:

1. the District Plan Review (DPR) and other statutory planning processes under the Resource Management Act (RMA)
2. future Long-Term Plan (LTP) and Activity Management Plan (AMP) processes under the Local Government Act (LGA), and
3. other Council, community and privately initiated projects and capital investment decisions.

The Area Plan identifies a broad range of implementation steps to deliver social, economic, cultural and environmental outcomes for each township. These steps range from investigations into the appropriateness of resource management regulatory controls as part of the DPR or town centre studies, through to the establishment of forums to determine, for example, how to incorporate Ngāi Tahu values and interests in local government decision-making, how best to manage natural hazards, and how to ensure townships and settlements have access to educational, health, and employment opportunities, services and facilities which meet their needs, including the needs of mana whenua.

Steps taken to develop the Malvern Area Plan

The Malvern Area Plan was prepared by following the Local Government Act consultative process. Preparation of this document began in February 2015 and involved engagement with Ngāi Tahu as the Crown's Treaty Partner and mana whenua of the District, a number of key stakeholders², Council-elected representatives and staff. Technical reports and extensive community consultation also informed this Area Plan.

This engagement enabled broad-level baseline information to be documented and relevant issues and local community needs to be identified. These matters collectively informed and shaped preliminary findings contained within the draft Area Plan, published for consultation in May 2016.

Further community consultation and ongoing stakeholder engagement took place through May and June of 2016 to review and refine the draft Area Plan. A public meeting to consider formal comments on the draft Area Plan took place in early July 2016 prior to the Council considering whether to adopt a final Area Plan. This Area Plan was formally adopted by the Council on 14 September 2016.

Overview

This Area Plan is split into two sections:

Section 1 provides high level context including an explanation of Ngāi Tahu mana whenua values and interests, a brief account of European settlement and an overview of the growth-related issues that are relevant in the Malvern area. This is followed by more detailed information on the scope and status of the Area Plan and the principles and methodologies that have been applied to each township to determine the various implementation steps. **Section 1** concludes with a summary of the process steps that have been identified to implement, monitor and review this Area Plan.

Section 2 sets out the township-specific assessments which focus on detailed issues and opportunities analyses. This information informs a range of recommended implementation steps. These implementation steps are proposed to initiate more detailed projects, discussions, investigations or capital works to realise the opportunities and address the issues.

Terms used in this document

See pages 120-124 for a glossary of terms and abbreviations used in this Area Plan.

¹Selwyn 2031: District Development Strategy, Executive Summary, adopted Oct 2014, P8

²Township committees, Malvern Community Board, New Zealand Transport Agency, KiwiRail, Environment Canterbury, Te Taumutu Rūnunga and Te Ngāi Tūāhuriri Rūnunga through Mahaanui Kurataio Ltd, Ministry of Education and Canterbury District Health Board



The gateway at Taumutu Marae, Te Taumutu Rūnanga

The Ngāi Tahu Values Statement provides essential context to the Area Plan. It has been prepared by Ngāi Tahu and reflects the collaborative approach taken by Selwyn District Council and Ngāi Tahu in the development of this document.

SECTION 1: CONTEXT

Ngāi Tahu Values Statement Kā Mātāpono Kāi Tahu

Selwyn District lies within the takiwā of Ngāi Tahu.³

The contemporary structure of Ngāi Tahu is set out in the Te Rūnanga o Ngāi Tahu Act 1996 (TRoNT Act). Section 6 identifies Te Rūnanga of Ngāi Tahu (Te Rūnanga) as the iwi authority representing Ngāi Tahu whānui. Ngāi Tahu whānui is identified as the collection of individuals who descend from the primary hapū of Waitaha, Ngāti Māmoe and Ngāi Tahu and are descendants of persons who were members of Ngāi Tahu living in 1848 and listed in the minute book of the 1929 Ngāi Tahu Census Committee.

Ngāi Tahu is made up of whānau and hapū groups who through whakapapa and mana whenua relationships have become established in distinct areas of the Ngāi Tahu takiwā. These groups are recognised in the TRoNT Act as papatipu rūnanga within those takiwā areas.

The papatipu rūnanga who represent those who hold mana whenua over the Selwyn District are:

- i. Te Ngāi Tūāhuriri Rūnanga whose takiwā centres on Tuahiwi marae and extends from the Hurunui to Hakatere, sharing an interest with Arowhenua Rūnanga northwards to the Rakaia and thence inland to the Main Divide; and
- ii. Te Taumutu Rūnanga whose takiwā centres on Taumutu and the waters of Te Waihora/Lake Ellesmere and adjoining lands and shares a common interest with Te Ngāi Tūāhuriri Rūnanga and Te Rūnanga o Arowhenua in the area south to Hakatere

The takiwā of Te Rūnanga o Arowhenua centres on Arowhenua and extends from the Rakaia to the Waitaki. Te Rūnanga o Arowhenua has an interest in activities which affect the catchment of the Rakaia River.

Section 15(2) of the TRoNT Act provides that where any act requires consultation with iwi this shall be held with Te Rūnanga in the takiwā of Ngāi Tahu whānui. Section 15(3) of the TRoNT Act requires Te Rūnanga to consult with papatipu rūnanga.

Te Rūnanga encourages agencies to engage directly with papatipu rūnanga on matters of interest to papatipu rūnanga and will take into account the views of papatipu rūnanga when determining its position on matters.

Selwyn District Council has a direct working relationship with Te Taumutu Rūnanga and Te Ngāi Tūāhuriri Rūnanga.

³References: Beattie H. *Māori Place Names of Canterbury*, 2nd edition, Cadsonbury Publications, Christchurch, 1995. Brailsford B. *Greenstone Trails The Māori and Pounamu*, 2nd edition, Stoneprint Press, Hamilton, 1996. Brailsford B. *The Tattooed Land*, 2nd edition, Stoneprint Press, Hamilton, 1997. Evison HC. *Te Wai Pounamu Greenstone Island*, Aoraki Press, Wellington, 1993. Jolly D et al. *Mahaanui Iwi Management Plan 2013*, unpublished, 2013. Maling PB. (ed) *The Torlesse Papers*, The Pegasus Press, Christchurch, 1958.

Mana Whenua of the Selwyn area

The origins of Māori occupation of Te Waipounamu (South Island) including Ngā Pākihi Whakatekateka o Waitaha (the Canterbury Plains) is recorded in creation histories handed down orally from generation to generation. These histories record whakapapa. Whakapapa is a cornerstone of Ngāi Tahu culture; the lands, waters and tūpuna (ancestors) from which a person descends and with which they identify. Whakapapa is fundamental to tūrangawaewae and mihimihi. It is also the basis on which rights to land and resources are determined.

Mana whenua is the customary right to manage the resources over a given area (takiwā) and to act as its kaitiaki. It is obtained through whakapapa (ancestral links to the area) and is maintained through continuous occupation of the area (ahi kā roa) and exercise of those rights (eg mahinga kai). With those rights come responsibilities for protecting the mauri of the resources and their long-term sustainability (kaitiakitanga). The term mana whenua also refers to the territorial rights of the local iwi, hapū and whānau to their tribal lands. The Glossary of Terms provides further explanation of some of these concepts.

Migration into Kā Pākihi Whakatekateka o Waitaha – the Canterbury Plains came in three successive waves. Tribal histories record the first wave as Waitaha, followed closely by Ngāti Māmoe and then Ngāi Tahu.

Led by Moki son of Tūāhiriri, Ngāi Tahu initially won control of Te Waipounamu as far south as Te Waihora/Lake Ellesmere and Tawera (Torlesse Range). Leading chiefs took control by establishing pā: Te Ruahikihiki at Taumutu; Makō at Wairewa; Te Rakiwhakaputa at Whakaraupō (Rāpaki) and Tūrākautahi at Rakahuri (naming his pā Kai-a-poi).

Kaiapoi Pā became a busy trading post and stronghold for Ngāi Tūāhuriri. Later a section of Ngāi Tūāhuriri moved westward and wrest control of the sources of pounamu from Ngāti Wairangi; establishing Poutini Ngāi Tahu. Further south from the established rohe or territory of Ngāi Tūāhuriri, the boundaries between Ngāi Tahu, Ngāti Māmoe and Waitaha became blurred through successive southward migrations and intermarriage.



Maahunui II, the wharenui at Tuahiwi Marae, Te Rūnanga o Ngāi Tūāhuriri

The people of Te Taumutu Rūnanga descend from the tupuna or ancestor, Te Ruahikihiki and his son Moki (II) who settled at Taumutu in the seventeenth century. Te Ruahikihiki moved from Akaroa Harbour to Taumutu on the southern shores of Te Waihora/Lake Ellesmere. Te Ruahikihiki established a pā called Orariki, which is where the present day Hone Wetere church and hapū urupā are located. Moki (II) established his pā site nearby, on the site where the present Ngāti Moki marae is located. In 1891 a whareniui, named Moki, was opened on the site of the original historic Pā o Moki.

Today, various hapū of the South Island have their own distinct areas (rohe/takiwā) over which they hold mana whenua, but they are closely linked through whakapapa and familial ties.

The townships of Selwyn district form footprints within a broader takiwā of Ngāi Tahu and their ancestors. Land for Ngāi Tahu was not an area of so many hectares to be marked out and owned by an individual. It was the natural resources that a whānau or hapū could collectively access and utilise for mahinga kai – the food and materials that formed the economic and social basis of life, trade and the well-being of Ngāi Tahu whānui.

Ngāi Tahu had year-round settlements along the coastal areas of Canterbury, including at Kai-a-poi, Taumutu and around Te Pātaka o Rākaihautū/Banks Peninsula. Pā sites were also located at Whakaepa/Coalgate and Kowai Bush as well as numerous mahinga kai. Ngāi Tahu had a nomadic existence travelling extensively as part of the annual cycle of mahinga kai and to maintain ahi kā and links with whānau. Numerous camps (nohoanga) and sites of seasonal occupation existed throughout Ngāi Pākihi Whakatekateka o Waitaha (the Canterbury Plains). Evison (1993, p.5) estimates more than 1400 named sites regularly used for mahinga kai between the Waimakariri and Matau (Clutha) rivers alone.

Ara tawhito (trails) criss-cross the Selwyn landscape between mahinga kai and pā sites, across the alpine passes in the upper Waimakariri and Rakaia to Te Tai Poutini (The West Coast) and along the coast to the north and south. Lakes, wetlands and tarns were important sources of mahinga kai for travelling parties, including high country lakes such as Whakamātau (Lake Coleridge), Moana (Lake Lyndon) and Moana Rua (Lake Pearson).

Kura Tāwhiti (Castle Hill Village) was an important settlement associated with whare wānanga, cultivation and mahinga kai; and remained an important mahinga kai for travellers. The artwork found on the rocks tells the stories of mana whenua. Geographically many people think of Castle Hill Village as the limestone rock formations near SH 73, but for Ngāi Tahu it is part of a larger cultural landscape of great significance, including the Torlesse Range.

Whakamātau, Moana Rua and Kura Tāwhiti are Areas of Statutory Acknowledgement in the Ngāi Tahu Claims Settlement Act 1998.

A major 'sign post' for the use and occupation of land by Ngāi Tahu is the names given to mountains, rivers and other geographic features. Ngāi Tahu place names indicate both a relationship with the area and observation of its physical characteristics. All places, rivers, wetlands, hillocks and plains were named, not just prominent features.

Te Waihora/Lake Ellesmere, Waimakariri and Rakaia

Mana whenua associate land with catchments or watersheds; the land and waters being linked through whakapapa and mahinga kai. Each township in Selwyn District is associated with one of three catchments: the Waimakariri, Te Waihora/Lake Ellesmere, or the Rakaia.

A large part of Selwyn District is within the catchment of Te Waihora/Lake Ellesmere. Since oral history can record, Te Waihora/Lake Ellesmere has been a taonga of immense significance to Ngāi Tahu and their ancestors, due to its abundant mahinga kai. There has always been a permanent Ngāi Tahu settlement with several pā at various sites around Taumutu. Whānau and hapū from Te Pātaka o Rākaihautū/Banks Peninsula and Kaiapoi hold mana whenua rights to Te Waihora/Lake Ellesmere as well.

The return of Te Waihora/Lake Ellesmere to Ngāi Tahu was a significant component of Te Kerēme - the Ngāi Tahu Claim. Ownership of most of the bed of the lake was restored to Ngāi Tahu under the Ngāi Tahu Claims Settlement Act 1998 along with the bed of Muriwai (Cooper's Lagoon).

Much time and resource is spent by Ngāi Tahu to restore the health and customary uses of Te Waihora/Lake Ellesmere. The quality of the water in the lake, the levels of the lake, the quality and abundance of mahinga kai, and access for mahinga kai and other customary uses are significant issues for Ngāi Tahu. The impacts of townships and associated effects such as wastewater and stormwater disposal, land drainage and loss of mahinga kai habitat, on the lake and its catchment, are important issues. As a result of land drainage and artificial opening to the sea, Te Waihora/Lake Ellesmere today is estimated to be approximately 25% of the size of its original extent.

Taumutu

A very significant issue for Ngāi Tahu is the provision which will be made for the recognition and further development of Taumutu. Today Taumutu bears the characteristics of a rural area but the Taumutu Kāinga has been occupied for over 600 years. It is important to Te Taumutu Rūnanga to have Taumutu recognised as the oldest continually occupied settlement in Selwyn District and appropriate provision made for kāinga nohoanga.

When land was purchased from the Ngāi Tahu chiefs for the Canterbury settlement by commissioner Henry Kemp in 1848, Ngāi Tahu were to keep their areas of cultivation and mahinga kai; as well as larger reserves – kāinga nohoanga to be handed back once the area was surveyed. The reserves eventually mapped by the Crown were much smaller than those agreed to. Post World War II town planning regulations over the use of rural land further compromised kāinga nohoanga and much of the land set aside as Māori reserve remained undeveloped or was converted to general freehold Title and sold.

It is important for mana whenua to have Taumutu recognised and provided for as kāinga nohoanga in accordance with the original intent of the Māori reserves under Kemp's Deed.

Mana Whenua interests in the townships in Selwyn district

Mana whenua's relationship with the natural world forms the foundation of Ngāi Tahu culture and the basis for traditional economic and social life. Environment, economics, culture and society are all one. Modern governance systems in New Zealand split these matters into separate components – the four 'well-beings', with different entities and systems responsible for managing various aspects of each.

Mana whenua's interests in planning for townships in Selwyn District encompass all aspects of environmental, cultural, economic and social well-being (including education and health) and their interdependence. As a Treaty Partner of the Crown, Ngāi Tahu seeks an appropriate role in governance and decision-making in partnership with the Council, not as an interested party to be consulted. In summary, there are three major components to mana whenua's interests in townships in the District:

- i. Recognising townships in Selwyn District sit as footprints within the Ngāi Tahu takiwā. While recognition and protection of mana whenua heritage is very important, town planning isn't limited to potential overlaps between the location of a town and a silent file or archaeological site. The fact each township sits within the takiwā means it is of interest to mana whenua.
- ii. Ngāi Tahu as the Crown's Treaty Partner has a role in all planning and decision-making relating to townships alongside the Council.
- iii. The areas and issues which are of interest to mana whenua in the management of townships embrace all four well-beings – environmental, economic, social (including education and health) and cultural; and the opportunities to provide for mana whenua culture and values in a twenty-first century context.

Providing for mana whenua values in the growth of townships in a contemporary sense includes the matters described below. Issues and opportunities particular to each township are recorded in Section 2 of this Area Plan.

Impacts on the natural environment

Reducing the impacts of town growth on the natural environment and taking opportunities to address current issues.

i. Land and Water

Opportunities to recognise and manage the interface between the growth of townships and associated demand for drinking water, the disposal of waste and wastewater, and land drainage. Integrated management of land and water– ki uta ki tai (from the mountains to the sea):

- Recognising the mahinga kai and ecological habitat values of all water bodies (including drains and water races).
- Ensuring wastewater and stormwater treatment and disposal options are focused around the use of land rather than discharges to water.
- Promoting the 5Rs (reduce waste, reuse items, recycle and recover materials, residual disposal in landfill last option) in the management of solid waste.

- Recognising that Te Waihora/Selwyn catchment is over-allocated for water abstraction and ensuring townships are efficient in their water use, and that demand for water supplies can be accommodated within catchment allocation limits for surface water and groundwater.
- Encourage efficient use of water in urban areas and removing any bureaucracy that discourages water efficient development, eg re-using greywater and on-site rainwater storage.
- Requiring buildings to be setback a sufficient distance from waterways to allow for riparian management and access, and to reduce the demand for in-stream flood protection and erosion works.

ii. Indigenous biodiversity and mahinga kai

Opportunities to maintain or enhance the indigenous biodiversity of townships and planting traditional mahinga kai species found in those areas through:

- using indigenous species in landscaping of streets, reserves and other public spaces, including mahinga kai species from the area,
- encouraging developers to use indigenous species as well as exotic species on private land; and provide information on appropriate species that are adapted to grow quickly and well in local conditions,
- planting mahinga kai species in swales for stormwater, along roads and riparian margins, and creating ecological corridors and links to other sites,
- incorporating wetlands, waipuna (springs) and waterways into urban design rather than draining them and restoring natural wetlands, rivers or streams that have been modified, where practical,
- aiming for a net gain in wetland areas, through protection, restoration and creation of wetlands.

Appropriate Management of Culturally Significant Sites and Areas

Protect culturally important sites and use opportunities afforded by town development to enhance culturally significant sites and values to:

- Protect wāhi tapu and archaeological sites from damage, destruction or inappropriate encroachment or disturbance,
- recognise and protect views of mountains and other important cultural landmarks,
- use opportunities to enhance other culturally significant sites and values,
- work with the Council and Department of Conservation over the location and management of reserves and other public spaces to ensure that public access is appropriately managed to any sites or areas of cultural significance,
- ensure developers are given appropriate information in town planning and resource consent processes on protocols and obligations for accidental discovery of archaeological finds, including engagement with mana whenua.

Mana Whenua culture in townships

Identify opportunities to recognise mana whenua values and to incorporate mana whenua cultural expression in the development or redevelopment of townships through the:

- Adoption of mana whenua cultural values and concepts into town planning; including ki uta ki tai, kāinga nohonga and mahinga kai.
- Encourage the Council's asset management programme to be an example of best practice in managing land, water and utility infrastructure in culturally appropriate ways; eg sewerage, stormwater & drains.
- Use of mahinga kai species in landscaping public spaces, planting reserves and riparian margins
- Enabling the customary harvest of mahinga kai from Council administered reserves.
- Recognition of access to sites and water bodies for mahinga kai and customary use when approving subdivisions and providing for esplanade reserves, strips and legal roads/road stopping.
- Creation of mahinga kai parks where appropriate and information on mahinga kai and other customary activities and values along walkways, reserves and other public spaces.
- Use of street names and place names that reflect Ngāi Tahu ties to areas.
- Design of public and community buildings and facilities and signage in Te Reo as well as English.
- Provision of relevant information and displays in Council publications, public spaces, museums and galleries of mana whenua associations with areas as well as colonial heritage.

Kāinga Nohoanga – places of residence

Mana whenua promote townships as places for 'living' not just commuting; town planning must consider the needs of people for access to a variety of social (including education and health), economic and cultural services and facilities, including those of Ngāi Tahu whānui through:

- recognition of Taumutu as the district's oldest area of continually occupied settlement,
- provision for kāinga nohoanga (including papakāinga) on Ngāi Tahu ancestral lands,
- rules for residential development recognise alternative housing patterns to the traditional one house per section, including papakāinga or other communal/village housing, and that these opportunities are not limited to land currently held as Māori reserves,
- access is provided to health and educational services, shops, marae and community facilities, and other social services especially for those who do not have a motor vehicle,
- planning for the growth of larger townships, work with the Ministry of Education and mana whenua to ensure a range of opportunities, including kōhanga reo, whānau space and adult education,
- employment opportunities close to home.

European history

Kā Hītori Tauīwi

The Selwyn district takes its name from George Augustus Selwyn, who was the first person to be appointed to the role of Anglican Bishop of Zealand in 1841. European sailors, whalers and missionaries had been living amongst Ngāi Tahu in Canterbury from the late eighteenth century and a handful of European settlers had negotiated leases of land from Ngāi Tahu chiefs. The Canterbury purchase (Kemp's Deed) occurred in 1848 and the Canterbury Association began European settlement of the province from the 1850s, with tracts of land being sold along the Rakaia River from this date⁴.

The discovery of coal in the Selwyn district near the Rakaia and Selwyn Rivers in 1851 was one of the catalysts for the development of roads and railways across the Canterbury Plains⁵. Many of the towns in the district developed as a result of the extensive railway network. The increasing ease of access into the Canterbury Plains also led to the development of other towns in the mid to late 1800s.

The development of farms throughout the district shaped the alluvial plains into a network of roads, run holds and waterways and has made an important contribution to the identity of Selwyn as a largely rural district.

The district has enjoyed a relatively stable and prosperous existence, which can be attributed in many respects to its natural resources, geography and accessibility, which is enhanced by easy access to strategic transport links: Christchurch International Airport, the Port of Lyttelton, the state highway network and national rail network.

More detailed information on the districts is contained in the Background Information for Selwyn 2031: (1) History; (2) Natural environment; (3) Demographic and economic growth; (4) Tourism; (5) 5 Waters utilities and transportation network; (6) Social infrastructure; and (7) Policy and planning frameworks⁶.

Malvern area overview

Te Tīpoka-ā-Rohe o Waihora

The Malvern area takes its name from the foothills at the base of the Torlesse Range, the namesake of which was taken from the Malvern Hills area in the Worcestershire county of England⁷. Malvern County Council was amalgamated with the Ellesmere and Paparua County councils to form the Selwyn District Council in October 1989. The Malvern Ward area reflects the geographic extent of the Malvern area in the context of the Area Plan and Selwyn 2031.

The Malvern area is geographically diverse, incorporating the Southern Alps, high country, foot hills and the Canterbury Plains.

Figure 1: Spatial extent of the Malvern area

Darfield is the primary settlement in the Malvern area, being categorised as a service township in Selwyn 2031⁸. The remaining townships include Arthur's Pass Village, Castle Hill Village, Coalgate/Glentunnel, Hororata, Kirwee, Lake Coleridge Village, Sheffield/Waddington, Springfield and Whitecliffs, which are recognised as rural townships in Selwyn 2031.

The following is a summary of the key issues that have been identified as being significant to the Malvern area townships:

- Sustainable management of natural resources, including preserving groundwater quality and managing the treatment and disposal of wastewater and stormwater discharges.
- Retaining the unique aspirations of the people that reside in what are varied and often discrete settlements.
- Better recognition, preservation and enhancement mana whenua cultural identity and values.
- Promoting growth that reflects the form and function of townships, while preserving the elements that characterise each township.
- The need to provide for a range of lot sizes and housing types to better meet the wider needs of the community, particularly in Darfield.
- Sufficient zoned and developable land⁹ has been identified to accommodate projected residential growth for each township to 2031.
- Provision of safe and efficient transport networks and promoting opportunities for walking and cycling and access to public transport.
- Recognising and promoting tourism opportunities.
- Resilience to natural hazard risks, including those that may be exacerbated by variations in climatic cycles.

⁴(Graham and Chappie; 1965). ⁵Dobbie R. and Perrin B. In the Shadows of the Alps: A History of the Malvern County 1853-1989, Selwyn District Council. 1998 ⁶Selwyn 2031: Appendix 1 – Background Information for Selwyn 2031 ⁷Dobbie R. and Perrin B. In the Shadows of the Alps: A History of the Malvern County 1853-1989, Selwyn District Council. 1998 ⁸Selwyn 2031: District Development Strategy, Strategic Direction 1, adopted Oct 2014, P34 ⁹The identification of developable land has formed part of the township analysis in Section 2 to gauge the extent to which there is sufficient capacity to support the projected growth up to 2031. Developable land is either vacant land or large blocks that have subdivision potential within the existing township boundary.

Figure 1



MALVERN AREA SPATIAL EXTENT

Area Plan scope and status

Te Aroka Mahere-ā-Rohe

Statutory context

Te Horopaki Ture

This Area Plan will assist the Council in carrying out its functions under both the RMA and LGA by:

- helping to ensure the sustainable management of the area's natural and physical resources
- facilitating the integrated planning of Council-managed services and utilities
- providing direction for Council acquisition of strategic land areas for the benefit of the community
- supplementing the District Plan review process
- being considered as part of assessing resource consent applications¹⁰ and changes to the Selwyn District Plan¹¹, and
- informing the preparation of Activity Management Plans and Long Term Plan processes.

Figure 2: Statutory context



Figure 2 illustrates the hierarchy of the principal statutory and non-statutory plans and strategies that have either influenced, or will be informed by, the Malvern Area Plan.

This Area Plan is a key strategy to deliver the high level actions and implementation steps contained in Selwyn 2031, which have been developed to assist in the integrated management of growth and development in the district for the next 15 years.

The following timeframes have been established for this Area Plan:

- **Short term** 2016 to 2020
- **Medium term** 2021 to 2025
- **Long term** 2026 to 2031

These timeframes are provided to assist in establishing the relative growth needs of each settlement and reflect the reality that resource management processes and outcomes are constantly evolving and being refined over time. These timeframes are consistent with the long-term planning aspirations contained in the 15-year Selwyn 2031 vision and the related growth management initiatives contained within it, while also recognising the mandatory requirement for the content of district plans to be reviewed every 10 years.

The Canterbury Regional Policy Statement (CRPS) also has a strong influence on this Area Plan as it identifies a number of relevant, regionally-significant resource management issues and contains policies and methods to achieve the integrated management of the natural and physical resource within the Canterbury region. Chapter 5: Land Use and Infrastructure of the CRPS is particularly relevant because it sets out the methods to sustainably manage land use development and the provision of infrastructure by requiring urban development to be consolidated¹² with existing urban settlement patterns. Chapter 5 also promotes integrated transport networks, the need to protect the productive capacity of rural land, avoid activities that adversely affect regionally significant natural and physical resources and infrastructure and promote methods to facilitate papakāinga housing.

As identified above, the Area Plan will also influence the planning instruments and 2 strategies identified in [Figure 1](#) to varying degrees, most notably the District Plan review, future LTP processes and decision-making under the RMA.

It is important to note that the identification of preferred (and possible) growth areas in this document is only an initial step in the process to identify the appropriateness of any future land use zoning to enable sections to be subdivided and housing constructed. The substantive merits of zoning land must be determined through the statutory process set out in the RMA¹³, whether

¹⁰Pursuant to s104 of the RMA. ¹¹Pursuant to s74 of the RMA.

¹²The following excerpt describes the concept of urban consolidation in the context of this Area Plan: "Minimises adverse effects on water quality and versatile soils through selective restraint on peripheral development; shortens private car trips by locating housing close to employment, schools and business areas; ensures that safe and convenient pedestrian and cycling links are provided to new neighbourhoods; increases population densities to support public transport; emphasises a compact pattern of development; and enables extensions to the township boundaries only where the land use patterns avoid isolated and dispersed patterns of urban growth." – Refer to the adopted Rural Residential Strategy 2014, P10. ¹³The 1st schedule of the RMA sets out the mandatory steps that are required to be followed to consider the appropriateness of changes to District Plans.

that is through the District Plan Review, a Council plan change or a privately-initiated request. Such investigations require the commissioning of more detailed technical reports, the undertaking of comprehensive cost/benefit analysis, appropriate methods to address District Plan objectives and policies (including the preparation of outline development plans where necessary), mandatory requirements to enable public participation and the need to hold public hearing processes.

Growth management assumptions

Kā Whakapae Whakatipu

The Malvern Area Plan supplements the higher growth directions contained in Selwyn 2031 with more localised information on the issues and opportunities that will influence growth in the identified townships for the next 15 years. The preparation of this Area Plan and the related growth assumptions have been guided by the following three growth concepts outlined in Selwyn 2031:

1. Establishing a **township network** to manage the scale, character and intensity of urban growth across the whole district.
2. Establishing an **activity centre network** to manage the scale and intensity of business areas throughout the district's townships.
3. Encouraging, within a district-wide context, increased levels of self-sufficiency for each township.

These Selwyn 2031 growth concepts have informed the township based analyses contained in [Section 2](#), influencing both the opportunities and issues that have been identified and the implementation steps that are being recommended to deliver more liveable, resilient and sustainable townships.

Selwyn 2031 sets out an aspirational target of maintaining an 80/20 population split, (a) 80% of the population in urban areas and 20% in rural areas and (b) 80% of the total population base residing in the Greater Christchurch Urban Strategy Area of the district and the 20% balance residing in the Malvern and Ellesmere Wards. The Selwyn Growth Model has been a component of the township analyses in [Section 2](#). This has ensured that the growth allocations align with the projected growth needed to achieve the aspirational 80/20 population split, while also ensuring that the analysis takes account of the township network and activity centre concepts outlined above.

The Area Plan investigations assessed the relative merits of promoting a defined ratio of infill/intensification to greenfield development as a method of promoting more sustainable, self-resilient townships. This is on the basis that more intensive subdivision and housing options assist in providing for elderly persons' housing, facilitating more affordable homes and providing smaller homes and sections that better meet the needs of the wider community. In addition, the provision of more intensive development through consolidated development can also deliver positive environmental, social and economic outcomes by optimising the use of land and avoiding dispersed settlement patterns. However, the position reached following the township analyses in [Section 2](#) is that many of the townships are not well placed to support more intensive housing typologies or infill at this point in time as a consequence of:

- a lack of necessary infrastructure, local services or community facilities
- limited or no access to public transport
- resource or natural hazard constraints, and
- amenity conflicts within established neighbourhoods or potential reverse sensitivity effects with existing activities.

This Area Plan identifies a number of implementation steps that signal the need for Council to investigate the appropriateness of facilitating more intensive development options in the larger townships, where there is an identified need for elderly persons' housing and for a greater range of housing types through several implementation steps, including:

- a review of minimum average lot sizes and other refinements to the existing SDP provisions through the District Plan review process
- town centre studies, and
- possible future capital works to address constraints.

Phase 1 consultation and further investigative work has highlighted several examples of urban land uses that have established in isolation from larger settlements within the Malvern area, due to previous zoning patterns or historic circumstances. The Area Plan is limited to dealing with areas defined as townships by having a Living Zone in the District Plan. This is on the basis that the Canterbury Regional Policy Statement discourages dispersed settlement patterns where they are not supported by appropriate levels of community facilities, local services or integrated network infrastructure; or to facilitate papakāinga. In addition, isolated settlements can dilute the amenity attributed to rural outlook, reduces the productive capacity of rural land through intensification and gives rise to adverse reverse sensitivity effects with surrounding land uses through incremental development that is often difficult to proactively manage. The District Plan review is better placed to address this issue through a review of the appropriateness of the rural volume where these urban conglomerations are currently managed through either the rural or existing development area provisions.



As outlined in the above Ngāi Tahu Values Statement, an important issue for local rūnunga is the recognition of the historic settlement of Taumutu and for Council, local Iwi and other strategic partners to work collectively to investigate future opportunities to recognise and enable the provision of papakāinga/kāinga nohoanga.

This Area Plan is a precursor to the District Plan review process, which will review the extent to which the current District Plan is enabling the Selwyn District Council to fulfil its functions and other statutory obligations under the RMA¹⁴. Several of the implementation steps identified in [Section 2](#) signal the need for studies to investigate the appropriateness of changes to the District Plan or will be directly informed by the position reached in the District Plan review on land use activities and subdivision. There needs to be a determination made on the extent to which the next generation plan manages activities more directly or whether the current effects-based approach is continued. This will influence whether initiatives such as the proposed spot zoning of existing business activities in townships that do not currently have a business zone will be implemented.

Similarly, this Area Plan does not zone land and there are very few examples where there is an identified need for Council to actively promote additional residential or business zoning in the Malvern area, under the District Plan review. Evidence suggests there is sufficient developable land available to accommodate projected household and business growth or that there are constraints which currently preclude additional development. Equally, this Area Plan does not promote the rezoning of land currently zoned for residential or business purposes to less intensive zone patterns (such as rural), even where there are examples that such an approach has merit. This is a matter for the District Plan Review.

What this Area Plan does provide is a range of implementation steps in [Section 2](#) to inform future planning initiatives, long-term plan processes to determine capital works projects and private investment decision-making. It identifies preferred and possible future long term-term growth areas to co-ordinate development over the next 15 years and beyond, while also promoting a range of local initiatives that aim to make each township a more self-resilient and vibrant place to live, work, visit or invest in.

Several of the issues identified in this Area Plan are of sub-regional relevance and managed directly by Environment Canterbury. Environment Canterbury has been engaged as a strategic partner throughout the preparatory stages of this document, with regional planning instruments managing the effects associated with any given activity. It is therefore difficult to provide definitive direction in this Area Plan in respect to how the allocation of natural resources such as water, or the future management of hazard risk and wastewater discharges, presents a constraint or an opportunity to growth over the next 15 years. This is on the basis that these resources and hazard risks are subject to individual site-specific consenting or permitting processes.

¹⁴Pursuant to s74 of the RMA.

Area Plan Methodologies and Principles

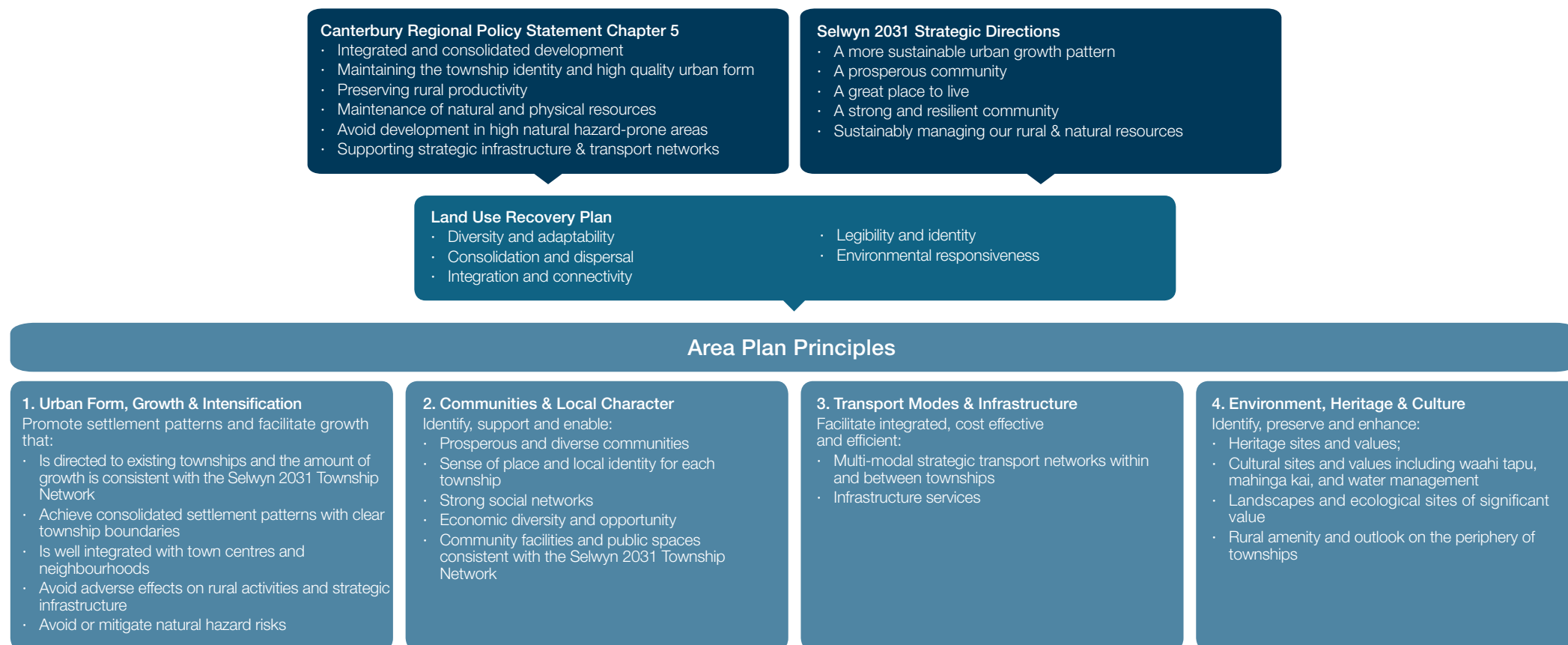
Kā Tikaka me kā Whakahau Mahere-ā-Rohe

Methodologies

Kā Tikaka

Figure 3 illustrates the methods that have been followed to ensure robust and consistent criteria are applied to identify opportunities and issues for each township. Figure 3 confirms that the high level outcomes contained within the Canterbury Regional Policy Statement, Selwyn 2031 and the Ministry for the Environment's People, Places and Spaces urban design principles have influenced the principles that have been developed and applied to the more detailed township assessments contained in [Section 2](#).

Figure 3: Township analysis principles



Principles

Kā Whakahau

The Area Plan principles are comprised of the following four themes (see Figure 3), which collectively encapsulate the elements that are recognised as being necessary to achieve sustainable urban settlements:

1. Urban form, growth and intensification.
2. Communities and local character.
3. Transport modes and infrastructure.
4. Environment, heritage and culture.

Importantly, these principles incorporate the strategic directions and accompanying issues and actions identified specifically in Selwyn 2031¹⁵.

The four themes are not mutually exclusive, with many of the opportunities and issues being interrelated. As a consequence, the principles are not set out in a hierarchy and have not been applied in this way. All of the principles have been weighed up in an overall consideration of the relative influence any given issue or opportunity may have on the management of growth in the context of each township.

Area Plan process

Te Takika Mahere-ā-Rohe

Figure 4: Steps undertaken to prepare the Area Plan consultation draft

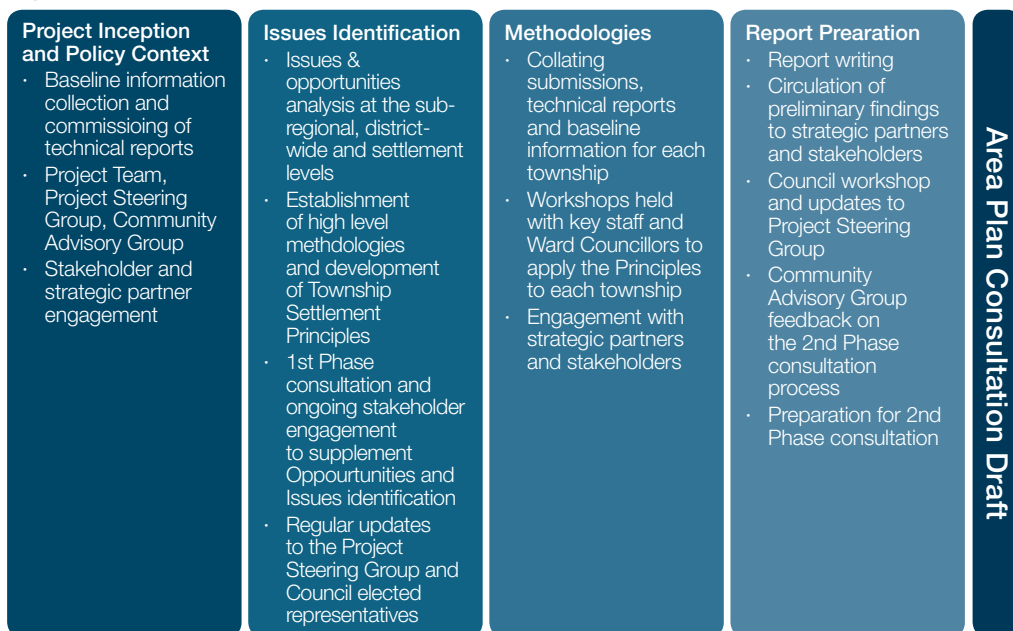
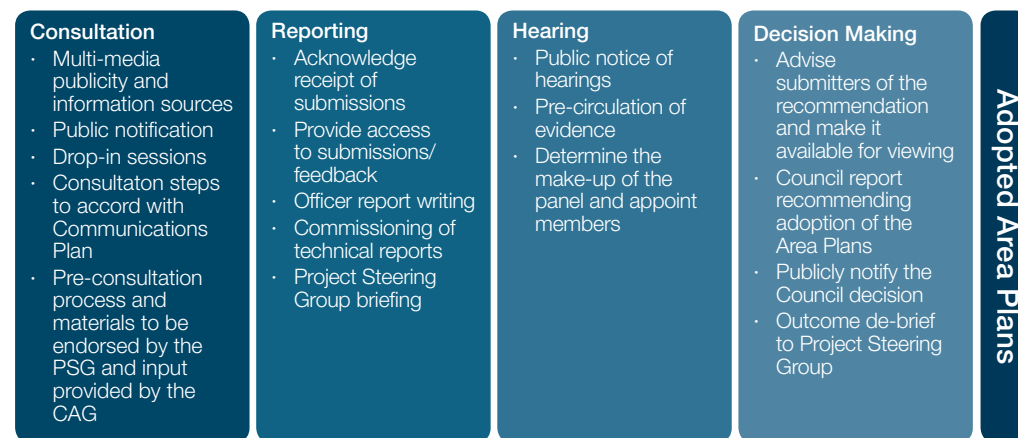


Figure 4 illustrates the various steps and processes that have been followed to prepare the consultation draft.

Figure 5 illustrates the various steps and processes that were undertaken to consider amendments to the consultation draft and to adopt an Malvern Area Plan.

Figure 5: Steps undertaken to finalise the Malvern Area Plan



Consultation and engagement

Whakawhiti kōrero

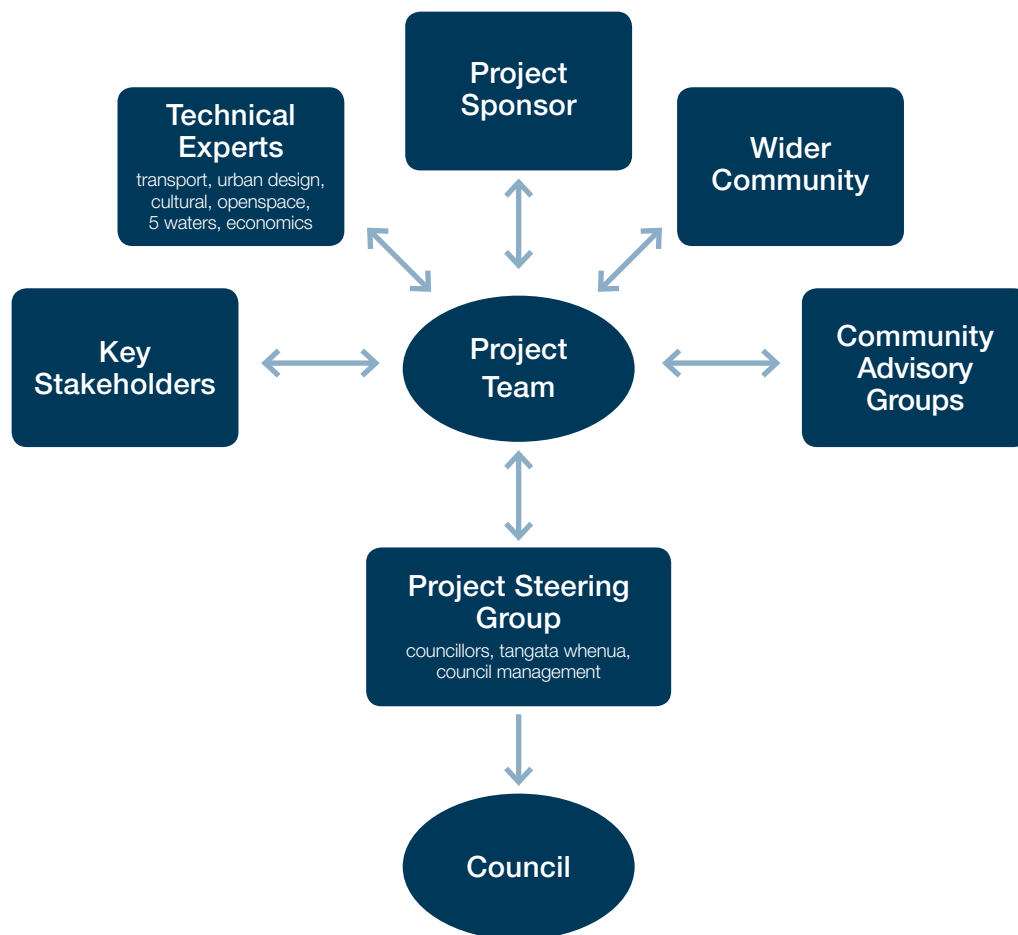
The Area Plan project to date has been informed by:

- extensive technical expertise from Council staff and consultants
- township-based workshops with ward councillors and key Council staff to consider submissions from the Phase 1 consultation process, technical reports and baseline information and to apply the identified principles to each settlement
- oversight from elected representatives and a rūnunga representative through the Project Steering Group forum
- stakeholder engagement with strategic partners¹⁶ that included regular meetings and circulation of materials
- feedback on the proposed Phase 1 consultation process steps and materials from a Community Advisory Group comprising township committee representatives and local individuals
- Phase 1 consultation that included local and social media coverage, local newsletters, website based information, publicly available materials in hard copy and electronic formats and seven community drop-in sessions in August held in Dunsandel, Leeston, Springfield and Darfield, and
- targeted interviews with local business/land owners and land development consultants.

¹⁵Refer to the document entitled "Selwyn 2031 Implementation Review – Dec15", which lists each Selwyn 2031 issue and action and outlines how these have been addressed by the Area Plan process and/or implementation step. ¹⁶Township committees, Malvern Community Board, New Zealand Transport Agency, KiwiRail, Environment Canterbury, Te Taumutu Rūnunga and Te Ngāi Tūāhuriri Rūnunga, Ministry of Education and Canterbury District Health Board.

Figure 6 outlines the various organisations, representatives, individuals and stakeholders that have assisted the project team to prepare this document.

Figure 6: Area Plan project team and governance structure



As identified in the previous sub-section, this Area Plan has been prepared to inform further engagement with the organisations, representatives, individuals and stakeholders identified in Figure 6 and public decision-making following the consideration of the formal submissions received through the Phase 2 consultation process.

Implementation, monitoring and review Te Whakamauka, Te Aroturuki, Te Arotake

This Area Plan identifies a broad range of implementation steps listed in [Section 2](#) under each township assessment that address the identified issues and assist to realise the respective opportunities for each township. Information on the Council department is responsible for advancing each implementation step, along with the methods, anticipated timeframes (short, medium or long term) and indicative costs, is also listed in [Section 2](#). Although one department may take a lead role in progressing the implementation steps, a collaborative effort involving input from a range of Council staff, agencies, stakeholders and the community will likely occur.

The implementation of this Area Plan is a component of the governance and reporting functions identified for Selwyn 2031, which include:

1. an **Advisory Committee** made up of councillors, community board members and rūnunga representatives to provide overarching direction on the implementation of Selwyn 2031 and the Malvern Area Plan
2. a **Strategy and Management Group** comprising the Council's executive management team and second tier managers to ensure the Selwyn 2031 and the Malvern Area Plan is implemented in a timely manner and coordinated with other Council work streams and forums, and
3. the **People's Panel** forum to enable local interests to be registered in respect to the identified Selwyn 2031 strategic directions and actions and the Area Plan implementation steps and their associated outcomes.

The information gathering and reporting required to be undertaken as part of the annual Selwyn 2031 Monitoring Report will extend to each of the townships represented in this Area Plan. This information collection, monitoring, analysis and reporting will assist in tracking progress with the implementation steps above, while also informing outcomes analysis and future reviews.

This Area Plan will be reviewed at five yearly intervals; an initial review in 2021 and final review in 2026. These steps will ensure the necessary investigations are undertaken to confirm that the opportunities and issues that have been identified for each township remain relevant; and secondly, to gauge the extent to which each Implementation Step has been actioned and to determine outcomes with the implementation steps above, while also informing outcomes analysis and future reviews.

SECTION 2: TOWNSHIP GROWTH STRATEGIES

KĀRAUTAKI WHAKATIPU TĀONE

Introduction

Hei Ūpokotaka

This section contains a more detailed analysis of the 11 townships that are covered by this Area Plan.

This analysis initially outlines the following baseline information that has been established through technical reports, consultation responses and strategic partner engagement:

- historic and cultural context
- projected growth and changes in the demographic composition
- Selwyn 2031 Township Network status
- District Plan zoning, and
- residential, business and industrial land capacity.

Section 2 goes on to outline the opportunities and issues that apply to each respective township in the Malvern area, with focus on the following themes:

- population, growth capacity and urban form
- business development
- natural environment and cultural heritage
- transport
- 5 Waters, and
- local facilities and community development.

These opportunities and issues have been developed through baseline information analysis, technical reports¹, consultation responses and strategic partner engagement.

There is little evidence to support the need to actively re-zone land for additional greenfield residential or business land in any of the townships in the Malvern area. This is based on either there being sufficient zoned or developable land available to accommodate the projected population growth over the Malvern 2031 planning horizon for each settlement, or that there is a need to address a number of issues that are currently limiting development opportunities. These issues are listed under each township assessment.

This approach is consistent with the sustainable management outcomes set out in the Canterbury Regional Policy Statement, Selwyn 2031 Directions and the Area Plan Principles set out in [Section 1](#), including the need to manage growth in an integrated and consolidated manner. These strategic planning documents and statutory instruments signal the need to avoid dispersed settlement patterns that contribute to a range of unsustainable environmental, social and economic outcomes, including:

- (1) costly and inefficient infrastructure
- (2) uncoordinated transport networks and car dependency
- (3) adverse reverse sensitivity effects and amenity conflicts with legitimately established land uses and strategic infrastructure

(4) loss of the productive capacity and amenity attributed to the rural environment

(5) pressure being placed on community facilities and local services

(6) undermining the amenity that characterises many of the settlements in the Malvern area that are discrete rural service towns; and

(7) utilising land that may be prone to greater natural hazard risk.

This Area Plan does not preclude any additional greenfield land from being considered for zoning through privately-initiated plan change requests under the RMA, but signals that there is considered to be sufficient capacity within the townships to accommodate growth through to 2031 without the need for the Council to proactively zone additional land through the District Plan Review and to signal what resource management constraints need to be addressed to facilitate further growth. A number of implementation steps are then provided as a means to realise the opportunities and address the issues by 2031.

A number of implementation steps are provided as a means to realise the opportunities and address the issues by 2031. The implementation steps contain guidance on indicative:

- timeframes;
- Council department work streams;
- costs;
- agency and Council department that are primarily responsible for implementation, and;
- possible funding sources.

Implementation steps that apply across all townships in the Malvern Area Plan are set out below, while township specific implementation steps are set out at the conclusion of each respective township assessment.

The various implementation steps have been formulated to deliver sustainable social, economic, cultural and environmental outcomes for each township within the Malvern Area in the short, medium and long term.

The following timeframes have been established for this area plan:

- Short term 2016 to 2020
- Medium term 2021 to 2025
- Long term 2026 to 2031

Key for indicative costs
\$ = below \$50,000
\$\$ = \$50,000 – 200,000

¹Including specifically: Market Economics - Commercial and Retail assessment, OPUS Consultants Ltd - Infrastructure Servicing report; and Abley Consultants - Transportation report.

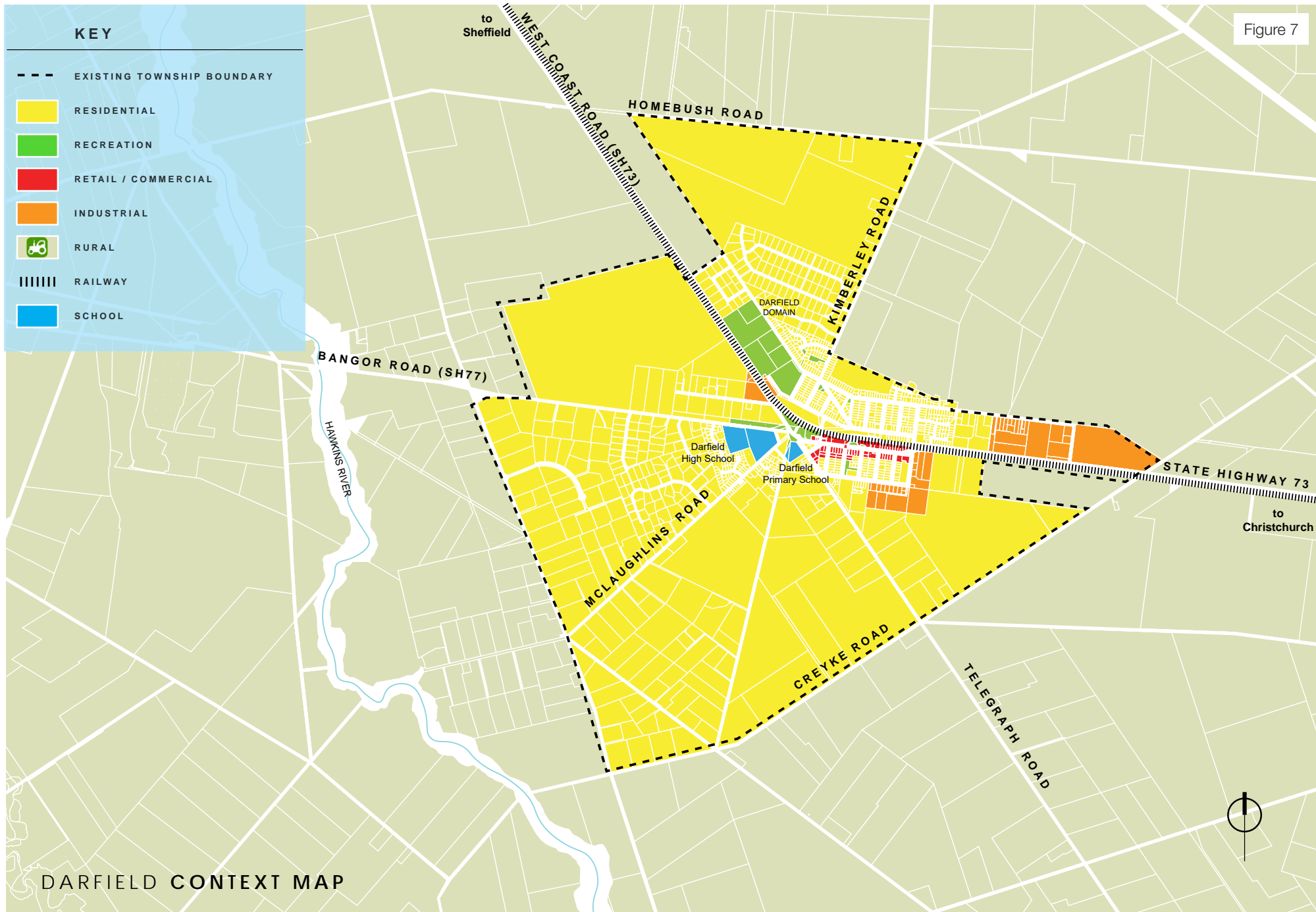
Table 1: Implementation steps – all townships

Implementation step	Indicative timeframe	Indicative cost	Agency responsible	Funding source
Population, growth and urban form				
Area Plans to be considered when assessing resource consent applications or changes to the District Plan	Short	\$\$	Selwyn District Council	Various
Area Plans to be considered when reviewing, preparing, and making decisions on Activity Management Plans, capital works expenditure under the Annual and Long Term Plans	Short	\$\$	Selwyn District Council	Various
Area Plans to be considered when preparing Council plans, strategies and initiatives	Short	\$\$	Selwyn District Council	Various
Initiate information gathering and reporting required to supplement the annual Selwyn 2031 Monitoring Report. This monitoring may include the following; household and land uptake statistics and demographic data; implementation progress updates; State of the Environment reporting	Short	\$\$	Selwyn District Council Planning department – Strategy and Planning Works Programme	Environmental Services Long-Term Plan
Review the appropriateness of the Growth of Township policies and methods to coordinate sustainable and integrated urban growth and provide for community needs, including the provision of community infrastructure and services, and whether methods that make provision for alternative housing typologies such as family flats and second dwellings, are ‘fit for purpose’, taking into account the identified Area Plan ‘Opportunities’ and ‘Issues’	Short	\$\$	Selwyn District Council Planning department in consultation with Environment Canterbury, mana whenua and other relevant stakeholders	Environmental Services District Plan Review
Review the appropriateness of minimum average allotment sizes in each of the townships subject to the Malvern Area Plan, taking into account the identified Area Plan ‘Issues’ and ‘Opportunities’	Short	\$	Selwyn District Council Planning department – Strategy and Planning Works Programme	Environmental Services District Plan Review
Review current township zoning and requirement for different type of zoning that allows for higher density/smaller allotments taking into account the identified Area Plan ‘Opportunities’ and ‘Issues’	Short	\$	Selwyn District Council Planning department	Environmental Services District Plan Review
Review the extent to which 1:200 and 1:500 year flood events, increased risk of flood events associated with climatic cycles and increased groundwater levels that may occur as a result of CPW may inhibit the amount of growth that is sustainable and where it is best located	Short	\$	Selwyn District Council Planning department in consultation with Environment Canterbury, mana whenua and other relevant stakeholders	Environmental Services District Plan Review
Sustainably manage the allocation of additional potable water, maintaining groundwater quality, managing wastewater, assessing the extent to which flooding is a constraint for development and growth, and applying an integrated approach to stormwater treatment and disposal when consenting or zoning proposals are initiated under Section 104 or the 1st Schedule of the RMA	Short	-	Selwyn District Council Planning and Water Services departments in partnership with Environment Canterbury and in consultation with mana whenua and other relevant stakeholders	Environmental Services District Plan Review and Assets Long Term Plan and in response to Council and privately initiated consents or plan changes
Investigate what methods are available to facilitate the development of zoned but undeveloped residential land	Short	\$	Selwyn District Council Planning department	Environmental Services District Plan Review

Consider the need and appropriateness of providing for a consenting pathway for Integrated Family Health Centres	Short	\$	Selwyn District Council Planning department and District Plan Review in partnership with the Canterbury District Health Board and other relevant stakeholders	Environmental Services District Plan Review
Natural environment and cultural heritage				
Investigate opportunities to facilitate kainga nohonga/papakainga housing			Selwyn District Council Planning department in partnership with mana whenua and consultation with other relevant stakeholders	Environmental Services District Plan Review
<ul style="list-style-type: none"> Investigate opportunities (where this is appropriate to the proposed use of the relevant public areas): <ul style="list-style-type: none"> To recognise and enhance mana whenua values in public areas; and To enhance biodiversity and support mahinga kai through indigenous plantings in public areas; Initiate a policy review to facilitate cultural harvest in suitable public areas 	Long	\$	Selwyn District Council Property and Commercial department in consultation with mana whenua and other relevant stakeholders	Property and Commercial Long-Term Plan
Review the current District Plan provisions relating to Culture and Historic Heritage, including the 'Schedule of Sites of Significance to Tangata Whenua', as well as the administration and enforcement of Accidental Discovery Protocols			Selwyn District Council Planning department in consultation with mana whenua and Heritage NZ and other relevant stakeholders	Environmental Services District Plan Review
Investigate opportunities to include significant heritage and cultural sites when preparing township brochures and/or township information panels	Short (Ongoing)	\$	Selwyn District Council Community Services department in consultation with mana whenua, Heritage NZ and other relevant stakeholders	Community Services Long-Term Plan
Transportation				
Continue to liaise with Environment Canterbury's public transport planners to gauge the costs and efficiencies behind the provision of public transport and what forums could be established to investigate on-going opportunities	Medium	\$\$	Selwyn District Council Transportation and Planning departments	Assets and Environmental Services Long-Term Plan
Investigate future capital works projects through the Footpath Extension Forward Works Programme and Walking and Cycling Strategy initiatives	Medium	\$	Selwyn District Council Transportation and Planning departments	Property and Commercial Long-Term Plan
Continue to identify opportunities to underground overhead power lines, in partnership with the relevant electricity network providers.	Ongoing	\$	Selwyn District Council Transportation department in association with the relevant electricity network provider(s) and other relevant stakeholders	Assets Long-Term Plan
5 Waters				
Continue to liaise with Environment Canterbury, mana whenua and other relevant stakeholders to gain an understanding on waste water servicing requirements and groundwater allocation to quantify the extent to which these may be a constraint to growth and/or infill/intensification opportunities	Medium	\$	Selwyn District Council Water Services and Planning departments	Assets Long-Term Plan and Environmental Services District Plan Review

Review options to incorporate Low Impact Urban Design and Development techniques within the District Plan	Medium	\$	Selwyn District Council Transportation, Planning and Water Services departments	Assets and Environmental Services Long-Term Plan
Local facilities and community development				
Provide regular (minimum twice per annum) green waste drop off weekends for Malvern	Short	\$	Selwyn District Solid Waste department	Assets Long-Term Plan
Investigate and provide recycling service options for various townships, which is to be reviewed in 2016/2017 as part of consideration of recycling services in the wider rural area	Short	\$	Selwyn District Solid Waste department	Assets Long-Term Plan
Continue to investigate opportunities to support local initiatives to provide transport services for the community to services, facilities and events	Short/ Medium	\$	Selwyn District Council Community Services department	Community Services Long-Term Plan
Continue to take an advocacy role with retirement village providers and others	Short	\$	Selwyn District Council Community Services department	Community Services Long-Term Plan
Continue to advocate for ultrafast broadband through the Government initiated review forum	Short/ Medium	\$	Selwyn District Council Community Services department	Community Services Long-Term Plan
Continue to review whether community facilities and services meet the community's needs	Ongoing	\$	Selwyn District Council Community Services and Property and Commercial departments	Community Services and Property and Commercial Long-Term Plans
Council to support a district social housing advocacy group to make collective submissions to government for the provision of social housing	Ongoing	\$	Selwyn District Council Community Services department	Community Services Long-Term Plan
Business development				
Review the appropriateness of the Growth of Township policies and methods to coordinate sustainable Business 1 and 2 growth and provide for community needs by taking into account the identified Area Plan 'Issues' and 'Opportunities'	Short	\$\$	Selwyn District Council Planning department – District Plan Review	Environmental Services District Plan Review
Consider methods, such as spot zoning, to recognise and provide for the continued operation of existing commercial operators	Short	\$\$	Selwyn District Council Planning department – District Plan Review	Environmental Services District Plan Review

Figure 7



Darfield

Introduction

Location

Darfield is located some 25 kilometres northwest of Rolleston and 45 kilometres west of Christchurch. It is the main town between Christchurch and the West Coast.

Tangata whenua

The Darfield area has at least one possible mana whenua name - whenua-kura or the red land. The area was well travelled and resources utilised as part of the annual cycle of mahinga kai.

European settlement

Darfield had its origin in the railway, which opened to Sheffield in 1874. The township grew with the expansion of the Midland Line railway and as a rural service centre.

From 1874, it was known as White Cliffs Junction, then Horndon Junction from 1876 to 1879 and finally Darfield, to avoid confusion with Hornby Junction. Residential sections were advertised in 1878.

Darfield serves the Malvern Ward's arable and pastoral farming area. Within the township there are farming suppliers, primary and high schools, numerous shops and cafés, a library and Selwyn District Council service centre, a hospital, volunteer fire brigade and hotel and motel accommodation. Darfield's population growth over recent years can be attributed to a number of factors, including growth in the dairy industry on the Canterbury Plains, more lifestyle blocks and people moving out from Christchurch to the new subdivisions. It is a gateway to the scenic attractions of the Waimakariri and Rakaia rivers and the Southern Alps, a popular lift-off location for hot-air balloons and the home of Selwyn Gallery, a showcase for the district's arts. The Fonterra Dairy factory is located approximately 4 kilometres north-west of Darfield on State Highway 73.

Employment

Darfield is the largest township employment area in Malvern, accommodating more than nine times more workers than the next largest town (Hororata). Darfield is also the largest retail and commercial centre, representing 41% of Malvern Township based employment in that sector. Darfield also has the most industrial based employment, representing 60% of all Malvern areas township based industrial employment.

Population

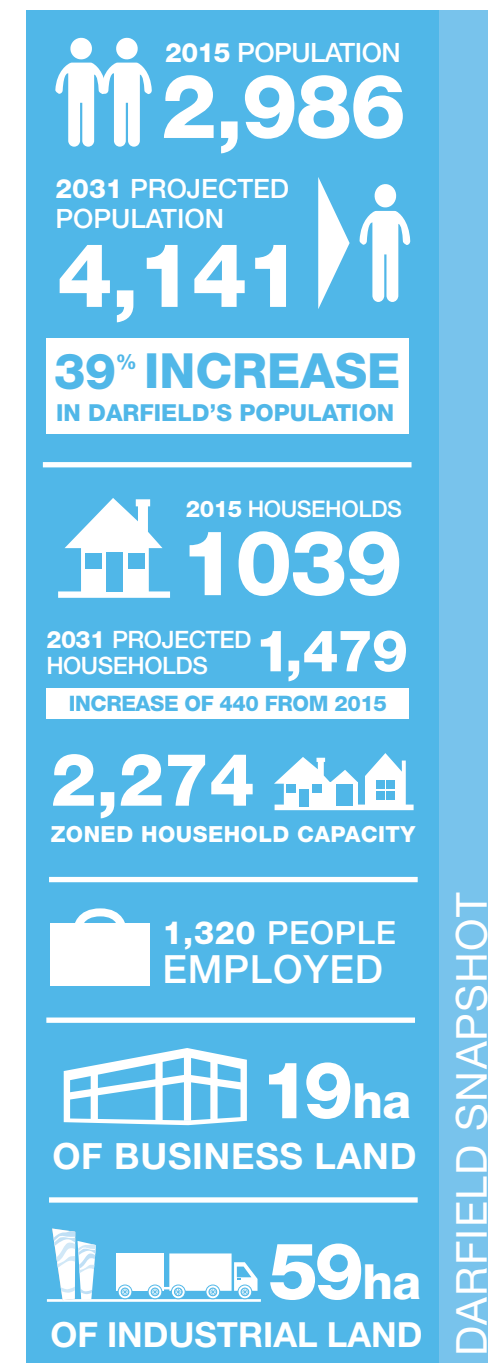
The 2015 population of Darfield was 2,909 people (1,039 households), with this population projected to grow to a 2031 population of 4,141 people (1,479 households). This represents an estimated increase in population of 1,232 people (440 households), which is the largest recorded in the Malvern area².

Township network

Due to its central location, size and the role it plays in servicing the wider Malvern ward, Selwyn 2031 has categorised Darfield as a service township whose function is described as:

*"...providing a high amenity residential environment and primary services to rural townships and surrounding rural area."*³

²Selwyn Growth Model ³Selwyn 2031: District Development Strategy, Strategic Direction 1, adopted October 2014, P34



District Plan land use zoning

The status of Darfield in the Selwyn 2031 Township network is reflected in the current Selwyn District Plan zoning for the township, whereby significant areas of land have been zoned for residential purposes (see [Figure 7](#)). The Living 1 and Living X zones support development down to an average of 650 square metres. Living 2 zones, including associated Living 2A and Living 2A1, provide for average section sizes of between 5,000 square metres to 2 hectares. There are also a number of deferred zones with varying minimum average allotment sizes⁴, including the Living X Deferred (650 square metres), Living 2 Deferred (5,000 square metres) and Living 2A Deferred (1ha) zones.

The current pattern of residential development in Darfield is characterised by low-density detached housing, although there are recent examples of higher density housing being developed. There may be opportunities to provide for medium density and comprehensive type developments, with a preference that the majority of this is located in close proximity to the town centre. Provision for medium density residential development is seen as a means to respond to an ageing population, provide more housing diversity and assist in addressing affordability issues.

Residential land capacity

There are approximately 827 standard residential sections in Darfield, which are contained in the Living 1 zone. There is the potential to further develop 70 of these sections for residential purposes. These sections comprise some 97 hectares with a potential yield of 1047 households.

These standard residential properties are supplemented by 292 low-density residential sections within the Living 2, Living 2A and Living 2A1 zones, of which 24 are able to be further developed for residential purposes. These sections comprise 201 hectares with a potential yield of 127 additional households.

In addition there is further significant capacity in the Deferred Living X, Living 2 and Living 2A zones. In total these Deferred areas comprise some 649 hectares with a potential additional yield of 1100 households.

There are limited options for sections sizes between 1,200 square metres and 2,000 square metres as a transition from standard residential to low density developments, akin to the Living 1B or 1C zone neighbourhoods in Rolleston.

Overall there is considered to be sufficient available land to accommodate projected population growth through to 2031 without Council proactively zoning additional residential 'greenfield' land. The maximum potential yield for infill subdivision on Living zoned land, including deferred zoned land but excluding any Council reserves zoned for residential purposes, is some 2,274 households. In addition, there are currently 87 vacant lots available in existing and established residential areas.

Business land capacity

Darfield also has a number of areas which provide for retail, commercial and industrial activities. There is currently 18.8 hectares of Business 1 zoned land in Darfield which is located in a single block along State Highway 73 through the town. This zone provides for a range of retail and service activity in the town, although most is convenience-type retail, with little in the way of comparison retail. There is a wide range of service businesses, but Christchurch is the main destination for retail and services spending for Darfield residents.

The retail and commercial employment growth projected in Darfield through to 2031 equates to around an additional 3.2 hectares of Business 1 land, although the Council anticipates that some of this would be supported in existing businesses. A shortfall of less than 2 hectares of additional Business 1 land has been identified for Darfield out to 2031.

However, the expert retail assessment establishes that there does not appear to be any current undersupply of Business 1 land in Darfield. Based on this, any demand for additional Business 1 land will be some time away, and maybe not until the 2020's.

Industrial land capacity

There are three separate areas with Business 2 zoning in Darfield, totaling 59.3 hectares that accommodate industrial based activities:

- the area at the western entrance to the town, either side of State Highway 73 (ITM and sawmill)
- the area adjacent to the eastern end of the town centre, along Mathias and Cardale Streets (transport-oriented businesses and a large greenfield area), and
- the large block at the eastern entrance to the town, accessed off Horndon Street (various light industry firms, a brick factory, a construction company and a significant amount of vacant greenfield land).

There is Business 2 zoned land identified as being available that could be developed to cater for any industrial-type growth. This includes a number of vacant and underutilised parcels in Darfield's Business 2 zone, amounting to nearly 23 hectares of available industrial land. An expert retail assessment indicates that employment growth could require as much as 10 hectares of additional industrial land through to 2031, which is less than half of the capacity identified as being available in the existing Business 2 zone.

Furthermore, it is anticipated that much of this growth will locate in existing businesses, including the Fonterra plant, and that the remaining employment would occupy around two to three hectares of additional Business 2 industrial land. No additional Business 2 land is identified as being required in Darfield within the Malvern 2031 planning horizon given that there is in excess of 20 hectares of industrial land currently available. Overall, there is considered to be sufficient available land to accommodate the projected population growth and demand identified in Darfield through to 2031 without Council proactively zoning additional residential, business or industrial greenfield land.

⁴Land in Darfield has been deferred until such time that an outline development plan has been included in the District Plan to show how the area can be developed in a coherent fashion, and to show that the area can be provided with the relevant infrastructure services, primarily potable water.

Figure 8



Opportunities and Issues

Development opportunities and issues that have informed the recommendations for the future development of Darfield are summarised in [Figure 8](#) and listed below.

OPPORTUNITIES

Population, growth capacity and urban form

- There is a significant amount of zoned residential land available to accommodate projected population growth within the Malvern 2031 planning horizon. This is discussed in the above land capacity analysis.
- In principle, mana whenua supports the growth of Darfield as a township that provides economic and social opportunities for residents to live, work and play, provided reticulated sewage treatment and disposal and other utility infrastructure is provided to service the township.
- There are opportunities to facilitate more intensive housing typologies within close proximity to the town centre to better meet the needs of the wider community. A preferred approach would be to develop and apply intensification criteria through the District Plan Review process to facilitate elderly persons housing and/or medium-density development options in appropriate locations. This work could be coordinated with a wider town centre study. An alternative approach would be to rezone the Living 1 zone land within a 400m radius of the town centre Business 1 zone to a mix-density Living Z zone, which is preferred to spot zoning as it would provide flexibility and recognises the presence of older housing stock that could accommodate multi-lot developments.
- Any proposed growth locations should be concentrated around existing areas of development that have not been fully utilised or located at the northern end of the township near existing water bores to utilise water supply pump pressure and avoid large upgrades to the existing network.

Business development

- There are opportunities for further business and/or industrial growth, given Darfield's status under Selwyn 2031 where there is already a broad range of services available and the function that the township provides to the wider Malvern area. The Fonterra dairy processing plant and the Central Plains Water Scheme are two initiatives that will influence the future growth of Darfield.
- There is a good range of existing retail and commercial activities centrally-located within what is a relatively consolidated town centre, with good connections to State Highway 73 and the wider transport network.
- There is sufficient capacity in the existing Business 2 zoned land to the east of the town centre to cater for anticipated industrial demand within the Area Plan planning horizon.

Natural environment and cultural heritage

- There are opportunities through further development to enhance biodiversity through the planting of native species in public plantings in reserves and on roadsides that could serve as mahinga kai.

- Opportunity to promote mana whenua history and values associated with the area as part of township information and development of community facilities and spaces.

Transport

- The levels of service for transport infrastructure should reflect the status, character and function of the settlement.
- There is an existing user-funded bus commuter service available for Darfield residents travelling to Christchurch.
- Environment Canterbury supports community vehicle trusts in Malvern.
- The consolidated town centre and the Industrial Business 2 zone at the eastern end of the town are both easily accessible from State Highway 73 and have good connections to the wider transport network.
- There is an opportunity to provide an integrated cycling and pedestrian network between the various outline development plan areas, established neighbourhoods, wider reserve network and the town centre.
- The pedestrian refuges on State Highway 73 in the town centre provide a good level of service for pedestrians.

5 Waters

- Population growth may provide the stimulus to develop a reticulated wastewater system, although this will be a complex and costly exercise requiring community support to proceed.
- Intensification does not present any immediate issues from an infrastructure servicing perspective, other than uncertainty regarding wastewater servicing and Living 2 areas being on restricted water supplies.
- Mana whenua support the development of Low Impact Urban Design and Development.
- Growth area to be located near existing or new bores.

Local facilities and community development

- There is a reasonable range of social infrastructure within Darfield, including a high school, medical centre, hospital, library and range of reserves and open space.
- Budgets have been allocated in the 2015-25 LTP for the following projects:
 - (1) McHugh's Forest Park development, 2015-2019
 - (2) Grainshed Reserve public toilet upgrades, neighbourhood playground upgrades and Darfield Domain extensions, 2017-2024
 - (3) Darfield Domain netball court upgrades in 2015/16

- (4) Darfield Swimming Pool plant renewal programme from 2017, and
- (5) further development of the Westview Park Youth Facility.
- Spark has identified upgrades to the 4G ultrafast broadband network in Darfield to support social, economic and community wellbeing.

ISSUES

Population, growth capacity and urban form

- There is sufficient developable land to accommodate the projected demand through to 2031.
- Any opportunities to accommodate significant growth and/or intensification via infill or higher-density development may be compromised due to minimum requirements for property sizes where these are serviced with an on-site septic system.
- There is no supply of more intensive residential development less than the standard Living 1 zone (average not less than 650 square metres) or greater than Living 2 (averages between 5,000 square metres and 2 hectares), such as the Living 1B zone with an average lot size of 1,500m² square metres).
- A significant oversupply of undeveloped low-density Living 2 zoned land exists, which gives rise to a dispersed settlement pattern with corresponding issues. These issues include:
 - (1) the lack of a compact concentric urban form that contributes to car dependency to access local services
 - (2) an under-utilisation of greenfield land
 - (3) loss of the productive capacity of rural land
 - (4) dilution of the urban/rural contrast from a visual perspective
 - (5) adverse reverse sensitivity effects with established rural activities, and
 - (6) strategic infrastructure inefficiencies and inequitable costs relating to infrastructure servicing.
- Darfield Domain and Darfield High School are zoned Living 1, but have not been factored into the future residential capacity as there are no plans for either activity to vacate the sites, which are gazetted reserve (in the case of the domain) or subject to a designation for education purposes (in the case of the high school).
- Growth north of Homebush Road needs to avoid any adverse reverse sensitivity effects with Transpower's high-voltage transmission lines and the Fonterra dairy processing plant.
- There is intensive farming activity operating from within the Business 2 zone to the east of the town centre with an associated District Plan reverse sensitivity buffer that creates a potential constraint on residential development within 300m of this activity.
- Clintons Road represents a strong urban containment boundary to the west. Land holdings further west of this boundary are comprised of Class II versatile soils, which may give rise to flooding. Any development would also encroach into the culturally significant Hawkins River.
- Homebush Road represents a strong urban containment boundary to the north. Land further north accommodates Transpower's high voltage transmission lines and contaminated land has been identified on two sites at the intersection of Homebush and Boultons Roads.
- Creyke Road represents a strong urban containment boundary to the south. Contaminated land has been identified at the intersection of Creyke and Telegraph Roads.
- Further residential or business development east along State Highway 77 (beyond Creyke Road) would give rise to ribbon development and dilute the urban/rural contrast at the eastern gateway to the township.

Natural environment and cultural heritage

- There is a Silent File (C90) recorded on the Hawkins River to the west of Clintons Road that needs to be considered as part of any township growth in that direction



Transport

- Concerns with the provision of car parking in the town centre have been raised by the local community, particularly outside Darfield Bakery.
- A public bus service is provided to Darfield through a fully user pays bus service provided by Red Bus. Environment Canterbury does not currently have any plans or budgets to introduce regular public bus services to Malvern. If community demand for public transport grows through the period covered by this Area Plan, Environment Canterbury would have to work with the relevant communities to determine whether they would be willing to support a new service through their rates, as 25% of the cost of public transport services comes from local rates. Another 25% comes from central government (through NZTA) so their approval would also be needed to introduce a new service.
- Near-misses between vehicles and trains have been recorded on the railway level crossings.
- There are also concerns that Heavy vehicles are placing pressure on the local road network.

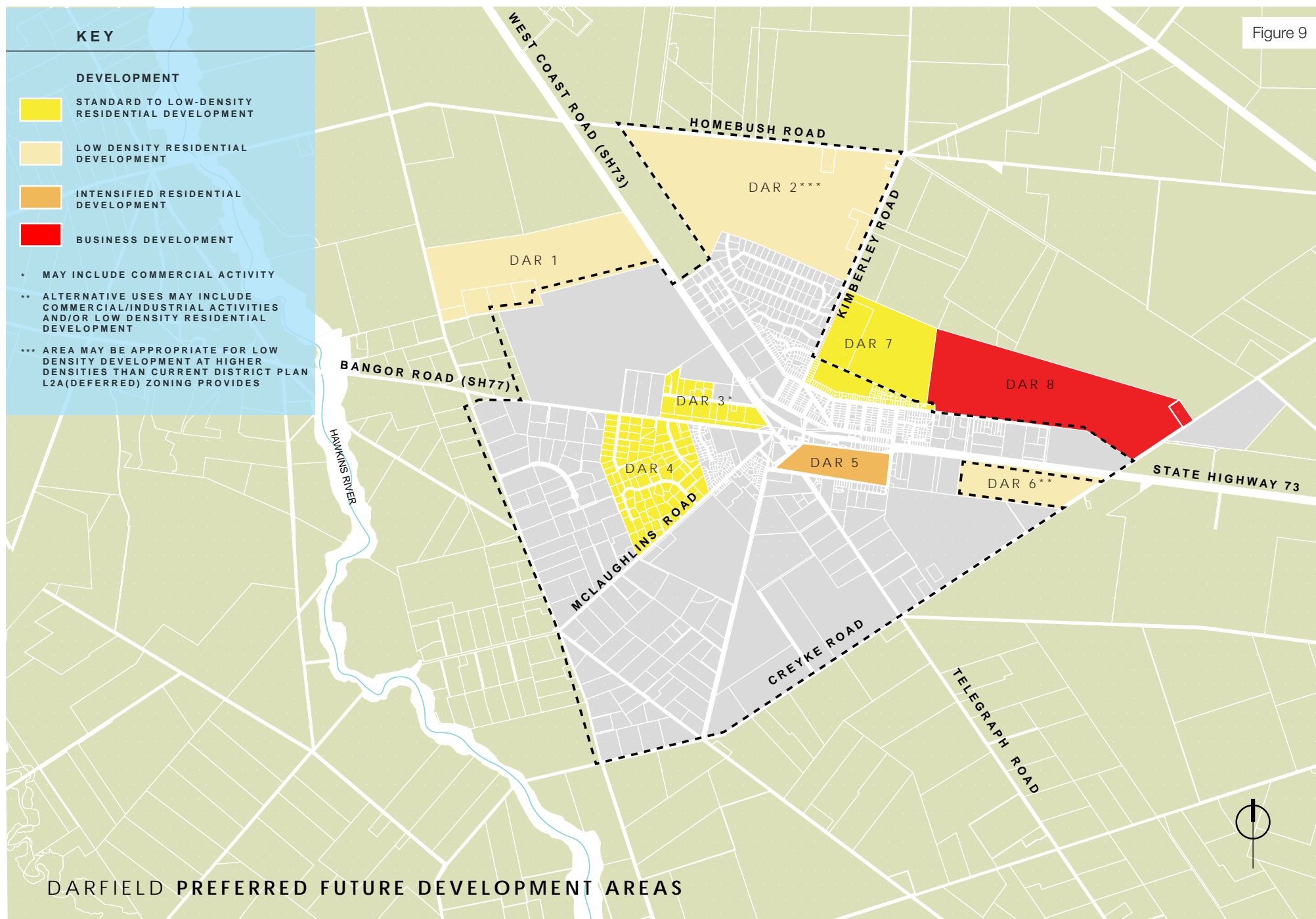
5 Waters

- An additional well and other upgrades are planned to respond to projected population increases as identified in the Activity Management Plan.
- Any new groundwater takes to enable further growth will further exceed the allocation limits and will require resource consent with Environment Canterbury.
- Provision of a reticulated wastewater system should be consulted on during or before the 2018-28 LTP.
- Opportunities for infill and/or intensification are subject to Environment Canterbury wastewater consenting requirements. Environment Canterbury have indicated that it may be difficult to service higher density housing typologies with on-site systems. The retention of the current 800m² minimum average allotment size may also make it challenging for on-site wastewater discharge and does not meet the Environment Canterbury permitted activity requirements for new on-site waste water management. Minimum average allotment sizes, and opportunities for higher density housing typologies will, along with infrastructure servicing requirements, be subject to the District Plan Review.
- Mana whenua have expressed concerns regarding the continued growth of a township the size of Darfield, where there is no community-based reticulated wastewater treatment or disposal network.
- New subdivisions will require the development of stormwater management plans to coherently manage future discharges.
- Mana whenua is concerned with land drainage run-off entering directly into waterways and the cumulative effects of stormwater being discharged to ground in areas with deep gravel.

Local facilities and community development

- Darfield Primary School is located on a small site and has a projected roll increase of 140 students, with the Ministry of Education signaling the potential for a master planning exercise to be initiated.

Figure 9



Preferred future development areas

No new areas for residential, business or industrial purposes have been identified as being necessary to be proactively zoned by Council in response to the projected growth within the Malvern 2031 planning horizon. This is on the basis that there is currently sufficient available land to accommodate projected population growth, or there are constraints that need to be addressed through the RMA process.

Figure 9 shows preferred future greenfield growth areas that could either accommodate residential, commercial and industrial development beyond 2031 or more immediately through a privately initiated plan change process, including areas where more intensive development may be able to occur and explains the advantages and disadvantages of each respective area. The map indicates the current township boundary and references some of the opportunities and issues listed below that will influence the substantive assessment of the appropriateness of future growth options.

Darfield Area 1 - DAR 1

A potential future growth area is located south of Homebush Road and east of Clintons Road, as far east as State Highway 73. The area is currently zoned Rural (Outer Plains) and comprises a number of larger 4ha rural lifestyle blocks and farmland. There is potential for this area to be redeveloped as low-density Living 2A or Living 2A1 zones.

Advantages

- The area is relatively close to the Darfield town centre and existing services and could be integrated with the adjacent Living 2A (Deferred) area to the south.
- The area is a suitable location from an infrastructure servicing perspective, other than the requirement for restricted water supplies to be imposed. It adjoins both State Highway 73 and State Highway 77 and has good access to the wider transport network.
- The site has high amenity values, with views to the Torlesse Range.

Disadvantages

- Intensification in this area would exacerbate a dispersed settlement pattern and car dependency, diluted urban/rural contrast from a visual perspective and potential future issues in respect to the ability to deliver cost effective and efficient infrastructure servicing. In addition, mana whenua have expressed concerns regarding the continued growth of the township without the provision of a reticulated wastewater treatment facility.
- The area is located upstream of an adjacent community water supply well, requiring any development in the area to be carefully managed to avoid adverse effects on community water supplies.
- There is a need to manage growth in this area to avoid any adverse reverse sensitivity effects undermining the adjoining Fonterra land.
- The land is comprised of Class III versatile soils, which are valued for their productive capacity.

Darfield Area 2 - DAR 2

An obvious area for future intensification is located south of Homebush Road and west of Kimberley Road as far west as State Highway 73. The area is currently subject to a low-density Living 2A (Deferred) zone that provides for average minimum allotment sizes of 1 hectare. As the area has yet to be developed for residential purposes there is the potential for consideration to be given to more intensive development, such as an average allotment sizes of 5,000m², to better utilise the finite land resource and achieve efficiency gains in respect to the provision of infrastructure services.

Advantages

- The area is relatively close to the Darfield town centre and existing services and could be integrated with the adjacent Living 2A (deferred) area to the south.
- The area is a suitable location from an infrastructure servicing perspective, other than the requirement for restricted water supplies to be imposed, and has good access to the wider transport network.
- The site has high amenity values, with views to the Torlesse Range.

Disadvantages

- Development in this area would contribute to a dispersed settlement pattern and car dependency, urban/rural contrast from a visual perspective and likely potential future issues in respect to the ability to deliver cost effective and efficient infrastructure servicing. In addition, Mana whenua have expressed concerns regarding the continued growth of the township without the provision of a reticulated wastewater treatment facility.
- The land is comprised of Class III versatile soils, which are valued for their productive capacity.

Darfield Area 3 - DAR 3

An area for possible future intensification is the Living 2 zone and part of the Living 2A zoned areas west of State Highway 73 and north of Bangor Road. These areas have yet to be developed to the permitted District Plan subdivision standards, so there is the potential for it to be intensified to provide for a mixed-use Living zone with variation in section sizes and housing typologies.

Part of the area at the eastern end of Cridges Road and adjacent to State Highway 73 may also be suitable for Business 1 or Business 2 purposes, given its close proximity to the Darfield town centre and the state highway network.

A portion of this area is subject to Plan Change 46, which is proceeding through a statutory process.

Advantages

- The area is in close proximity to the Darfield town centre and other community services and provides for a compact and concentric urban development pattern. A mixed-use Living zone would be consistent with adjacent urban areas.
- The area is a suitable location from an infrastructure servicing perspective, other than the requirement for restricted water supplies to be imposed in Living 2 areas and there is good access to the adjoining State Highway 73 and State Highway 77 and the wider transport network for either residential or business activities.

Disadvantages

- Suitable setbacks or interface treatments will be required to avoid reverse sensitivity effects from the existing Business 2 zone and State Highway 73 and State Highway 77.

Darfield Area 4 - DAR 4

An area for possible future intensification is the Living 2 zoned area south of Bangor Road and north of McLaughlin's Road. The area has largely been developed to low density Living 2 densities, such as an average allotment size of 5,000m², but consideration may be given to more intensive development to better utilise the finite land resource and achieve efficiency gains in respect to the provision of infrastructure services.

Advantages

- The area is close to the Darfield town centre and other community services and provides for a compact and concentric urban development pattern. Intensification would be consistent with adjacent urban areas to the east.
- The area does not present any immediate infrastructure servicing constraints.

Disadvantages

- The area has already been developed to a low-density residential standard. It will be difficult to integrate additional intensive development into an existing neighbourhood, where amenity conflicts may arise where residents have become accustomed to the character of the area. Retrofitting utility services and providing coherent and integrated transport links to the south and to the town centre may also be difficult.

Darfield Area 5 - DAR 5

There is an opportunity to facilitate more intensive housing typologies within close proximity to the town centre to better meet the needs of the wider community. Given Darfield's status under Selwyn 2031, there is also an opportunity to provide for additional Business 1 land in close proximity to the existing town centre.

Advantages

- The area is immediately adjacent to the existing town centre and services and provides for a

compact and concentric urban development pattern, with good access to State Highway 73.

- The area has older housing stock, and contains a number of large sections, providing opportunities for multi-lot and comprehensive developments.
- The area does not present any immediate infrastructure servicing constraints.

Disadvantages

- There would be a need to manage development of residential and business activities in this area to avoid any reverse sensitivity issues and amenity conflicts where residents have become accustomed to the character of the area.
- Retrofitting utility services and providing coherent and integrated transport links may also be difficult.

Darfield Area 6- DAR 6

A potential future low density residential growth area is located to the south of State Highway 73 and west of Creyke Road. This land is currently zoned Rural (Outer Plains) and comprises a single large block under single ownership, but is currently bordered to the east and west with residential and industrial zoned land to the north. There is potential for this area to be redeveloped as a low density residential environment.

An alternative use would be a Business 2 zone to accommodate industrial growth in this area.

Advantages

- The area is a suitable location from an infrastructure servicing perspective, other than the requirement for restricted water supplies to be imposed in lower-density living areas.
- There is good access to adjoining State Highway 73 and the wider transport network for either residential or business activities.
- The area is relatively close to the Darfield town centre and provides for a compact and concentric urban development pattern consistent with adjacent urban areas.
- The location is in close proximity to, and contiguous with, the existing Business 2 zone to the north of State Highway 73, which provides good access for any future industrial development.

Disadvantages

- Any future residential development will need to avoid any adverse reverse sensitivity issues associated with Business 2 land and intensive farming activity located to the north and with potential Council wastewater treatment area to the east will need to be considered and carefully managed.
- Any future industrial development will need to avoid any adverse reverse sensitivity issues associated with residential land to the west and south, the intensive farming activity to the north and any future Council wastewater treatment facility that may be established to the east.
- The land is comprised of Class III versatile soils, which are valued for their productive capacity.

Darfield Area 7 - DAR 7

A potential future growth area for residential purposes is located to the north of Dundee Close and east of Kimberley Road. This area is currently subject to the Rural (Outer Plains) zone, with a potential opportunity to provide mixed-use living densities to be progressively developed from the current township boundary in the north-east direction.

There is also an opportunity to investigate the appropriateness of supplementing any residential development in this location with an expansion of the existing Business 2 zoned land to the north to increase the availability of land within the adjoining the Horndon Street industrial area.

Advantages

- The area is close to the Darfield town centre and other community services and provides for a compact and concentric urban development pattern. A mixed-use living zone would be consistent with adjacent urban areas. The area has high amenity values, with views to the Torlesse Range.
- The area is a suitable location from an infrastructure servicing perspective, other than the requirement for restricted water supplies to be imposed in Living 2 areas.

Disadvantages

- Suitable setbacks or interface treatments will be required to avoid any adverse reverse sensitivity effects with the Business 2 land to the south-east and if any greenfield industrial Business 2 areas were to establish in Area 8 to the east.
- The land is comprised of Class III versatile soils, which are valued for their productive capacity.
- In the adjoining Living 1 zone there is the potential for adverse impacts on existing residents who have become accustomed to the character of the area.

Darfield Area 8 - DAR 8

A potential future growth area suitable for Business 2 zone industrial purposes is located west of Creyke Road and to the north of Hordon Street. The location is subject to the Rural (Outer Plains) zone and is bordered to the north with Business 2 zoned land and Living 2 Deferred zoned land to the west.

Advantages

- This area adjoins the existing Business 2 industrial area, which provides for a compact urban form and has good access to State Highway 73 and the wider transport network.
- The area is in relatively close proximity to the existing town centre.
- The area is a suitable location from an infrastructure servicing perspective.

Disadvantages

- The land is comprised of Class III versatile soils, which are valued for their productive capacity.
- Suitable setbacks or interface treatments will be required to avoid reverse sensitivity effects with any potential residential activities that establish in the future to the west.

Conclusion

No new areas for residential, business or industrial purposes have been identified as being necessary to be proactively zoned by Council in response to projected growth within Darfield over the Malvern 2031 planning horizon. This is on the basis that there is currently sufficient zoned but undeveloped land available to accommodate projected population growth and demand for housing.

There are also a number of issues that need to be addressed to facilitate additional growth, including:

- the significant over-supply of undeveloped low-density Living 2 zoned land, which gives rise to a dispersed settlement pattern and presents significant issues in respect to achieving integrated development and delivering efficient and cost effective infrastructure servicing, and
- infrastructure constraints relating to on-site treatment and disposal of wastewater. The current reliance on individual on-site septic tanks is identified as a constraint to providing more intensive mixed-density development.
- The retention of the current township boundary through to 2031 is consistent with the principles contained in Chapter 5 of the CRPS, the District Growth Strategy Directions and the Area Plan Principles, which reinforce the need to manage growth in an integrated and consolidated manner while avoiding the social, economic and environmental impacts associated with dispersed settlement patterns.
- This Area Plan does not preclude any additional greenfield land from being considered for zoning through privately-initiated plan change requests under the RMA, but signals that there is sufficient capacity within the township to accommodate growth through to 2031 without the need for the Council to proactively zone additional land through the District Plan Review.
- The following implementation steps identify the various processes for considering the appropriateness of where further development within the current township boundary through to 2031 can best be integrated. The implementation steps are the methods for delivering the opportunities and addressing the issues in the above assessment, which will collectively deliver better social, economic, cultural and environmental outcomes for the settlement of Darfield and its community and maintain its status as the service township of the Malvern area.

Darfield area plan implementation steps

A number of implementation steps for Darfield are provided as a means to realise the opportunities and address the issues by 2031. The implementation steps contain guidance on indicative: (1) timeframes; (2) Council department work streams; (3) costs; (4) agency and Council department that are primarily responsible for implementation, and; (5) possible funding sources.

The various implementation steps have been formulated to deliver sustainable social, economic, cultural and environmental outcomes for each township within the Malvern area in the short, medium and long term. The following timeframes have been established for this area plan:

- Short term 2016 to 2020
- Medium term 2021 to 2025
- Long term 2026 to 2031

In addition to the Darfield township specific implementation steps set out below, there are a number of other implementation steps that apply across all the townships in the Malvern Area Plan. These can be viewed at the beginning of [Section 2](#) of this Area Plan at Table 1.

Estimated costs are shown in the following table as a high-level indication of the scale of funding that may be required to implement various steps. The costs generally relate to physical works, such as street upgrades, open space enhancements or developments of new facilities and do not include the costs to operate, maintain or renew the assets in the future. Possible funding sources for each implementation step are identified.

It is important to note, however, that in many cases no funding has been approved and decisions on whether a project or initiative to deliver the identified implementation step can proceed will still need to be made through the Council's Annual and Long-Term Planning processes. Also set out in the table is who will be advancing the various implementation steps, and the mechanisms by which they will be realised.

Key for indicative costs

\$ = below \$50,000

\$\$ = \$50,000 – 200,000



Table 2: Implementation steps – Darfield

Implementation step	Indicative timeframe	Indicative cost	Agency responsible	Funding source
Population, growth and urban form				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Investigate infill/intensification opportunities in locations that are in close proximity to the town centre and consistent with the township's status to provide a greater range of housing typologies, including opportunities for elderly persons housing. These investigations should be coordinated with the Darfield Town Centre Study	Short	\$\$	Selwyn District Council Planning department – Strategy and Planning Work Programme	Environmental Services Long-Term Plan
<p>Initiate a Darfield Town Centre Study that should address, but not be limited to, the following issues:</p> <ol style="list-style-type: none"> 1. identifying amenity upgrades 2. transport related issues, including but not limited to an assessment to determine issues and potential opportunities to resolve town centre parking issues and the viability of providing truck stops in the town centre along State Highway 73 3. identifying the location and size of additional Business 1 and Business 2 land required to provide for Darfield's future retail, commercial and industrial requirements out to 2031 4. investigate methods to minimise effects on splitting the town centre, and 5. investigate opportunities to improve accessibility to existing and proposed community facilities and how they could be linked. <p>The development of any such Town Centre Study should be coordinated with any proposed New Zealand Transport Agency Corridor Management Plan, Selwyn District Council Footpath Extension Forward Works Programme and KiwiRail forums</p>	Short	\$\$	Selwyn District Council Planning department – Strategy and Planning Work Programme	Environmental Services Long-Term Plan
Natural environment and cultural heritage				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Include significant heritage and cultural sites in Darfield when preparing township brochures and/or township information panels	Short/ Ongoing	\$	Selwyn District Council Community Services department in consultation with mana whenua	Community Services Long-Term Plan
Transportation				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Facilitate a Corridor Management Plan in partnership with NZTA to identify future opportunities and issues associated with the state highway, which will inform on-going planning initiatives	Short	\$\$	Selwyn District Council Transportation and Planning departments	Assets and Environmental Services Long-Term Plan
Undertake a feasibility study to provide a walking/cycling link between the town and McHugh's Forest Park along the rail corridor	Short	\$	Darfield Township Committee	

Initiate a forum with KiwiRail to investigate opportunities and issues with the Midland Line railway, including management of reverse sensitivity effects and the safety and efficiency of level crossings, which will inform ongoing planning initiatives	Short	\$	Selwyn District Council Transportation and Planning departments	Assets and Environmental Services Long-Term Plan
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5 Waters

See Area Plan wide implementation steps in Table 1, in addition to the following:

Submit the necessary stormwater network discharge consents and implement the associated Stormwater Management Plan	Short	\$	Selwyn District Council Water Services department	Assets Long-Term Plan
Manage the water supply network in accordance with the approved Water Safety Plan	Medium	\$	Selwyn District Council Water Services department	Assets Long-Term Plan
Continue with the Darfield & Kirwee Wastewater Working Party in consultation with mana whenua, Canterbury District Health Board, Environment Canterbury and the community to begin the process of consulting with the community on the establishment of a reticulated waste water scheme	Short	\$	Selwyn District Council Water Services and Planning departments	Assets Long-Term Plan
Investigate options for growth of the township with sustainable water management	Short	\$	Selwyn District Council Water Services department in consultation with the community	Assets Long-Term Plan

Local facilities and community development

See Area Plan wide implementation steps in Table 1, in addition to the following:

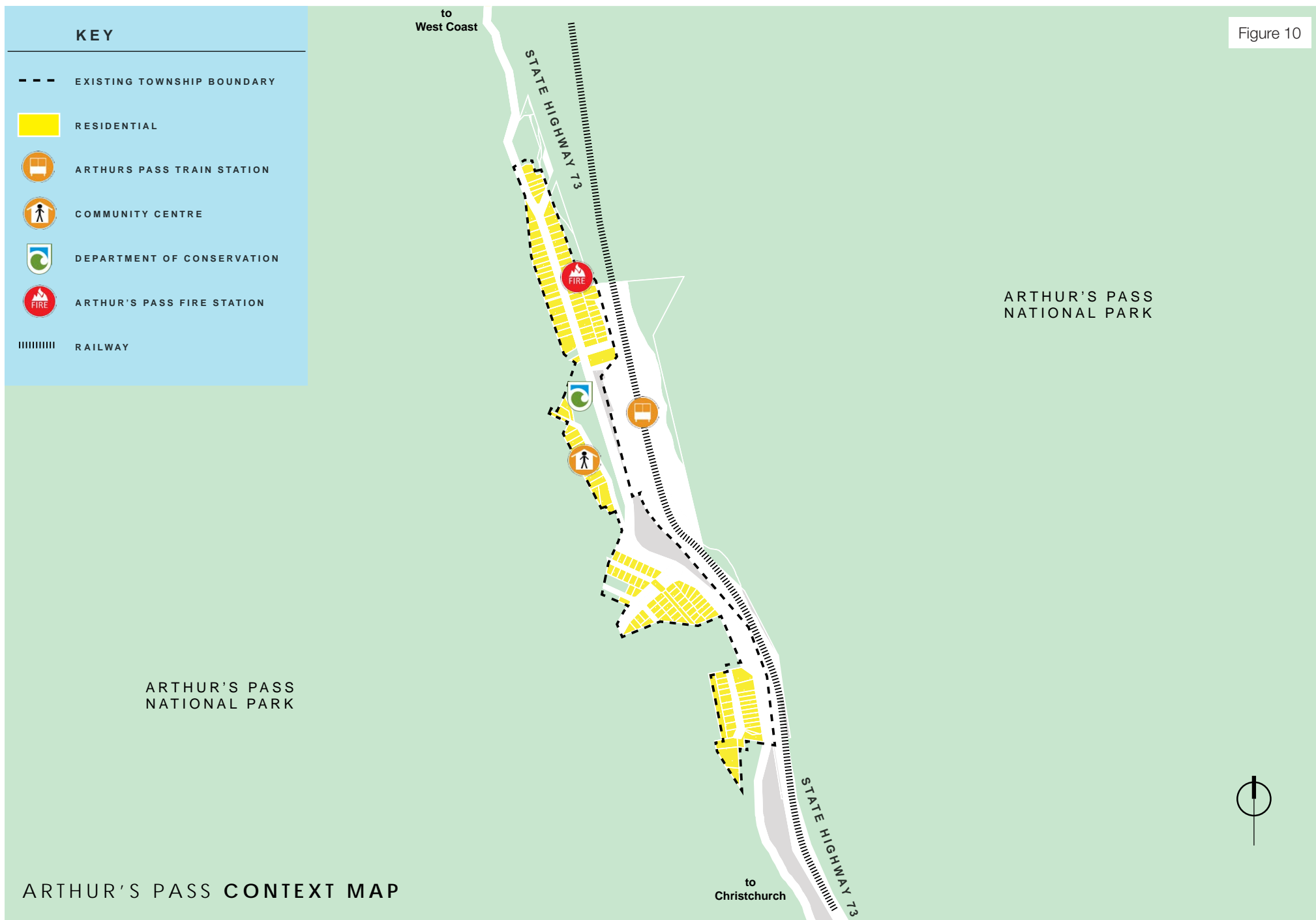
Improve landscape and tree planting on reserves and streetscapes via the Reserve Maintenance Programme	Short	\$	Selwyn District Council Property and Commercial department	Property and Commercial Long-Term Plan
Review the aquatic facilities needs as part of the planned review of the District Aquatic Facilities Strategy scheduled for 2016	Short	\$	Selwyn District Council Community Services department	Community Services Long-Term Plan
Progress community facility upgrades, as set out in the 2015-25 Long-Term Plan	Short	\$	Selwyn District Council Property and Commercial department	Community Services Long-Term Plan
Continue to actively promote Darfield as a tourist destination through Selwyn District Council's tourism advisor	Short	\$	Selwyn District Council Community Services department	Community Services Long-Term Plan
Investigate the viability of establishing a staffed tourism kiosk co-located in the Darfield Library, which is budgeted in Long-Term Plan for 2018/19	Short	\$	Selwyn District Council Community Services department	Community Services Long-Term Plan
Carry out master planning exercises to determine initiatives to accommodate the projected future growth in the school roll	-	-	Ministry of Education and School Board of Trustees	-

Business development

See Area Plan wide implementation steps in Table 1, in addition to the following:

Review the appropriateness of the Growth of Township policies and methods to coordinate sustainable Business 1 and 2 growth and provide for community needs by taking into account the identified Area Plan 'Issues' and 'Opportunities'	Short	\$\$	Selwyn District Council Planning department – District Plan Review	Environmental Services District Plan Review
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Figure 10



Arthur's Pass Village

Introduction

Location

Arthur's Pass Village is located two hours west of Christchurch on State Highway 73. At 740m above sea level, the village is surrounded by Arthur's Pass National Park and is one of New Zealand's few alpine villages.

Mana whenua

The pass through the upper Waimakariri Basin into the Taramakau catchment was used by mana whenua travelling to and from Te Tai Poutini (the West Coast) with a camp/settlement (Otira Pā) at the confluence of the Otira and Taramakau rivers.

European settlement

Crossed in 1864 by Arthur Dobson, after whom it was given its European name, Arthur's Pass was chosen as the preferred route for the road to the West Coast gold fields the following year and the road was opened in 1866. The area was originally a road and rail township, known first as Camping Flat and Bealey Flat before officially becoming Arthur's Pass in 1916. The township is surrounded by Arthur's Pass National Park which creates unique set of opportunities and issues.

At the turn of the 20th century the population of Arthur's Pass Village grew to accommodate the tunnellers who drilled the 8 kilometres Otira Tunnel. The tunnel was cut through the Main Divide and in 1923 completed the rail link between the east and west coasts of the South Island. Arthur's Pass National Park, which is 118,472 hectares in size, was gazetted in 1929.

People eventually took over the tunnellers' cottages as holiday homes, but the village is still closely associated with the railway. The Tranz Alpine train from Christchurch stops in the village twice daily on its journeys to the west and east coasts. The village also offers accommodation, refreshments and the chance to explore the many attractive walks in the National Park.

Employment

Arthur's Pass Village represents a small component of township-based employment in the Malvern area⁵. The township contributes to the district's tourist economy through its proximity to local ski fields⁶ and its location within the National Park.

Population

The 2015 population of Arthur's Pass Village was approximately 400 people, and is predicted to remain static through to 2031⁷.

Township status

Due to its relatively isolated location, contained size and the role it plays in servicing the Arthur's Pass National Park and those travelling along State Highway 1, Selwyn 2031 has categorised Arthur's Pass Village as a rural township whose function is:

"...based on village characteristics with some services offered to the surrounding rural area."⁸

2015 POPULATION
400

2031 PROJECTED
POPULATION

400

(NO PROJECTED POPULATION CHANGE)



**28 PEOPLE
EMPLOYED**

14

ZONED HOUSEHOLD CAPACITY

ARTHUR'S PASS SNAPSHOT

District Plan land use zoning

Arthur's Pass village is subject to a single Living 1 land use zoning (see [Figure 10](#)), which has a minimum average allotment size of 800 square metres based on the predominant requirement to manage wastewater discharges on-site through individual septic tanks.

The current pattern of residential development reflects the geography of the area, with the elongated urban form being spread across four distinct areas that are separated by streams from the steep slopes to the east and west. This elongated form can be attributed to the village having grown along the alignment of State Highway 73 and within the confines of the National Park boundaries and Bealey River.

The housing stock is characterised by small detached housing, there being numerous examples of historic cottages that not only contribute to the alpine character of the settlement but also reflect the settlement's historic past.

Residential land capacity

There are approximately 143 sections within the Arthur's Pass Village settlement of which 14 have the potential to be further developed for residential purposes. These sections comprise of 3.3 hectares with a potential yield of 29 additional households. In addition, there are currently 18 vacant lots available in Arthur's Pass.

There is significantly less developable land available within Arthur's Pass Village compared to other townships in the Malvern area. However, static projected population growth, the presence of a number of significant resource management issues and the geographic location of the settlement contained within a National Park preclude significant growth in the township.

Business and industrial land capacity

Arthur's Pass does not have dedicated Business 1 or Business 2 zones, with retail and commercial growth developing in a piecemeal fashion along State Highway 73, predominantly within a central core close to the train station and Department of Conservation visitor centre. These business activities are predominantly food and beverage outlets and a restaurant serving the limited needs of local residents, visitors to the National Park or those travelling along the state highway. An expert retail assessment establishes that there is no demand identified for additional business or industrial land in the township⁹.

Opportunities and Issues

Development opportunities and issues that have informed the recommendations for the future development of Arthur's Pass are summarised in [Figure 11](#) and below.

OPPORTUNITIES

Population, growth capacity and urban form

- The township has a unique alpine character and location within the Arthur's Pass National Park that needs to be protected.

Natural environment and cultural heritage

- There are opportunities to record the association of the area with ara tawhito (trails) to Te Tai Poutini on town information boards; and
- To provide information on the various indigenous plant species found in the area and their customary uses as part of town information.

Transport

- The levels of service for transport infrastructure should reflect the status, character and function of the settlement.

5 Waters

- Any new development should be located within or close to areas currently serviced with reticulated water and should utilise the capacity remaining in the Sunshine Terrace Wastewater Treatment Plant or other community systems ahead of on-site wastewater disposal where practical.
- Mana whenua support the development of Low Impact Urban Design and Development.

Business development

- There are a number of local services and businesses operating within Arthur's Pass Village to support the needs of the local community, visitors and travelers passing through the township.

Local facilities and community development

- Arthur's Pass Village is an important tourist destination, with opportunities available to further promote the township and the National Park as a tourist destination.
- Spark has identified upgrades to the 4G ultrafast broadband network in Arthur's Pass to support social, economic and community wellbeing.

⁹Market Economics: Malvern Area Plan Assessment, August 2015, P19

Figure 11



ISSUES

Population, growth capacity and urban form

- There is limited subdivision potential, given that the majority of land holdings appear to be around the 800 square metres size provided for within the District Plan.
- The relatively isolated location makes the township attractive to a small portion of the property market.
- There is limited capacity for the township to support more intensive housing typologies such as a Living Z zone based on the township character, settlement function in the Selwyn 2031 network and limited range of services.
- Natural hazard risk management is identified as a constraint to growth given the geography of the area. There is an identified need to review the appropriateness of the District Plan growth policy where it identifies a potential future growth path between State Highway 73 and the Bealey River which appears to be either KiwiRail owned and/or prone to hazards¹⁰. Other District Plan growth policies remain relevant, given the extent of constraints such as flooding, land stability, steep topography, soil stability, outstanding natural landscape values and land tenure.
- The proactive zoning of additional greenfield land through the District Plan Review is not supported due to:
 - (1) the settlement's character, function and ability to offer the services and infrastructure required to support increased growth
 - (2) infrastructure constraints
 - (3) natural values
 - (4) land tenure (Department of Conservation and KiwiRail), and
 - (5) Natural Environmental and Cultural Heritage Issues have been detected.

Business development

- There are limited opportunities to facilitate economic diversity, given the small population and that the village is primarily a tourist hub.
- The expansion of businesses is limited to retro-fitting existing dwellings or redeveloping existing residential sections in the absence of a dedicated Business 1 zone and vacant land available within it.
- Additional development within the Living 1 zone will require wastewater permits from Environment Canterbury as there is a lack of network capacity in the Council-operated wastewater treatment plant.

Transport

- There is a lack of connectivity between the four settlement clusters, which has arisen as a consequence of the topography and streams.

- Environment Canterbury does not provide public transport or a bus service to this town. A recent service review undertaken by Environment Canterbury determined that no significant extension or expansion to their services in the district is expected in the foreseeable future.

5 Waters

- Further growth paths are generally difficult to service based on the local geography and isolated location of the village. Infrastructure capacity upgrades for community water, wastewater and stormwater utilities to facilitate significant growth are likely to be cost-prohibitive.
- The Selwyn District Council toilet block wastewater treatment plant has no capacity to accept further connections from existing activities, including commercial activities. Some limited capacity remains available in the Council's Sunshine Terrace wastewater treatment plant.
- Wastewater is managed individually on-site through Environment Canterbury permits for the balance of the township. The retention of the current 800 square metre minimum average allotment size will make it challenging for on-site water discharge and does not meet the Environment Canterbury permitted activity requirements for new on-site wastewater management.
- Mana whenua have concerns with on-site wastewater treatment and disposal systems, particularly where local conditions compromise the effectiveness of those systems and may result in discharges of effluent to water.
- Any additional growth will require an integrated approach to stormwater management, including the development of stormwater management plans to coherently manage current and future growth.
- Mana whenua supports upgrades to the stormwater treatment and disposal networks, with a preference for disposal to land or artificial wetlands over direct discharge to water. This may create issues as limited land areas are available.

Local facilities and community development

- The limited population base in Arthur's Pass presents difficulties in generating the rates base to support major capital projects or community facilities.

Preferred Development Options

There are limited opportunities available for additional greenfield development areas or to extend the township boundary, based on the issues identified above and shown on Figure 13.

¹⁰Policy B4.3.12

Conclusion

No new areas for residential or business purposes have been identified as being necessary to be proactively zoned by Council in response to projected population growth within Arthur's Pass Village over the Malvern 2031 planning horizon. This is on the basis that there are a number of issues that need to be addressed to facilitate additional growth, including:

- settlement character and function, including the need to protect the current amenity attributed to the village and the absence of the necessary community infrastructure or services required to support significant growth or increased household densities
- infrastructure constraints relating to integrated stormwater management, access to potable water and the on-site treatment and disposal of wastewater. There is also a lack of resilience associated with the settlement's isolated location and local geography
- natural values attributed to the surrounding National Park, which is recognised in the District Plan as an Outstanding Landscape
- land tenure, where the only remaining land outside the current township boundary is owned and administered by Kiwirail, and
- natural hazard risks associated with land stability, rock fall associated with the steep topography to the north and south and flooding associated with the Bealey River and its tributaries.

The retention of the current township boundary through to 2031 is consistent with the principles contained in Chapter 5 of the CRPS, the District Growth Strategy Directions and the Area Plan Principles, which reinforce the need to manage growth in an integrated and consolidated manner, while avoiding the social, economic and environmental impacts associated with dispersed settlement patterns.

This Area Plan does not preclude any additional greenfield land from being considered for zoning through privately-initiated plan change requests under the RMA, but signals that there is sufficient capacity within the township to accommodate growth through to 2031 without the need for the Council to proactively zone additional land through the District Plan Review.

The following implementation steps identify the various processes for considering the appropriateness of where further development within the current township boundary through to 2031 can best be integrated. The implementation steps are the methods for delivering the opportunities and addressing the issues identified in the above assessment, which will collectively deliver better social, economic, cultural and environmental outcomes for the settlement of Arthur's Pass Village, its community and its rural township function to the local area.

Arthur's Pass area plan implementation steps

A number of implementation steps for Arthur's Pass Village are provided as a means to realise the opportunities and address the issues by 2031. The implementation steps contain guidance on indicative: (1) timeframes; (2) Council department work streams; (3) costs; (4) agency and Council department that are primarily responsible for implementation, and; (5) possible funding sources.

The various implementation steps have been formulated to deliver sustainable social, economic, cultural and environmental outcomes for each township within the Malvern area in the short, medium and long term. The following timeframes have been established for this area plan:

- Short term 2016 to 2020
- Medium term 2021 to 2025
- Long term 2026 to 2031

In addition to the Arthur's Pass Village township specific implementation steps set out below, there are a number of other implementation steps that apply across all the townships in the Malvern Area Plan. These can be viewed at the beginning of [Section 2](#) of this Area Plan at Table 1.

Estimated costs are shown in the following table as a high-level indication of the scale of funding that may be required to implement various steps. The costs generally relate to physical works, such as street upgrades, open space enhancements or developments of new facilities and do not include the costs to operate, maintain or renew the assets in the future. Possible funding sources for each implementation step are identified.

It is important to note, however, that in many cases no funding has been approved and decisions on whether a project or initiative to deliver the identified implementation step can proceed will still need to be made through the Council's Annual and Long-Term Planning processes. Also set out in the table is who will be advancing the various implementation steps, and the mechanisms by which they will be realised.

Key for indicative costs
 \$ = below \$50,000
 \$\$ = \$50,000 – 200,000

Table 3: Implementation steps – Arthur's Pass Village

Implementation step	Indicative timeframe	Indicative cost	Agency responsible	Funding source
Population, growth and urban form				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Review the Alpine Village rules and whether additional heritage buildings qualify for inclusion to achieve a greater sense of place and identity	Short	\$\$	Selwyn District Council Planning department – District Plan Review	Environmental Services District Plan Review
Review the current zoning and determine the appropriateness of facilitating higher-density/smaller allotments to reflect use as holiday homes	Short	\$\$	Selwyn District Council Planning department – District Plan Review	Environmental Services District Plan Review
Investigate potential to facilitate development within proximity to established business activities via a 'transitional zone' or similar	Short	\$\$	Selwyn District Council Planning department	Environmental Services District Plan Review
Natural environment and cultural heritage				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Include significant heritage and cultural sites in Arthur's Pass when preparing township brochures and/or township information panels	Medium	\$	Selwyn District Council Community Services department in consultation with mana whenua	Community Services Long-Term Plan
Transportation				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Facilitate a Corridor Management Plan in partnership with New Zealand Transport Agency to identify future opportunities and issues associated with the State highway, which will inform on-going planning initiatives	Medium	\$\$	Selwyn District Council Transportation and Planning departments	Assets and Environmental Services Long-Term Plan

5 Waters

See Area Plan wide implementation steps in Table 1 in addition to the following:

Review the appropriateness of the growth of township policies and methods to coordinate sustainable urban growth and provide for community needs by taking into account the identified Area Plan opportunities and issues (town centre growth to consider flood risks associated with the Bealey River, existing stormwater network, wastewater capacity available south near Sunshine Terrace and individual septic tanks required elsewhere)	Short	\$	Selwyn District Council Planning and Water Services departments in consultation with mana whenua – District Plan Review	Environmental Services District Plan Review
Submit the necessary stormwater discharge consents and implement the associated Stormwater Management Plan	Short	\$	Selwyn District Council Water Services department in consultation with mana whenua	Assets Long-Term Plan
Manage the water supply network in accordance with the approved Water Safety Plan	Medium	\$	Selwyn District Council Water Services department	Assets Long-Term Plan

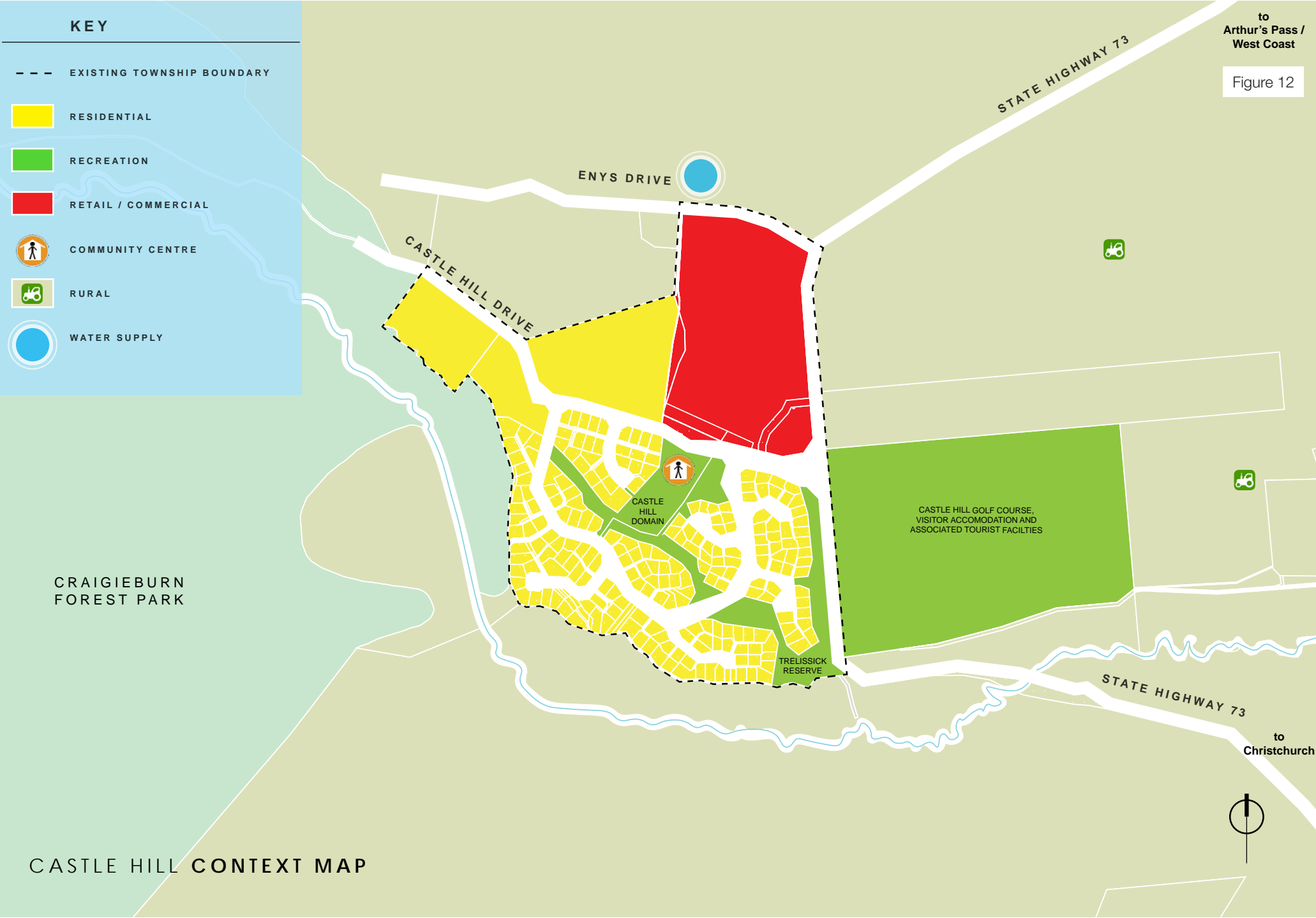
Local facilities and community development

See Area Plan wide implementation steps in Table 1, in addition to the following:

Consider providing a targeted rate for the Arthur's Pass community to generate funds for the community centre improvements	Short	\$	Selwyn District Council Property and Commercial department - Annual Plan 2015/16	Property and Commercial Long-Term Plan
Actively promote Arthur's Pass Village as a tourist destination through Selwyn District Council's tourism advisor	Medium	\$	Selwyn District Council Community Services department	Community Services Long-Term Plan

Business development

See Area Plan wide implementation steps in Table 1



Castle Hill

Introduction

Location

Castle Hill Village is located just over an hour west of Christchurch on State Highway 73, lying between the Torlesse and Craigieburn Ranges. The village is an alpine settlement located at an altitude of 720m above sea level.

Mana whenua

Kura Tāwhiti is a traditional area of whare-wānanga, cultivation and mahinga kai for mana whenua. It is an Area of Statutory Acknowledgement under the Ngāi Tahu Claims Settlement Act 1998. The literal translation of Kura Tāwhiti is 'treasure from a distant land.' It was also the mountain claimed by the Ngāi Tahu ancestor Tane Tiki who claimed the mountain for his daughter Hine Mihi so he could take feathers from the kakapo in the region to make her a cloak.

Most people associate Castle Hill Village with the limestone rock formations immediately west of SH 73. For mana whenua it is part of a larger landscape that extends north, south and east of the rock formations and which is culturally very significant.

European settlement

Castle Hill Village began as a development in 1982, ten years after then owner of Castle Hill Station, John Reid, conceived a plan to create a high alpine village on an area of farmland beneath the Craigieburn Range.

Castle Hill Station was named for the distinctive fortress-like limestone hills encircling the station homestead. These hills have eroded to form the boulders that many regard as the "crown jewel" of rock climbing in New Zealand. The area is also the base for numerous other outdoor activities including skiing, hiking, hunting and water sports. In 2004, part of Castle Hill Station was purchased by the Department of Conservation to link Craigieburn Forest Park to Korowai-Torlesse Tussockland Park.

Castle Hill Village was provided for in the Malvern Country Planning Scheme prior to enactment of the RMA. Building design standards reflected the alpine environment but not the cultural significance of the area.

Employment

Castle Hill represents a small component of township-based employment in the Malvern area¹¹. The township contributes to the district's tourist economy through its proximity to local ski fields¹² and natural attractions.

Population

Since its inception in 1982, the village has steadily grown and at the start of 2014 contained 126 houses, accommodating approximately 352 people. Most of these are seasonal holiday homes, although several of the homes are resided in on a permanent basis. The population of Castle Hill is predicted to remain static through to 2031,¹³ although additional dwellings are anticipated to be built in this timeframe, along with an expected increase in tourist numbers to the area.

Township status

Due to its relatively isolated location, contained size and high holiday home occupancy, Selwyn 2031 has categorised Castle Hill as a rural township whose function is:

*"...based on village characteristics with some services offered to the surrounding rural area."*¹⁴



¹¹Market Economics: Malvern Area Plan Assessment, August 2015, P13 ¹²Market Economics: Malvern Area Plan Assessment, August 2015, P9 ¹³Selwyn Growth Model ¹⁴Selwyn 2031: District Development Strategy, Strategic Direction 1, adopted October 2014, P34

District Plan land use zoning

Castle Hill Village is subject to a single Living 1A land use zoning (see [Figure 12](#)), which has a minimum average allotment size of 500 square metres and a minimum lot size of 350 square metres. The residential development is supplemented by an 8.2 hectare area of undeveloped Business 1A zoned land to cater for commercial activities including future tourism-based services and retailers.

The densities and lot layouts are based on the original concept developed for the village that is contained within the geography of the area, with State Highway 73 forming the eastern boundary, the escarpment and Thomas River containing the southern and western boundaries and the northern boundary being generally contained by Enys Drive and the associated escarpment. The housing stock is characterised by small detached housing, the appearance of which have been influenced by developer covenants and the provisions of Chapter 11 of the Selwyn District Plan – Township Volume. These development controls have contributed to the alpine character of the settlement.

Residential land capacity

There are approximately 221 sections within Castle Hill Village of which 5 have the potential to be further developed for residential purposes. These sections comprise some 5.1 hectares with a potential yield of 71 households. In addition, there are approximately 88 undeveloped existing residential sections available in Castle Hill Village.

There is sufficient available land to accommodate projected population growth through to 2031 without proactively zoning additional residential greenfield land.

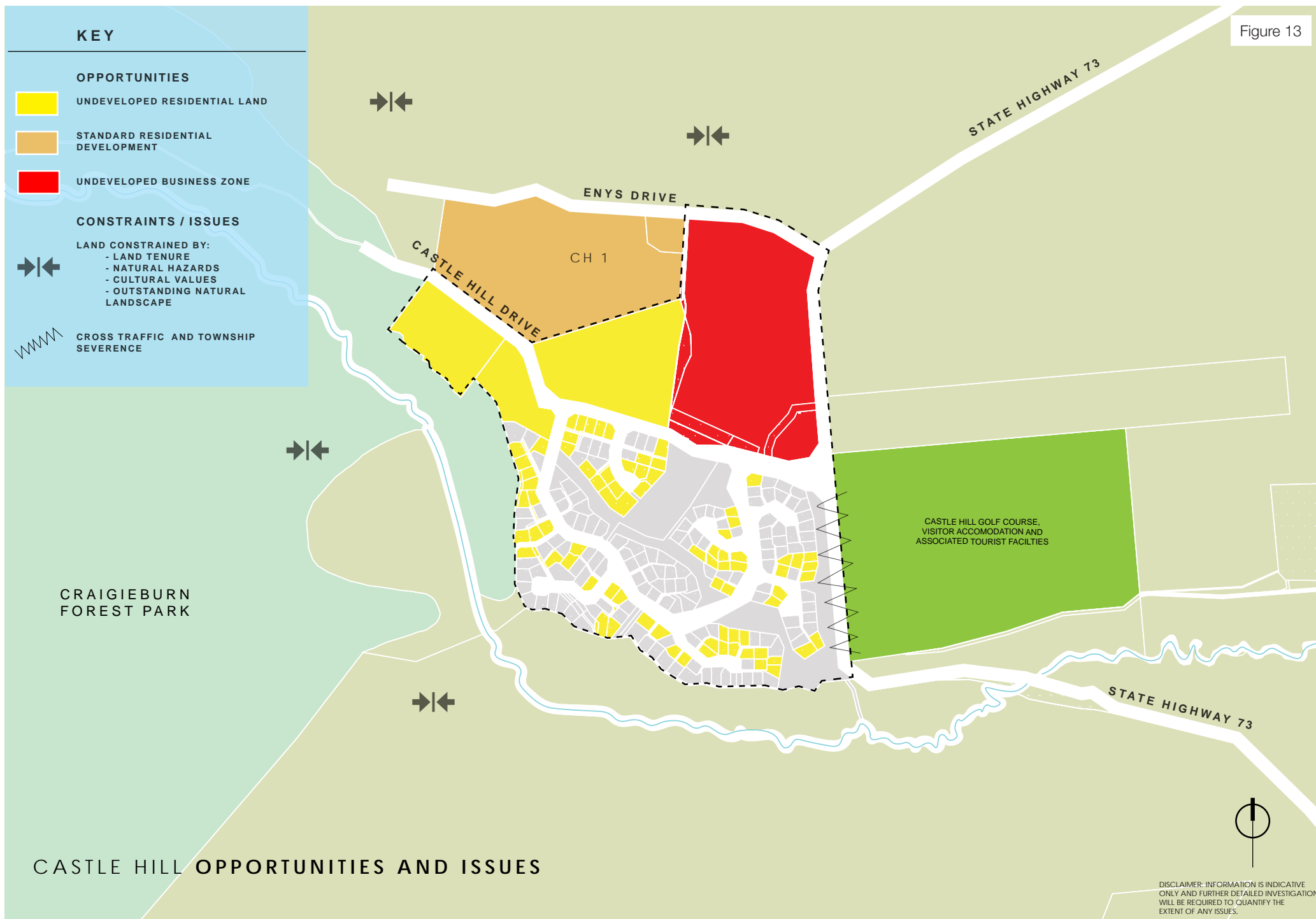
Business land capacity

Castle Hill village has a relatively large area of undeveloped Business 1A zoned land that formed part of the original concept for the village by providing the opportunity for tourist-based retailers and services. There are no established retail, commercial or industrial type activities operating in the village at this point in time, although a golf course and associated camping ground have been consented to the east across State Highway 73. The expert retail assessment has identified that there was no demand identified for additional business or industrial land in the township¹⁵.

Overall, there is considered to be sufficient available land to accommodate the projected population growth through to 2031 without Council proactively zoning additional residential or business greenfield land.

¹⁵ Market Economics: Malvern Area Plan Assessment, August 2015, P19

Figure 13





Opportunities and Issues

Development opportunities and issues that have informed the recommendations the future development of Castle Hill are summarised in [Figure 13](#) and below.

OPPORTUNITIES

Population, growth capacity and urban form

- There is a substantial area of developable land available within the village to accommodate projected growth, including several large vacant lots spread throughout the village and further development capacity identified to the north-west.

Business development

- Economic diversity and tourism-based activities are able to be accommodated within the undeveloped Business 1A zone and the consented holiday park and golf course area to the east of State Highway 73.

Natural environment and cultural heritage

- Investigate the appropriateness of identifying within the District Plan a cultural landscape over Kura Tāwhiti and Castle Hill Village to recognise the cultural significance of the area to mana whenua.
- Information about the history and cultural significance of Kura Tāwhiti could be displayed in Castle Hill Village.
- There are opportunities in some areas to landscape and plant road reserves and other public spaces with native species to support mahinga kai.
- There are opportunities to review the design criteria for the village, especially in the commercial and undeveloped areas to incorporate mana whenua history into the design of public and commercial facilities.

Transport

- The current transport provisions in the village are considered adequate for the level of demand in the township, with the concentric township form, topography and existing road and path network allowing for a highly accessible settlement pattern.

5 Waters

- New development should be located within or close to areas currently serviced with community water supplies and should utilise the capacity remaining in the Castle Hill Wastewater Treatment Plant where practical.
- Mana whenua support the development of Low Impact Urban Design and Development.

Local facilities and community development

- Castle Hill is an important tourist destination due to its proximity to Kura Tāwhiti, local ski fields and other recreational opportunities.
- Recent development of the Cragieburn Trails initiative by Castle Hill Village residents in conjunction with the Department of Conservation.
- Spark has identified upgrades to the 4G ultrafast broadband network in Castle Hill to support social, economic and community wellbeing.

ISSUES

Population, growth capacity and urban form

- The relatively isolated location makes the township attractive to a small portion of the property market.
- The amount of available land reduces the need to proactively zone additional greenfield land through the District Plan Review. Additionally there are the following identified constraints: natural values, retaining the purpose of the original masterplan, land tenure (DoC), topography (Thomas River escarpment), infrastructure resilience and severance across SH73.
- There is limited capacity for the township to support more intensive housing typologies, such as a Living Z zone, based on the township character, the settlement function in the Selwyn 2031 network and limited range of services.
- The consenting of the camping ground in the High Country zone has effectively doubled the size of the township area, which is now separated from Castle Hill Village by State Highway 73. Any further growth to the east will exacerbate this issue.
- Mana whenua identify that further development to the east of SH 73 may encroach on culturally very significant areas where additional camping or other development is considered inappropriate.
- There is a need to maintain the existing Growth of Township policy that precludes additional Living 1 zone residential or Business 1 zone business activities from adversely affecting the amenity or natural values attributed to the Thomas River or wetlands¹⁶.
- There is also a need to avoid encroaching into the Outstanding Natural Landscape Area on the southern and western boundaries and to retain the alpine outlook. Land tenure is also relevant, with Department of Conservation reserve being located on the western boundary.

Business development

- Business opportunities are contingent upon private investment, with the existing zoned land remaining undeveloped.
- There is potential for loss of business zoned capacity should the area be developed for residential purposes.

Natural environment and cultural heritage

- Mana whenua identify the need to manage effects of additional residents and visitors to the area and avoid development encroaching upon the maunga/ mountains or views of them.
- In addition to the established alpine theme of the Village, there is an opportunity to recognise the cultural significance of the area by integrating design that better reflects mana whenua culture and association with the area.

Transport

- There are potential cross traffic issues between the village and the holiday park and golf course to the east of State Highway 73. There is poor connectivity between the two areas.
- Environment Canterbury does not provide public transport or a bus service to this town. A recent service review undertaken by Environment Canterbury determined that no significant extension or expansion to their services in the district is expected in the foreseeable future.

5 Waters

- There is provision in the Regional Plans for community supply. However, any new surface water takes will require Environment Canterbury consent. Water supply is managed in accordance with approved Water Safety Plans.
- Additional growth locations will generally be costly to service based on the local geography and isolated location of Castle Hill. There are infrastructure upgrades required for community water, wastewater and stormwater utilities to service significant growth.
- Any additional growth will require an integrated approach to stormwater management, including amendments to the existing stormwater management consents to coherently manage current and future growth.

Local facilities and community development

- The limited population base in Castle Hill village presents difficulties in generating the rates base required to support major capital projects or community facilities.

¹⁶Policy B4.3.17

Preferred Future Development Areas

Residential

No new areas for residential development have been identified as being necessary to be proactively zoned by Council in response to projected growth within the Malvern 2031 planning horizon. This is on the basis there is currently sufficient available land to accommodate projected population growth and there are constraints that need to be addressed through the RMA process.

Figure 13 shows preferred areas for future greenfield growth that could accommodate residential and business development either beyond 2031 or more immediately through a privately initiated plan change process, including areas where more intensive development may be able to occur and explains the advantages and disadvantages of each respective area. The map indicates the current township boundary and references some of the opportunities and issues listed below that will influence the substantive assessment of the appropriateness of future growth options.

Castle Hill Area 1 - CH 1

A potential future area for standard residential development is an area currently zoned Rural (High Country) and is located to the west of the current Business 1A zone, south of Enys Drive. The area may also be suitable for future business purposes.

Advantages

- This location is identified as a Forestry Exclusion Area so is outside the Outstanding Natural Landscape Area identified in the District Plan.
- The area is well-contained by Enys Drive to the north.
- The location has high amenity, with views to the surrounding Outstanding Natural Landscape Area and wider environment.
- The area provides for a long-term growth beyond 2031 that is able to be integrated into the existing urban form.
- There is potential to integrate this location with the adjoining zoned land to the south.

Disadvantages

- There is more than sufficient supply of Living 1A zoned land to provide for projected growth within the Malvern 2031 planning horizon without extending the settlement boundary into adjoining land.
- The topography makes infrastructure provision costly and inefficient to service with water due to the need for pumps. There is also a lack of resilience in respect to infrastructure services and utilities management due to the isolated location and geography.

Conclusion

No new areas for residential or business purposes have been identified as being necessary to be proactively zoned by Council in response to projected growth within Castle Hill over the Malvern 2031 planning horizon. This is on the basis that there is currently sufficient zoned but undeveloped residential land available to accommodate projected population growth and demand.

There are also a number of issues that need to be addressed to facilitate additional growth, including:

- settlement character and function, including the need to protect the current amenity attributed to the village and the absence of the necessary community infrastructure or services required to support additional growth or increased household densities. There is also a need to adhere to the scale of development that was envisaged by the original Castle Hill Village concept plan
- infrastructure upgrades relating to integrated stormwater management, access to potable water and the ongoing treatment and disposal of wastewater. There is also a reduction in resilience associated with the settlement's isolated location and local geography
- The need to preserve the natural values attributed to the surrounding environment, which is recognised in the District Plan as an Outstanding Landscape
- the need to manage growth to avoid any adverse impacts this may have on cultural sites or the mana whenua values attributed to the area
- land tenure, with much of the adjoining land to the west being owned and administered by the Department of Conservation, and
- natural hazard risks associated with the Thomas River escarpment.

The retention of the current township boundary through to 2031 is consistent with the principles contained in Chapter 5 of the CRPS, the District Growth Strategy Directions and the Area Plan Principles, which reinforce the need to manage growth in an integrated and consolidated manner while avoiding the social, economic and environmental impacts associated with dispersed settlement patterns.

This Area Plan does not preclude any additional greenfield land from being considered for zoning through privately-initiated plan change requests under the RMA, but signals that there is sufficient capacity within the township to accommodate growth through to 2031 without the need for the Council to proactively zone additional land through the District Plan Review.

The following implementation steps identify the various processes for considering the appropriateness of where further development within the current township boundary through to 2031 can best be integrated. The implementation steps are the methods for delivering the opportunities and addressing the issues identified in the above assessment, which will collectively deliver better social, economic, cultural and environmental outcomes for the settlement of Castle Hill, its community and its rural township function to the local area.

Castle Hill area plan implementation steps

A number of implementation steps for Castle Hill are provided as a means to realise the opportunities and address the issues by 2031. The implementation steps contain guidance on indicative: (1) timeframes; (2) Council department work streams; (3) costs; (4) agency and Council department that are primarily responsible for implementation, and; (5) possible funding sources.

The various implementation steps have been formulated to deliver sustainable social, economic, cultural and environmental outcomes for each township within the Malvern area in the short, medium and long term. The following timeframes have been established for this area plan:

- Short term 2016 to 2020
- Medium term 2021 to 2025
- Long term 2026 to 2031

In addition to the Castle Hill Village specific implementation steps set out below, there are a number of other implementation steps that apply across all the townships in the Malvern Area Plan. These can be viewed at the beginning of [Section 2](#) of this Area Plan at Table 1.

Estimated costs are shown in the following table as a high-level indication of the scale of funding that may be required to implement various steps. The costs generally relate to physical works, such as street upgrades, open space enhancements or developments of new facilities and do not include the costs to operate, maintain or renew the assets in the future. Possible funding sources for each implementation step are identified.

It is important to note, however, that in many cases no funding has been approved and decisions on whether a project or initiative to deliver the identified implementation step can proceed will still need to be made through the Council's Annual and Long-Term Planning processes. Also set out in the table is who will be advancing the various implementation steps, and the mechanisms by which they will be realised.

Key for indicative costs
 \$ = below \$50,000
 \$\$ = \$50,000 – 200,000



Table 4: Implementation steps – Castle Hill

Implementation step	Indicative timeframe	Indicative cost	Agency responsible	Funding source
Population, growth and urban form				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Review the alpine village rules through the District Plan Review with the view to determining the appropriateness of Selwyn District Council formalising the private covenants as rules and growth of township policies to adhere to the masterplan	Short		Selwyn District Council Planning department – District Plan Review	Environmental Services District Plan Review
Natural environment and cultural heritage				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Include significant heritage and cultural sites in Castle Hill Village when preparing township brochures and/or township information panels	Medium	\$	Selwyn District Council Planning department in consultation with Nga Rūnunga – District Plan Review	Community Services Long-Term Plan
Review the District Plan ‘Sites of Significance to Tangata Whenua’ and investigate the viability of a ‘cultural landscape’ zone over Castle Hill Village and the wider surrounds	Long	\$	Selwyn District Council Planning department in consultation with mana whenua – District Plan Review	Environmental Services District Plan Review
Transportation				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Facilitate a Corridor Management Plan in partnership with New Zealand Transport Agency to identify future opportunities and issues associated with the state highway, which will inform on-going planning initiatives	Medium	\$\$	Selwyn District Council Transportation and Planning departments	Assets and Environmental Services Long-Term Plan
5 Waters				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Support the developer-led amendment of stormwater network discharge consents to facilitate growth	Medium	\$	Selwyn District Council Water Services department in consultation with mana whenua	Assets Long-Term Plan
Manage the water supply network in accordance with the approved Water Safety Plan	Medium	\$	Selwyn District Council Water Services department	Assets Long-Term Plan

Local facilities and community development

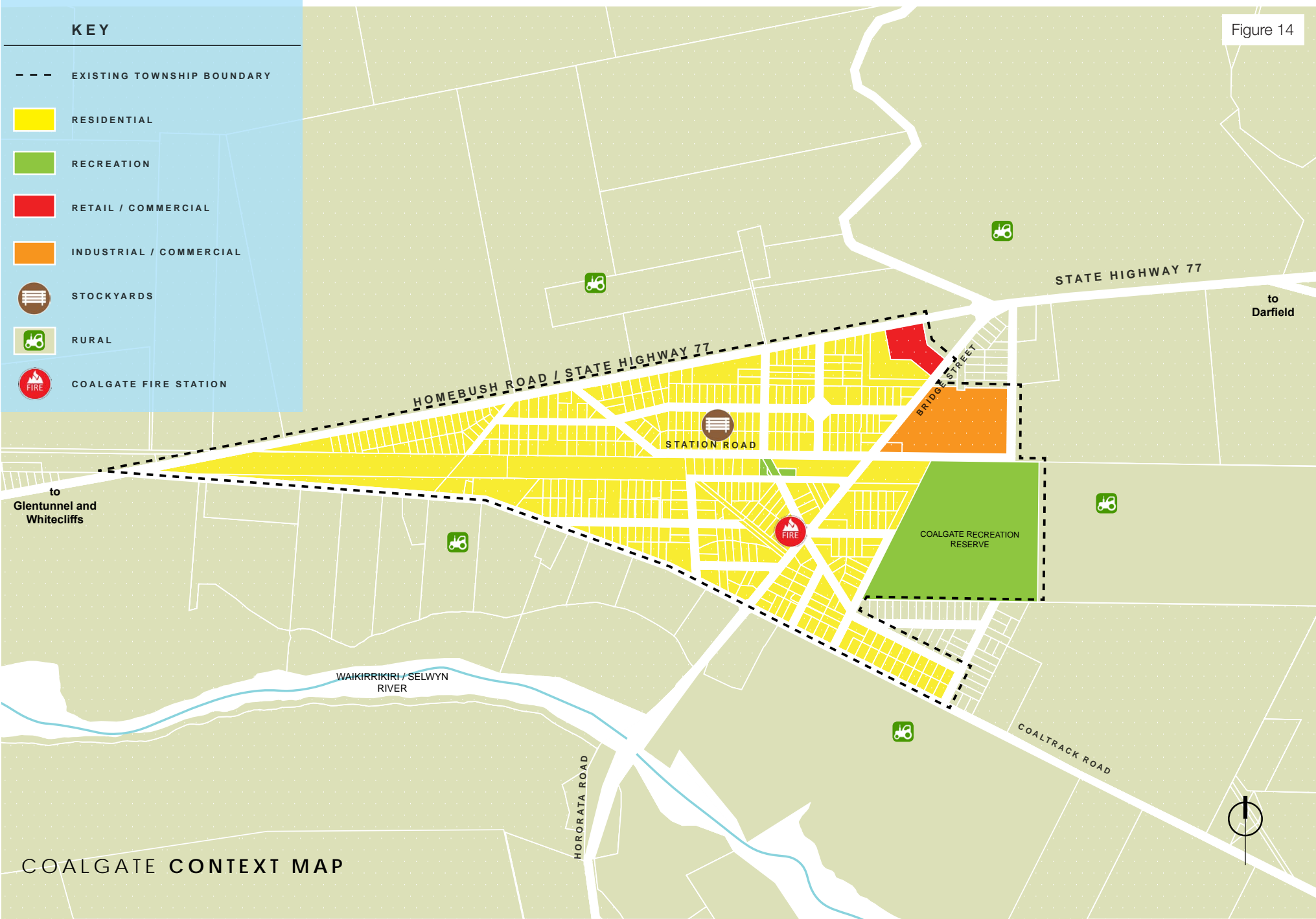
See Area Plan wide implementation steps in Table 1, in addition to the following:

Progress capital works for community facilities, including: playground renewal and upgrades in 2018; extension/upgrade of the community centre (subject to funding); and village green development in 2019/20	Medium	-	Selwyn District Council Property and Commercial department – Strategy and Planning Works Programme	Property and Commercial Long-Term Plan
Development of new reserve areas and green linkages from proposed subdivision	Long	-	Selwyn District Council Property and Commercial department – Strategy and Planning Works Programme	Subdivision
Identify potential opportunities for improved access arrangements and tourist-based initiatives to support economic and community diversity	Medium	\$	Selwyn District Council Property and Commercial department in consultation with mana whenua, Department of Conservation and the local community	Community Services Long-Term Plan
Continue to promote tourism in the area through the following initiatives: (1) Castle Hill Village tourism operators, promoted at trade shows and online (2) township information, published on the Sensational Selwyn website, and (3) Castle Hill Village features in the 'Arthur's Pass to Christchurch' tourism promotion	Medium	\$	Selwyn District Council Community Services department	Community Services Long-Term Plan

Business development

See Area Plan wide implementation steps in Table 1, in addition to the following:

Review the most optimal use of Business 1A zone in partnership with the local community, which could include determining whether the Business 1A zone enables or precludes comprehensive residential development and whether the framework encourages or precludes the establishment of commercial activities	Short	\$\$	Selwyn District Council Planning department – District Plan Review	Environmental Services District Plan Review
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Coalgate

Introduction

Location

The settlement of Coalgate is located an hour west of Christchurch on State Highway 77, at an elevation of 240m above sea level.

Mana whenua

Coalgate township is located in very close proximity to the site of Whakaepa Pā, that was attacked during the Kai Huanga Feud in 1825-28. The Malvern Hills area was important for mahinga kai with numerous recorded sites. The Waikirikiri/Selwyn River is also an important area of mahinga kai and is identified in the District Plan as a wāhi taonga management area. The river is also the subject of reduced flows and water quality issues which affect its ecological, cultural and amenity values.

European settlement

The name Coalgate became official in 1876 when it was given to the post office. It was named in recognition of the settlement being a gateway to the collieries, lignite coalfields found in the Whitecliffs, Rakaia Gorge and Acheron River areas. Before 1876 the official name given by the Railways Department was Selwyn Bluff, or The Bluff. Sections were first advertised in 1875. The 1950s saw the advent of commercial processing of bentonite, a very fine clay used as a lubricant in oil drilling and in boot polish, toothpaste and cosmetics that is sourced in the Coalgate area.

The nearby Glentunnel Township has a close historical association with the local coal mines, potteries and brickworks of the Glentunnel/South Malvern area. This association, which continued until the 1980s, can still be seen in the brick community buildings (including the library and stable) and many of the miners' cottages that are still lived in today.

The Waikirikiri/Selwyn River is a concentrated area of mahinga kai, as is Malvern Hills. The Waikirikiri/Selwyn River is identified in the District Plan as a wāhi taonga management area. The river is also the subject of reduced flows and water quality issues, which affect its ecological, cultural and amenity values.

Employment

There has been some retail and commercial employment growth recorded in Coalgate, although the total employment in Coalgate represents a relatively small component of township-based employment in the Malvern area¹⁷. Employment is comprised of Coalgate Motors, the tavern and a number of small home-based businesses¹⁸. There has also been a recorded increase in industrial employment¹⁹.

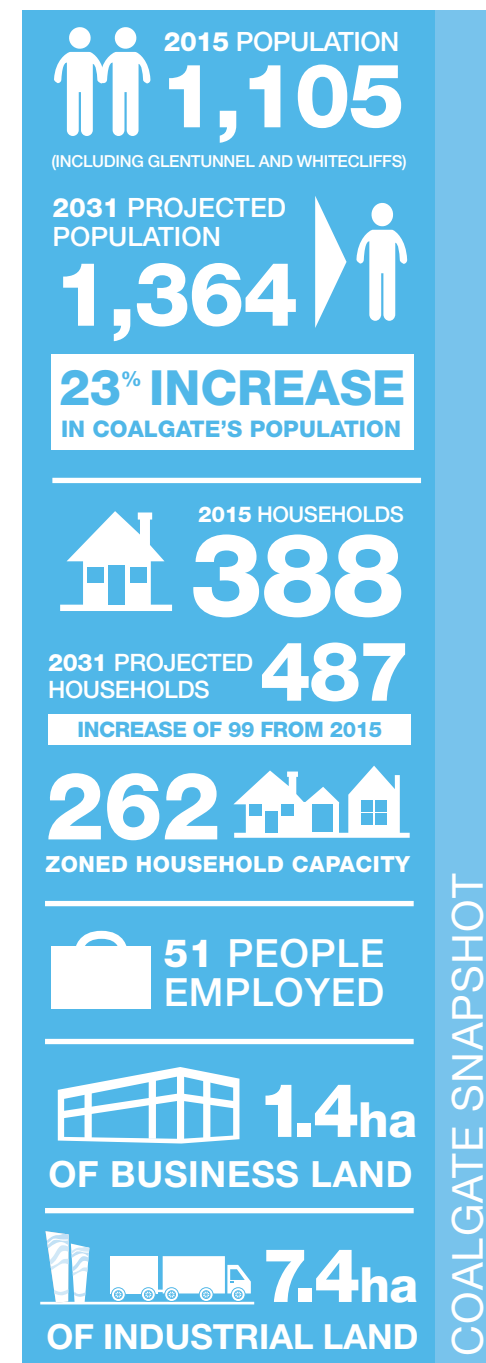
Population

The 2015 population for the Coalgate, Glentunnel and Whitecliffs settlements was 1,087 people (388 households, with this population projected to grow to a 2031 population of 1,364 (487 households), being an estimated increase of 277 people (100 households)²⁰.

Township status

Selwyn 2031 categorises Coalgate as a rural township whose function is:

*"...based on village characteristics with some services offered to the surrounding rural area."*²¹



¹⁷Market Economics: Malvern Area Plan Assessment, August 2015, P13

¹⁸Market Economics: Malvern Area Plan Assessment, August 2015, P14

¹⁹Market Economics: Malvern Area Plan Assessment, August 2015, P15

²⁰Selwyn Growth Model

²¹Selwyn 2031: District Development Strategy, Strategic Direction 1, adopted October 2014, P34

District Plan land use zoning

Coalgate is subject to standard density Living 1 and low-density Living 2 land use zonings (see [Figure 14](#)), which have a minimum average allotment size of 800 square metres and 1 hectare, respectively. These densities have been influenced by the requirement to manage wastewater discharges on-site through individual septic tanks.

Residential land capacity

There are approximately 165 standard residential sections in Coalgate of which 60 have the potential to be further developed for residential purposes. These sections comprise some 35 hectares with a potential yield of 262 additional households.

These standard residential sections are supplemented by 38 low-density Living 2 zone sections in Coalgate, however there is limited infill potential within this low density zone. In addition, there is a proportionately large number of undeveloped residential sections still remaining within Coalgate, with approximately 60 vacant lots identified as being available for development.

Overall, there is sufficient available land to accommodate what is identified as being static projected population growth and demand in Coalgate through to 2031 without proactively zoning additional residential greenfield land.

Business and industrial land capacity

The township includes a 1.4 hectare area of Business 1 zoned land and a further 7.4 hectares of Business 2 zoned land. There are approximately three business sections and two industrial sections within Coalgate, which have average allotment sizes of 3,817 square metres and 2.4 hectares, respectively. The expert retail assessment records a small shortfall of 1,000 square metres of business land, but identifies that there is no demand for additional industrial land in the township²².

Overall, there is considered to be sufficient available land to accommodate the projected population growth and demand in Coalgate through to 2031 without Council proactively zoning additional residential, business or industrial greenfield land.

Opportunities and Issues

A broad range of opportunities and issues are identified to sustainably manage the growth and development of Coalgate through to 2031, which are also summarised in [Figure 15](#) and listed below.

OPPORTUNITIES

Population, growth capacity and urban form

- There is sufficient zoned and undeveloped land to accommodate the projected population and anticipated growth up to 2031.
- There are a large number of vacant lots distributed throughout the township, which may present an opportunity to allow for pockets of higher-density developments for particular demographic groups, if serviceable.

Business development

- An existing established business (an automotive garage) serves the local needs of the township.

Natural environment and cultural heritage

- There is an opportunity to consider a cultural footprint over the area in the District Plan Review to recognise the settlement history of mana whenua in this area and to provide information on that aspect of the township's occupation and history.
- The District Plan Review should identify and protect culturally-significant sites.

- There is an opportunity to recognise the cultural significance of Waikirikiri/Selwyn or Whakaepa River and its tributaries as mahinga kai and to enhance mahinga kai species by retaining and restoring wetlands and planting species in public spaces and riparian areas.
- There is an opportunity to develop a river access strategy to enhance access to the river and opportunities for mahinga kai and recreation.

Transport

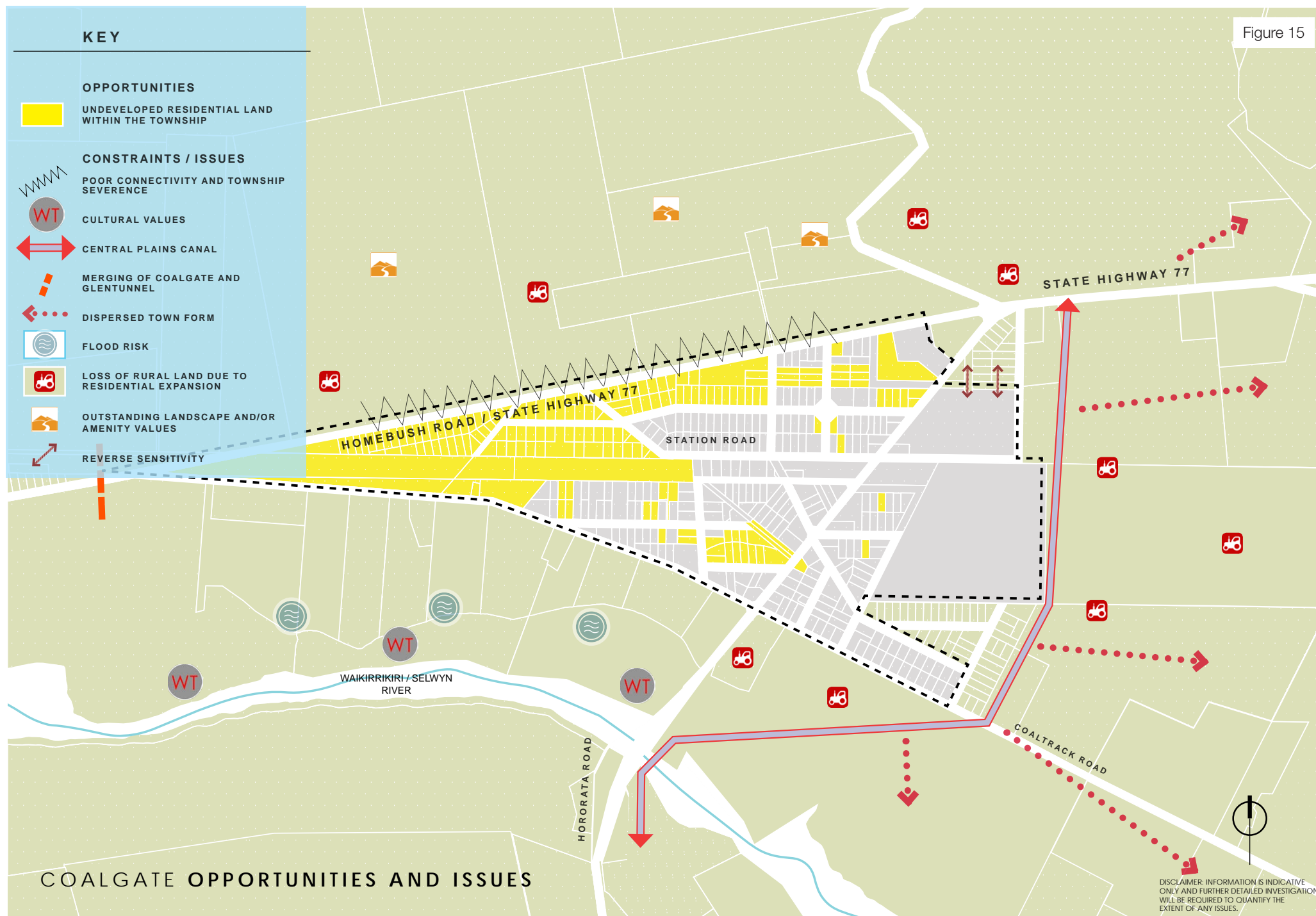
- The levels of service for transport infrastructure should reflect the status, character and function of the settlement.
- Scoping work has been commissioned to investigate the vesting of corridors to legalise roads within Coalgate, which will assist to facilitate development and achieve an integrated transport network.
- There is an opportunity to establish a future north-south walking and cycling connection when the Living 1 zone is fully developed.

5 Waters

- Mana whenua support the development of Low Impact Urban Design and Development.

²²Market Economics: Malvern Area Plan Assessment, August 2015, P20

Figure 15



Local facilities and community development

- There is an opportunity within the Recreation Reserve to cater for a range of activities for both organised sport and informal recreation to build on the recent development of the BMX track.

ISSUES

Population, growth capacity and urban form

- There is limited capacity for the township to support more intensive housing typologies such as a Living Z zone, based on the township character, the settlement function in the Selwyn 2031 network and limited range of services.
- Further growth to the west would merge Coalgate with Glentunnel and may give rise to the loss of identity.
- The Central Plains Water Scheme Notice of Requirement precludes significant growth east and partially to the south of the township boundary, which could also give rise to ribbon development along Coaltrack Road and State Highway 77.
- Development south of Coaltrack Road is suitable from an infrastructure servicing perspective, but is likely to result in development encroaching into the Waikirikiri/Selwyn River that may increase the flood risk.
- Mana whenua identify a need to reduce the risk of adverse effects on the culturally significant Waikirikiri/Selwyn River from urban development and expansion south of Coaltrack Road.
- Development north of Homebush Road would give rise to traffic issues associated with the separation of the township across State Highway 77 and may reduce the productive capacity and amenity attributed to the Rural Outer Plains.

Business development

- Relatively limited opportunities are able to be facilitated in Coalgate through the Area Plans based on the small population base of the township and its status under Selwyn 2031.

Natural environment and cultural heritage

- There is a risk that urupā may be uncovered and other sites of cultural significance disturbed through excavation and development of roads or houses.
- There is a risk that access to the river may be lost through subdivision and residential or commercial development.
- Water quality may be undermined from reduced flows, the direct discharge of stormwater or failing on-site effluent treatment and disposal systems, with these risks being exacerbated with additional growth development.

- The land to the south of Coaltrack Road is comprised of Class III versatile soils, which are valued for their productive capacity.

Transport

- Environment Canterbury does not provide public transport or a bus service to this town. A recent service review undertaken by Environment Canterbury determined that no significant extension or expansion to their services in the district is expected in the foreseeable future.
- Heavy forestry and dairy vehicles utilising State Highway 77 may reduce the efficiency and safety of the local road network and its capacity to support current and future development.
- There is currently no safe walking and cycling connection between Glentunnel, Whitecliffs and Coalgate.

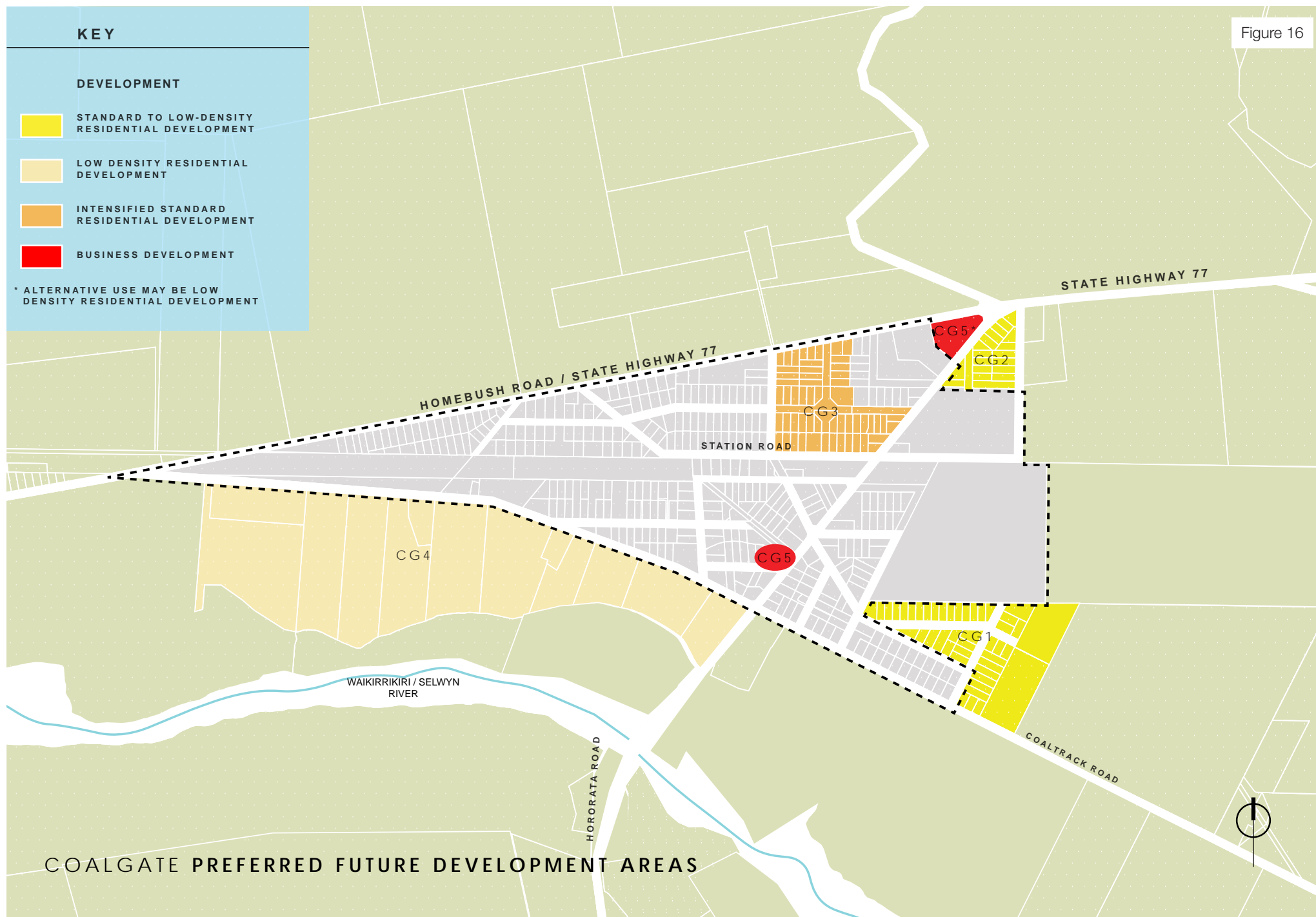
5 Waters

- There is provision in the Regional Plans for community supply. However, any new surface water takes to provide for growth will require resource consent. The water supply is managed in accordance with the approved Water Safety Plan.
- Any additional growth will require an integrated approach to stormwater management, including the development of stormwater management plans to coherently manage current and future growth.
- Environment Canterbury has indicated that higher-density housing typologies cannot reasonably be serviced by on-site systems. The retention of the current 800 square metres minimum average allotment size will make it challenging for on-site wastewater discharge and does not meet the Environment Canterbury permitted activity requirements for new on-site wastewater management.
- Mana whenua note the need to consider water quantity and quality issues. The Plains is classified as a Red Zone for both water quality and quantity. Town growth and associated demand for water supply and wastewater nutrient loadings should occur within the catchment allocation limits set for the catchment.

Local facilities and community development

- The limited population base in Coalgate presents difficulties in generating the rates base required to support major capital projects or community facilities.

Figure 16



Preferred future development areas

Residential

No new areas for residential, business or industrial purposes have been identified as being necessary to be proactively zoned by Council in response to projected growth within the Malvern 2031 planning horizon. This is on the basis that there is currently sufficient available land to accommodate projected population growth and there are constraints that need to be addressed through the RMA process.

Figure 16 shows preferred areas for future greenfield growth that could accommodate residential development either beyond 2031 or more immediately through a privately initiated plan change process, including areas where more intensive development may be able to occur and explains the advantages and disadvantages of each respective area. The map indicates the current township boundary and references some of the opportunities and issues listed below that will influence the substantive assessment of the appropriateness of future growth options.

Coalgate Area 1 - CG 1

A potential future area for standard residential Living 1 development is the currently zoned Rural (Outer Plains) area located north of Upper High Street as far east as John Street.

Advantages

- This area is comprised of residential parcels that were previously zoned Urban under the Paparua District Scheme.
- The site is suitable from an infrastructure perspective, could be integrated with the adjoining reserve and assists in achieving a compact concentric form.
- Growth is well contained, with the Central Plains Water Scheme Notice of Requirement (CPW NoR) precluding growth extending any further to the east.

Disadvantages

- The land is comprised of Class III versatile soils, which are valued for their productive capacity.

Coalgate Area 2 - CG 2

A potential future area for standard residential Living 1 development is located north of the Business 2 area and south of State Highway 77. The area is currently zoned Rural (Outer Plains).

Advantages

- This area is comprised of residential parcels that were previously zoned Urban under the Paparua District Scheme.
- The site can be serviced and is contained by the Central Plains Water Notice of Requirement and an undeveloped paper road on the eastern boundary.

Disadvantages

- The primary constraint associated with this growth option is that residential development may give rise to adverse reverse sensitivity effects with activities established within the Business 1 zone to the west and the industrial activities operating within the Business 2 zone to the south.

Coalgate Area 3 - CG 3

A potential area for future intensification is that area within the township currently zoned Living 2. There is an opportunity to investigate the appropriateness of intensifying this area to a standard density Living 1 zone given that lot sizes in the area appear to be 1,000 square metres in size.

Advantages

- A standard density Living 1 zone would enable a more optimal use of the land, with the location being closer to the existing services and infrastructure established in the township.
- An alternative growth option is to determine the appropriateness of a mixed-density Living Z zoning to facilitate more intensive development to meet the wider needs of the community.
- This location does not present any immediate servicing constraint, other than Environment Canterbury permitting and securing water allocations from the local Malvern Hills Rural Water Supply Committee.

Disadvantages

- Establishing appropriate infrastructure services, including integration with the wider network around retrofitting existing utility services.
- Integrating intensive development into an existing neighbourhood, including avoiding adverse reverse sensitivity effects and managing amenity conflicts.
- Suitable interface treatments or setbacks would be required to avoid any adverse reverse sensitivity effects with the Business 1 zone, sheep yards to the west, and particularly the bentonite factory operating from within the Business 2 zone located to the east.

Coalgate Area 4 - CG 4

A possible growth option to provide low-density housing to meet the wider needs of the community is located south of Coaltrack Road on the land above the Waikirikiri/Selwyn River within the area that is generally contained by the water race between the Hororata Golf Course to the west and Bridge Street to the east.

Advantages

- An area south as far as the water race was previously zoned Rural Residential in the Paparua District Scheme, which is illustrated in the smaller rural parcels in this location.

Disadvantages

- There is a need to manage growth in this area to avoid any adverse impacts this may have on cultural sites or the mana whenua values attributed to the area. Waikirikiri/Selwyn River is registered as a Wahi Taonga Management Area in the District Plan (C90).
- The land is comprised of Class III versatile soils, which are valued for their productive capacity.

Business

Coalgate Area 5 - CG 5

A 0.9ha Rural (Outer Plains) zoned land holding at the corner of Homebush Road and Bridge Street is the preferred growth option to accommodate the 1,000 square metres Business 1 zone shortfall identified for Coalgate. An alternative site for such development is in the Bridge Street and Coal Street area, opposite the existing Coalgate Motors site. An alternative use for area CG A5 could be for additional residential development (Living 1).

The most appropriate land use for this area, or alternative areas in the case of Business 1 requirements for Coalgate, can be considered in more detail through either a privately initiated plan change, or alternatively, through a review of the District Plan Growth of Township policies and methods. This is anticipated to be conducted as part of the District Plan Review as noted in Table 1 – Implementation Steps – All Townships of the Malvern Area Plan.

Advantages

- The land is suitable from an infrastructure servicing perspective and is not subject to any identified constraints.
- The area is close to the existing urban centre of Coalgate.

Disadvantages

- The primary constraint to development in this location is the need to avoid any potentially adverse reverse sensitivity effects with the Business 2 industrial zone established on the opposite side of Bridge Street to the south.
- Site access may also be limited due to the triangular shape of the property and the need to ensure the safety and efficiency of State Highway 77 and Bridge Street is not compromised.
- Potential reverse sensitivity effects on the adjacent established Tavern and the adjacent SH77 if residential development was to establish in this area.

Conclusion

No new areas for residential, business or industrial purposes are required to accommodate projected growth within Coalgate over the Malvern 2031 planning horizon. This is on the basis that there is currently sufficient zoned but undeveloped residential land available to accommodate projected population growth and demand.

There are also a number of issues that need to be addressed to facilitate additional growth, including:

- settlement character and function, including the need to protect the current amenity attributed to the village and the absence of the necessary community infrastructure or services required to support additional growth or increased household densities
- infrastructure constraints relating to integrated stormwater management, access to potable water and the on-site treatment and disposal of wastewater, and
- the need to manage growth to avoid any adverse impacts on cultural sites and the mana whenua values attributed to the area. Waikirikiri/Selwyn River is registered as a Wahi Taonga Management Area in the District Plan (C90).

The retention of the current township boundary through to 2031 is consistent with the principles contained in Chapter 5 of the CRPS, the District Growth Strategy Directions and the Area Plan Principles, which reinforce the need to manage growth in an integrated and consolidated manner, while avoiding the social, economic and environmental impacts associated with dispersed settlement patterns.

This Area Plan does not preclude any additional greenfield land from being considered for zoning through privately-initiated plan change requests under the RMA, but signals that there is sufficient capacity within the township to accommodate growth through to 2031 without the need for the Council to proactively zone additional land through the District Plan Review.

The following implementation steps identify the various processes for considering the appropriateness of where further development within the current township boundary through to 2031 can best be integrated. The implementation steps are the methods for delivering the opportunities and addressing the issues identified in the above assessment, which will collectively deliver better social, economic, cultural and environmental outcomes for the settlement of Coalgate, its community and its rural township function to the local area.



Coalgate area plan implementation steps

A number of implementation steps for Coalgate are provided as a means to realise the opportunities and address the issues by 2031. The implementation steps contain guidance on indicative: (1) timeframes; (2) Council department work streams; (3) costs; (4) agency and Council department that are primarily responsible for implementation, and; (5) possible funding sources.

The various implementation steps have been formulated to deliver sustainable social, economic, cultural and environmental outcomes for each township within the Malvern area in the short, medium and long term. The following timeframes have been established for this area plan:

- Short term 2016 to 2020
- Medium term 2021 to 2025
- Long term 2026 to 2031

In addition to the Coalgate township specific implementation steps set out below, there are a number of other implementation steps that apply across all the townships in the Malvern Area Plan. These can be viewed at the beginning of [Section 2](#) of this Area Plan at Table 1.

Estimated costs are shown in the following table as a high-level indication of the scale of funding that may be required to implement various steps. The costs generally relate to physical works, such as street upgrades, open space enhancements or developments of new facilities and do not include the costs to operate, maintain or renew the assets in the future. Possible funding sources for each implementation step are identified.

It is important to note, however, that in many cases no funding has been approved and decisions on whether a project or initiative to deliver the identified implementation step can proceed will still need to be made through the Council's Annual and Long-Term Planning processes. Also set out in the table is who will be advancing the various implementation steps, and the mechanisms by which they will be realised.

Key for indicative costs
\$ = below \$50,000
\$\$ = \$50,000 – 200,000

Table 5: Implementation steps – Coalgate

Implementation step	Indicative timeframe	Indicative cost	Agency responsible	Funding source
Population, growth and urban form				
See Area Plan wide implementation steps in Table 1				
Natural environment and cultural heritage				
See Area Plan wide implementation steps in Table 1				
Transportation				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Facilitate a Corridor Management Plan in partnership with the New Zealand Transport Agency to identify future opportunities and issues associated with the state highway, which will inform on-going planning initiatives	Medium	\$\$	Selwyn District Council Transportation and Planning departments	Property and Commercial Long-Term Plan
Implement the finalised concept plans for a walking/cycling connection along State Highway 77 and safe crossing point across the culvert between the settlements to facilitate the integration of Glentunnel with Coalgate, as identified in the Council's Walking and Cycling Strategy	Short	\$	Selwyn District Council Transportation department	Property and Commercial Long-Term Plan
5 Waters				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Submit the necessary stormwater network discharge consents and implement the associated Stormwater Management Plan	Short	\$	Selwyn District Council Water Services department in consultation with mana whenua	Assets Long-Term Plan
Local facilities and community development				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Progress activities and upgrades through the Reserve Management Plan	Medium	\$	Selwyn District Council Property and Commercial department – Strategy and Planning Works Programme	Property and Commercial Long-Term Plan
Business development				
See Area Plan wide implementation steps in Table 1				



Glentunnel

Introduction

Location

Glentunnel is located some 65km west of Christchurch on State Highway 77, at an elevation of 260m above sea level.

Mana whenua

Glentunnel is located in close proximity to the site of the Whakaepa pā and the Waikirikiri/Selwyn River – or Whaka-epa as it may have been called above its tributaries. Glentunnel is situated within a part of the Ngāi Tahu takiwā that is rich in occupation and mahinga kai. The Malvern Hills area was important for mahinga kai with numerous recorded sites. The Waikirikiri/Selwyn River also an important area of mahinga kai and is identified in the District Plan as a wāhi taonga management area. The river is also the subject of reduced flows and water quality issues which affect its ecological, cultural and amenity values. The name Tupara has been recorded as one name that may have been used to describe the area north of Coalgate and the hills Puke-ahua.

European settlement

The area was known as Surveyors Gully in the early 1870s. The railway station, which opened in 1875, was renamed Glentunnel in 1876 by which time development was taking place. The 1950s saw the advent of commercial processing of bentonite, a very fine clay that is sourced in the area and used as a lubricant in oil drilling and in boot polish, toothpaste and cosmetics that is sourced in the area.

Glentunnel Township has a close historical association with local coalmines, potteries and brickworks of the Glentunnel/South Malvern area. This association, which continued until the 1980s, can still be seen in the brick community buildings (including the library and stable) and many of the miners' cottages that are still lived in today. The camping ground beside the Waikirikiri/Selwyn River is a popular recreational location.

The Glentunnel Ammunition Depot is a 301 hectare site on Turnbolls Road and is located approximately 4kms from Glentunnel township. It is designated in the Selwyn District Plan (designation notation DE2) for "Defence Purpose – Ammunition Storage Depot". The site is used by the New Zealand Defence Force (NZDF) for both the storage of ammunition and as a demolitions range for detonating expired ammunition for NZDF and the public.

Employment

There has been a small decline in township-based retail and commercial employment recorded in Glentunnel²². Total employment represents a relatively small component of township-based employment in the Malvern area²³.

Population

The 2015 population for the Glentunnel, Coalgate and Whitecliffs settlements was 1,087 people (388 households), with this population projected to grow to a 2031 population of 1,364 (487 households), being an estimated increase of 277 people (100 households)²⁴.

Township network

Selwyn 2031 categorises Glentunnel as a rural township whose function is:

*"...based on village characteristics with some services offered to the surrounding rural area."*²⁵

District Plan land use zoning

2015 POPULATION
1,105
(INCLUDING COALGATE AND WHITECLIFFS)

2031 PROJECTED POPULATION
1,364

23% INCREASE
IN GLENTUNNEL'S POPULATION

2015 HOUSEHOLDS
388

2031 PROJECTED HOUSEHOLDS
487

INCREASE OF 99 FROM 2015

262
ZONED HOUSEHOLD CAPACITY

15 PEOPLE EMPLOYED



Glentunnel is subject to a standard density Living 1 land use zoning (see [Figure 17](#)), which has a minimum average allotment size of 800 square metres. This density has been influenced by the requirement to manage wastewater discharges on-site through individual septic tanks.

Residential land capacity

There are approximately 103 standard sections in Glentunnel of which 18 have the potential to be further developed for residential purposes. These sections comprise 7.8 hectares with a potential yield of an additional 68 households. In addition, there are a limited number of undeveloped residential sections still remaining within Glentunnel, with approximately nine vacant lots identified as being available.

Despite this infill potential, there is less capacity within the township to accommodate projected population growth through to 2031 than other townships within the Malvern area. However, there are a number of resource management issues that are required to be addressed to facilitate this development, which are set out in the following sub-section.

Business and industrial land capacity

There is no business or industrial zoned land in Glentunnel. There are local services established within the township and nearby Coalgate and there may be scope to recognise these existing activities through the District Plan review process.

An expert retail assessment establishes that there is no shortfall of business or industrial land in the township²⁶.

Opportunities And Issues

Development opportunities and issues that have informed the recommendations for the future development of Glentunnel are summarised in [Figure 18](#) and listed below.

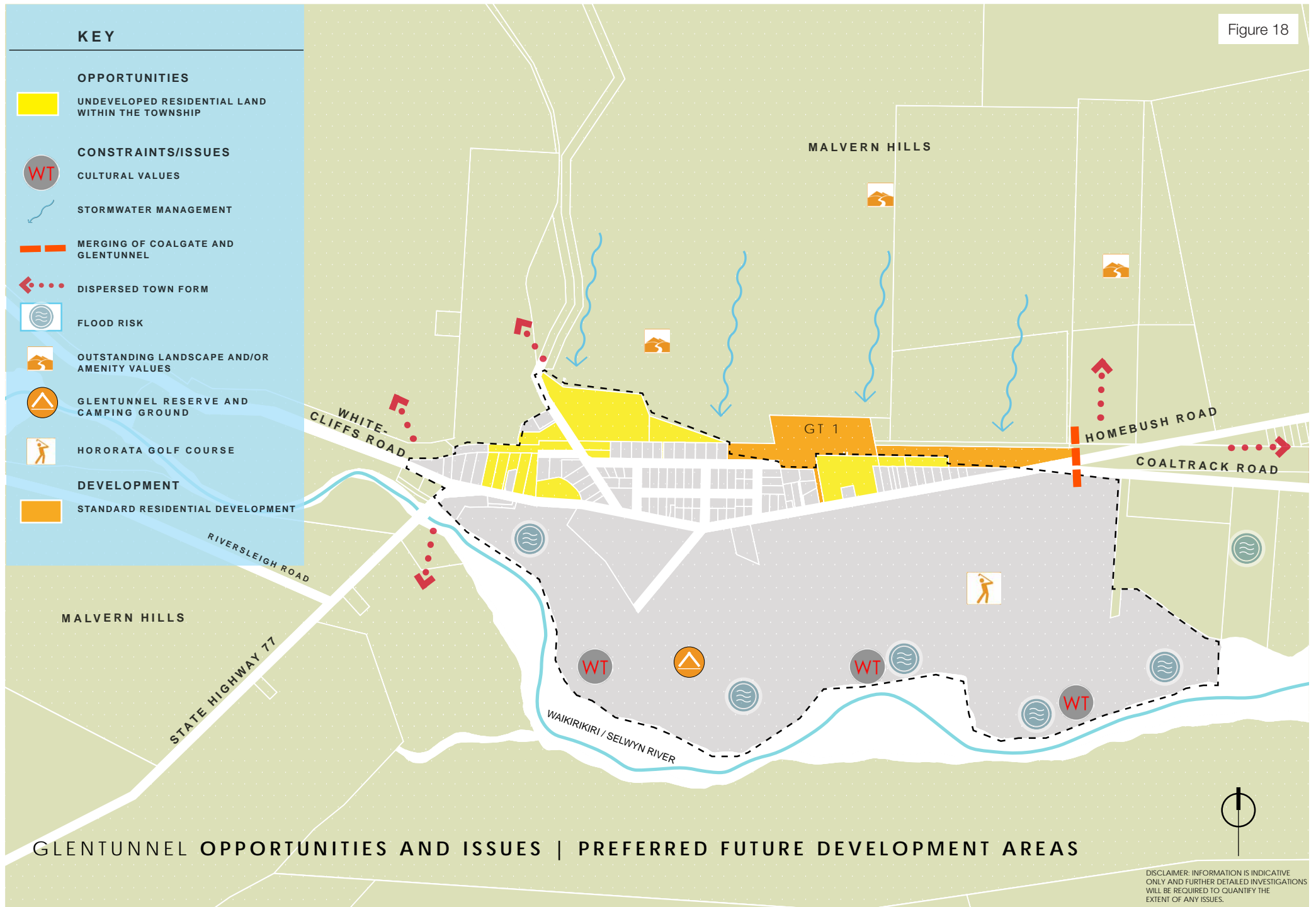
OPPORTUNITIES

Population, growth capacity and urban form

- There is an identified need to protect the character and amenity of the township by managing the scale and amount of development.
- There is developable land east of Philip Street and close to the eastern entrance to the township that is not subject to any obvious constraints.
- Containing future development to the north will assist in the long-term by retaining a compact urban form, avoid separating the township on two sides of State Highway 77 and any associated transport, safety and accessibility issues arising as a result.
- The Glentunnel Ammunition Depot is an important asset for NZDF and the wider community.

²⁶Market Economics: Malvern Area Plan Assessment, August 2015, P20

Figure 18



Business development

- Existing established businesses serve the local needs of the township.

Natural environment and cultural heritage

- There is an opportunity to consider a cultural footprint over the area through the District Plan Review to recognise the settlement history of mana whenua and their ancestors in this area and to provide information on that aspect of the township's occupation and history. This could include a link to and information on other mahinga kai sites in the Malvern Hills and the trail to Kaiapoi.
- The District Plan Review should identify and protect culturally-significant sites.
- There is an opportunity to develop a river access strategy to enhance access to, and along, Whakaepa or Waikirikiri/Selwyn River and opportunities for mahinga kai and recreation.

Transport

- The levels of service for transport infrastructure should reflect the status, character and function of the settlement.

5 Waters

- Any new development should be located within, or close to, currently serviced areas.

Local facilities and community development

- Consideration is to be given to the feasibility of extending the hall to provide for additional storage.
- Glentunnel Primary School occupies a large site and is able to accommodate projected growth in school roll.
- Spark has identified upgrades to the 4G ultrafast broadband network in Glentunnel to support social, economic and community wellbeing.

ISSUES

Population, growth capacity and urban form

- There is limited capacity for the township to support more intensive housing typologies such as a Living Z zone, based on the township character, the settlement function in the Selwyn 2031 network and limited range of services.
- Development south of Homebush Road is limited by the primary school, camping ground and golf course sites. Growth should be precluded from extending in this direction to reduce the impacts of developing on both sides of the road and to avoid development encroaching into the culturally-significant Waikariri/Selwyn River that may increase the flood risk.
- Development north of Railway Terrace may compromise the high amenity attributed to the Malvern Hills and the land may be more susceptible to stormwater run-off and inundation.

- Development east and west of Homebush Road would give rise to ribbon development along State Highway 77, erode the rural/urban contrast and undermine the gateway to the township. There is also a risk that development to the east could result in the coalescence of Glentunnel with Coalgate, which may undermine the character of either township.
- Reverse sensitivity issues on the NZDF Glentunnel Ammunition Depot on Turnbolls Road. The current and future operation of the site should be enabled through provision of appropriate transport networks and by managing future development in the surrounding area so as to avoid reverse sensitivity issues.

Business development

- Relatively limited opportunities are able to be facilitated in Glentunnel through the Area Plans, based on the small population base of the township and its status under Selwyn 2031.

Natural environment and cultural heritage

- There is a risk that urupā may be uncovered and other sites of cultural significance disturbed through excavation and development of roads and houses.
- Water quality in the Waikirikiri/Selwyn River may be undermined from reduced flows, direct discharge of stormwater or failing on-site effluent treatment and disposal systems associated with additional growth development.
- Development may reduce access to or along the river from subdivision and development on the south side of the township.
- Land to the south and north of Glentunnel are comprised of Class III versatile soils, which are valued for their productive capacity.

Transport

- Heavy forestry and dairy vehicles utilising State Highway 77 may reduce the efficiency and safety of the local road network and its capacity to support current and future development.
- There is currently no safe walking and cycling connection between Glentunnel, Whitecliffs and Coalgate.
- Environment Canterbury does not provide public transport or a bus service to this town. A recent service review undertaken by Environment Canterbury determined that no significant extension or expansion to their services in the district is expected in the foreseeable future.

5 Waters

- There is provision in the Regional Plans for community supply; however, any new surface or groundwater takes to provide for growth will require resource consent with Environment Canterbury.
- Any additional growth will require an integrated approach to stormwater management, including the development of stormwater management plans to coherently manage current and future growth.

- Environment Canterbury has indicated that higher-density housing typologies cannot reasonably be serviced by on-site systems. The retention of the current 800 square metres minimum average allotment size will make it challenging for on-site wastewater discharge and does not meet the Environment Canterbury permitted activity requirements for new on-site wastewater management.
- Mana whenua identify water quantity issues and water quality issues with the Plains area being classified as Red Zone for both water quality and quantity. Township growth and associated demand for water supply and wastewater nutrient loadings need to occur within catchment allocation limits.

Local facilities and community development

- The limited population base in Glentunnel presents difficulties in generating the rates base required to support major capital projects or community facilities.

Preferred future development areas

Residential

No new areas for residential or business purposes have been identified as being necessary to be proactively zoned by Council in response to projected growth within the Malvern 2031 planning horizon. This is on the basis that there are constraints that need to be addressed through the RMA process.

Figure 18 shows preferred areas for future greenfield growth that could either accommodate residential development beyond 2031 or more immediately through a privately initiated plan change process, including areas where more intensive development may be able to occur and explains the advantages and disadvantages of each respective area. The map indicates the current township boundary and references some of the opportunities and issues listed below that will influence the substantive assessments of the appropriateness of future growth options.

Glentunnel Area 1 - GT 1

A potential future area for standard residential Living 1 development graduating to low-density Living 2 is currently zoned Rural (Malvern Hills) northeast of Railway Terrace.

Advantages

- Development in this area is less exposed to land instability and inundation hazards associated with the Malvern Hills.
- This location is suitable from an infrastructure perspective, avoids other identified constraints and would assist in achieving a consolidated concentric form by utilising the flat land at the base of the Malvern Hills.
- There is an option to also - introduce a graduated density with some low-density Living 2 land on the northern portion of the area and standard Living 1 densities closer to Railway Terrace.

Disadvantages

- The land is comprised of Class III versatile soils, which are valued for their productive capacity.

Conclusion

No new areas for residential purposes have been identified as being necessary to be proactively zoned by Council in response to projected growth within the Malvern 2031 planning horizon. This is on the basis that there are a number of issues that need to be addressed to facilitate additional growth, including:

- settlement character and function, including the need to protect the current amenity attributed to the township and the absence of the necessary community infrastructure or services required to support additional growth or increased household densities
- infrastructure constraints relating to integrated stormwater management, access to potable water and the on-site treatment and disposal of wastewater, and
- the need to manage growth to avoid any adverse impacts this may have on cultural sites or the mana whenua values attributed to the area. Waikirikiri/Selwyn River is registered as a Wahi Taonga Management Area in the District Plan (C90).

The retention of the current township boundary through to 2031 is consistent with the principles contained in Chapter 5 of the CRPS, the District Growth Strategy Directions and the Area Plan Principles, which reinforce the need to manage growth in an integrated and consolidated manner, while avoiding the social, economic and environmental impacts associated with dispersed settlement patterns.

This Area Plan does not preclude any additional greenfield land from being considered for zoning through privately-initiated plan change requests under the RMA, but signals that there is sufficient capacity within the township to accommodate growth through to 2031 without the need for the Council to proactively zone additional land through the District Plan Review.

The following implementation steps identify the various processes for considering the appropriateness of where further development within the current township boundary through to 2031 can best be integrated. The implementation steps are the methods for delivering the opportunities and addressing the issues identified in the above assessment, which will collectively deliver better social, economic, cultural and environmental outcomes for the settlement of Glentunnel, its community and its rural township function to the local area.



Glentunnel area plan implementation steps

A number of implementation steps for Glentunnel are provided as a means to realise the opportunities and address the issues by 2031. The implementation steps contain guidance on indicative: (1) timeframes; (2) Council department work streams; (3) costs; (4) agency and Council department that are primarily responsible for implementation, and; (5) possible funding sources.

The various implementation steps have been formulated to deliver sustainable social, economic, cultural and environmental outcomes for each township within the Malvern area in the short, medium and long term. The following timeframes have been established for this area plan:

- Short term 2016 to 2020
- Medium term 2021 to 2025
- Long term 2026 to 2031

In addition to the Glentunnel township specific implementation steps set out below, there are a number of other implementation steps that apply across all the townships in the Malvern Area Plan. These can be viewed at the beginning of [Section 2](#) of this Area Plan at Table 1.

Estimated costs are shown in the following table as a high-level indication of the scale of funding that may be required to implement various steps. The costs generally relate to physical works, such as street upgrades, open space enhancements or developments of new facilities and do not include the costs to operate, maintain or renew the assets in the future. Possible funding sources for each implementation step are identified.

It is important to note, however, that in many cases no funding has been approved and decisions on whether a project or initiative to deliver the identified implementation step can proceed will still need to be made through the Council's Annual and Long-Term Planning processes. Also set out in the table is who will be advancing the various implementation steps, and the mechanisms by which they will be realised.

Key for indicative costs
\$ = below \$50,000
\$\$ = \$50,000 – 200,000

Table 6: Implementation steps – Glentunnel

Implementation step	Indicative timeframe	Indicative cost	Agency responsible	Funding source
Population, growth and urban form				
See Area Plan wide implementation steps in Table 1 in addition to the following:				
Natural environment and cultural heritage				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Include significant heritage and cultural sites in Glentunnel when preparing township brochures and/or township information panels	Medium	\$	Selwyn District Council Community Services department in consultation with Nga Rūnunga	Community Services Long-Term Plan
Transportation				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Facilitate a Corridor Management Plan in partnership with the New Zealand Transport Agency to identify future opportunities and issues associated with the state highway, which will inform on-going planning initiatives	Medium	\$	Selwyn District Council Water Services department in consultation with mana whenua	Assets Long-Term Plan
Investigate the vesting of corridors to legalise roads within Glentunnel, which will assist to facilitate development and achieve an integrated transport network	Short	\$	Selwyn District Council Transportation department	Property and Commercial Long-Term Plan
5 Waters				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Submit the necessary stormwater network discharge consents and implement the associated Stormwater Management Plan	Short	\$	Selwyn District Council Water Services department with Nga Rūnunga	Assets Long-Term Plan
Manage the water supply network in accordance with the approved Water Safety Plan	Medium	\$	Selwyn District Council Water Services department	Assets Long-Term Plan
Local facilities and community development				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Progress community facility upgrades, as set out in the 2015-25 Long-Term Plan	Medium	\$	Selwyn District Council Property and Commercial department – Strategy and Planning Works Programme	Property and Commercial Long-Term Plan
Continue to clear tree fall as part of on-going remediation programme	Medium	\$	Selwyn District Council Property and Commercial department – Strategy and Planning Works Programme	Property and Commercial Long-Term Plan
Business development				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Consider methods such as spot zoning to recognise and provide for the continued operation of existing commercial operators	Short	\$	Selwyn District Council Planning department – District Plan Review	Environmental Services District Plan Review

Figure 19



Hororata

Introduction

Location

Hororata is a small settlement at the northwestern edge of the Canterbury Plains located 50 kilometres west of Christchurch on the banks of the Hororata River. The township is at an elevation of 190m above sea level.

Mana whenua

Hororata's proximity to the pā at Whakaepa, its rivers, streams, waipuna (springs) and wetlands suggest that it is situated within an area of traditional mahinga kai. The name Hororata translates as crumbling or drooping rata.

European settlement

The development of the area followed a close settlement of small holdings and seems to have taken place between 1860 and 1870. The beginnings of the township appear to date from the late 1860s, with the hotel built by 1887 and a blacksmith shop being established on the south side of the centre of the township.

The fine stone Anglican Church of St John's Hororata was built with assistance from ex-Premier of New Zealand, Sir John Hall. The Hall family were also generous in their donations towards the Hororata Reserve. Cotton's Cottage at the eastern entrance to the township is a renovated sod cottage, similar to many built by early settlers who had limited access to timber. Today Hororata is a popular seasonal stopping place for Christchurch-bound ski traffic, given its location on the most direct route to ski fields south of the Rakaia River.

Employment

The total employment in Hororata represents a relatively small component of township-based employment in the Malvern area²⁷, although the township contains the largest proportion of township based employment behind the primary hub of Darfield. There has also been a significant increase in industrial employment in the town since 2000²⁸.

Population

The 2015 population of Hororata was 259 people (92), with this population projected to grow to 333 (119 households) in 2031, being an estimated increase of 62 people (27 households)²⁹.

Township network

Selwyn 2031 categorises Hororata as a rural township whose function is:

*"...based on village characteristics with some services offered to the surrounding rural area."*³⁰

District Plan land use zoning

Hororata is subject to a standard density Living 1 land use zoning (see [Figure 19](#)), which has a minimum average allotment size of 800 metres. This density has been influenced by the requirement to manage wastewater discharges on-site through individual septic tanks.

2015 POPULATION
263

2031 PROJECTED
POPULATION

333

26% INCREASE
IN HORORATA'S POPULATION

2015 HOUSEHOLDS
92

2031 PROJECTED
HOUSEHOLDS **119**

INCREASE OF 27 FROM 2015

196
ZONED HOUSEHOLD CAPACITY

144 PEOPLE
EMPLOYED

HORORATA SNAPSHOT

²⁷Market Economics: Malvern Area Plan Assessment, August 2015, P13 ²⁸Market Economics: Malvern Area Plan Assessment, August 2015, P15 ²⁹Selwyn Growth Model
³⁰Selwyn 2031: District Development Strategy, Strategic Direction 1, adopted October 2014, P34



Residential land capacity

There are approximately 105 standard residential sections in Hororata of which 35 have the potential to be further developed for residential purposes. These sections comprise of 22.5 hectares with a potential yield of an additional 196 sections. There is also a small number of undeveloped residential sections within Hororata available for development, including several larger properties that are between 0.2 and 1 hectare in size, as well as 13 undeveloped residential sections.

Overall, there is sufficient available land to accommodate projected population growth and demand in Hororata through to 2031 without proactively zoning additional residential greenfield land.

Business and industrial land capacity

The District Plan does not prescribe any Business 1 or Business 2 land use zonings in Hororata, although there are local services established within the township.

An expert retail assessment has identified a shortfall of 1,000 square metres of Business 1 zoned land for the retail and commercial needs of the community, with the existing activities comprising home-based offices³¹. A further 1,000 square metre shortfall of Business 2 industrial land is also identified, noting that the primary industrial activities are an earthmoving business and seafood processing plant that are operating from rural land³².

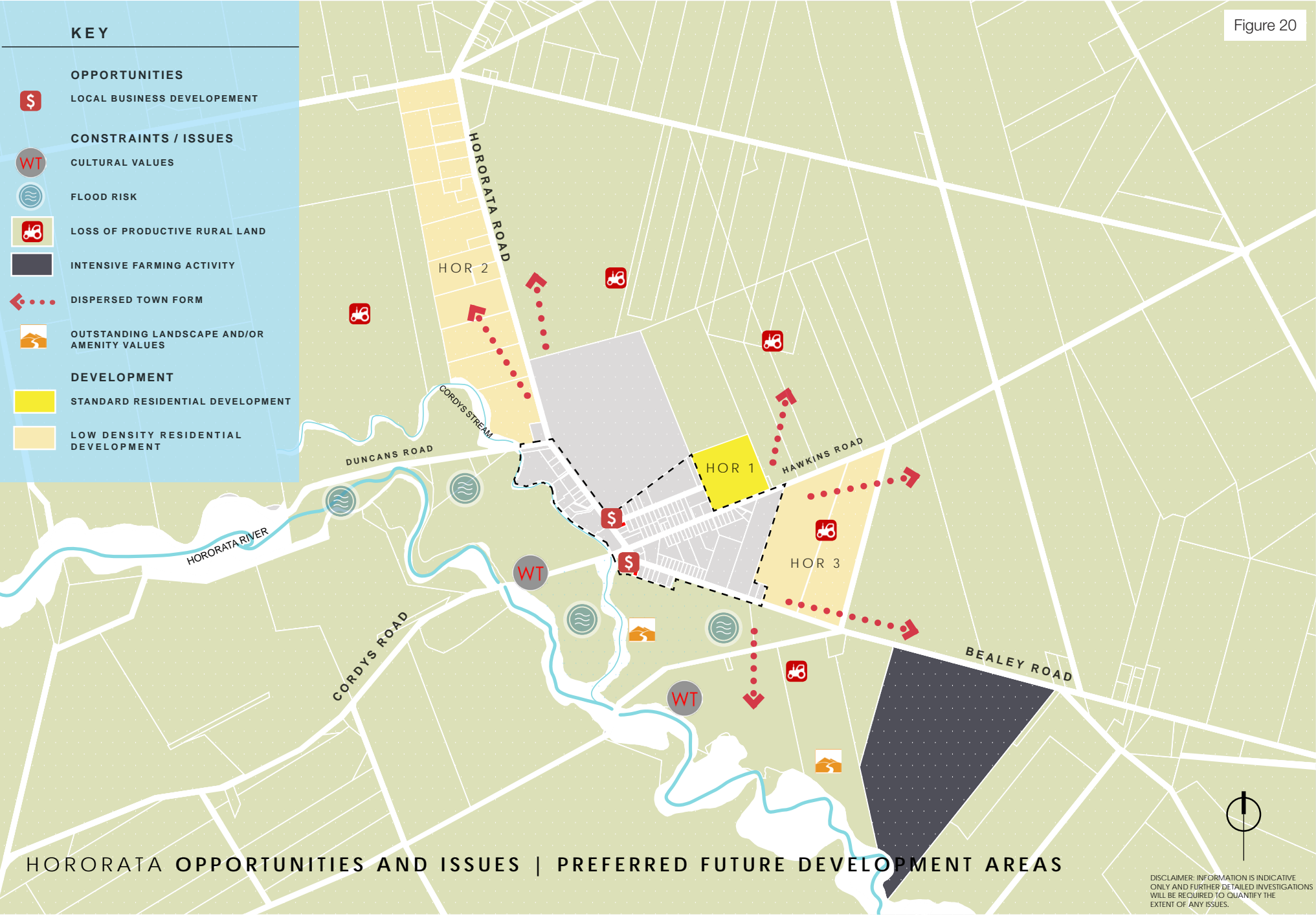
Despite this shortfall, the expert retail assessment establishes that there is insufficient demand identified to support the active zoning of additional Business 1 or Business 2 land³³, although there may be scope to recognise existing activities through the District Plan Review process.

³¹Market Economics: Malvern Area Plan Assessment, August 2015, P20

³²Market Economics: Malvern Area Plan Assessment, August 2015, P26

³³Market Economics: Malvern Area Plan Assessment, August 2015, P20

Figure 20



Opportunities and Issues

Development opportunities and issues that have informed the recommendations for the future development of Hororata are summarised in [Figure 22](#) and below.

OPPORTUNITIES

Population, growth capacity and urban form

- There is sufficient zoned and undeveloped land to accommodate the projected population and anticipated growth up to 2031.
- There is an opportunity to achieve a more consolidated township form by limiting growth north of Duncan's Road.

Natural environment and cultural heritage

- There is an opportunity to incorporate waipuna (springs) and wetlands as features in any further town development on wetter areas, including the use of on-site stormwater detention areas. The quality of waipuna and streams should be enhanced through the planting of mahinga kai species in wetlands and riparian margins.
- Opportunity to promote mana whenua history and values associated with the area as part of township information and development of community facilities and spaces.

Transport

- The levels of service for transport infrastructure should reflect the status, character and function of the settlement.

Business development

- Existing established businesses serve the local needs of the township.
- A transitional zoning of land that links a number of business spot zones together would assist in achieving a more defined commercial area, particularly along Hororata Road between Hobbs Street and the intersection of Cordys and Hawkins Roads.

5 Waters

- Mana whenua support the development of Low Impact Urban Design and Development.

Local facilities and community development

- There are large tracts of land held in reserve within the township. A review of the community facilities has been initiated with the local community, with budgets included in the 2015-25 LTP for:
 - (1) reserve projects, and
 - (2) progression of facilities provision.
- Hororata School occupies a large site that is capable of accommodating projected population growth.

ISSUES

Population, growth capacity and urban form

- There is limited capacity for the township to support more intensive housing typologies such as a Living Z zone, based on the township character, the settlement function in the Selwyn 2031 network and limited range of services.
- Growth options to the west are generally unsuitable, due to flooding and inundation risks associated with the Hororata River and Cordys Stream.
- The eastern block bounded by Bealey, Cotons and Hawkins Roads is well-contained, but would give rise to ribbon development along Bealey and Hawkins Roads, dilute the rural/urban contrast, contribute to a loss of rural productive land and is partially affected by intensive farming activity.
- Development on Hororata Road further north of the racecourse would give rise to ribbon development and represents an elongated dispersed town form.

Business development

- There are relatively limited opportunities able to be facilitated in Hororata through the Area Plans based on the small population base of the township and its status under Selwyn 2031.

Natural environment and cultural heritage

- Mana whenua have identified the potential effects on waipuna (springs), wetlands and the Hororata River and its tributaries from town development and associated land drainage.
- Land to the south of Hororata is comprised of Class III versatile soils, which are valued for their productive capacity.

Transport

- Environment Canterbury does not provide public transport or a bus service to this town. A recent service review undertaken by Environment Canterbury determined that no significant extension or expansion to their services in the district is expected in the foreseeable future.

5 Waters

- The security of water quality and potential public health are risks related to urban growth. There is provision in the Regional Plans for community supply; however, any new groundwater or surface water takes to provide for growth will require resource consent from Environment Canterbury. The treatment plant requires upgrading to fully comply with Health Act 1956 and drinking water standards. The water supply is managed in accordance with the approved Water Safety Plan
- Any additional growth will require an integrated approach to stormwater management, including the development of stormwater management plans to coherently manage current and future growth.

- Environment Canterbury has indicated that higher-density housing typologies cannot reasonably be serviced by on-site systems. The retention of the current 800 square metres minimum average allotment size will make it challenging for on-site wastewater discharge and does not meet the Environment Canterbury permitted activity requirements for new on-site wastewater management.
- The Hororata water supply scheme requires a consent variation from Environment Canterbury to obtain additional water to support growth.
- Important to ensure effective on-site wastewater treatment and disposal can occur in areas with higher groundwater tables.
- Mana whenua identify water quantity and quality issues The Plains area of the district is classified as Red Zone for water quality and quantity. Township growth and associated demand for water supply and wastewater nutrient loadings need to occur within the allocation limits set for the catchment.

Local facilities and community development

- The limited population base in Hororata presents difficulties in generating the rates base required to support major capital projects or community facilities.
- The township lacks a community focal point.

Preferred future development areas

Residential

No new areas for residential or business purposes have been identified as being necessary to be proactively zoned by Council in response to projected growth within the Malvern 2031 planning horizon. This is on the basis that there is currently sufficient land available to accommodate projected population growth and there are constraints that need to be addressed through the RMA process.

Figure 20 shows preferred areas for future greenfield growth that could accommodate residential either beyond 2031 or more immediately through a privately initiated plan change process, including areas where more intensive development may be able to occur and explains the advantages and disadvantages of each respective area. The map indicates the current township boundary and references some of the opportunities and issues listed below that will influence the substantive assessment of the appropriateness of future growth options.

Hororata Area 1 - HOR 1

A potential future area for standard residential Living 1 development is currently zoned Rural (Malvern Hills) and located east along Hobbs Street as far as the 50 kilometres limit.

Advantages

- Development in this area would promote a consolidated concentric form and limit the loss of productive rural land and visual outlooks.
- This location could also be integrated into Hororata Domain via walking and cycling links.

Disadvantages

- On-site waste water treatment and disposal methods, access to potable water and integrated management of stormwater would have to be established by the developer.

Hororata Area 2 - HOR 2

A potential future area for low-density Living 2 zone growth option is along Hororata Road adjacent to the Hororata Domain.

Advantages

- This area was previously zoned Rural Residential under the Paparua District Scheme.
- The location is generally suitable from an infrastructure servicing perspective and could be integrated with the adjoining domain and other facilities in the area.

Disadvantages

- The primary constraints that are identified with this growth option include the lack of a definitive containment boundary to the north, ribbon development along Hororata Road and susceptibility to flooding/inundation associated with the Hororata River.

Hororata Area - HOR 3

A potential future area for low-density Living 2 zone growth is in the area bounded by Hawkins, Cotons and Bealey Roads.

Advantages

- The location is generally suitable from an infrastructure servicing perspective and could be integrated with the urban area of Hororata and other facilities in the area.
- Development in this area promotes a consolidated concentric form and limits the loss of productive rural land and visual outlooks
- Development in this area is well contained by the existing road network which acts as urban containment boundaries.

Disadvantages

- On-site waste water treatment and disposal methods, access to potable water and integrated management of stormwater would have to be established by the developer

Conclusion

No new areas for residential or business purposes have been identified as being necessary to be proactively zoned by Council in response to projected growth within the Malvern 2031 planning horizon. This is on the basis that there are also a number of Issues that need to be addressed to facilitate additional growth, including:

- settlement character and function, including the need to protect the current amenity attributed to Hororata and the absence of the necessary community infrastructure or services required to support additional growth or increased household densities
- infrastructure constraints relating to integrated stormwater management, access to potable water and the on-site treatment and disposal of wastewater, and
- the need to manage growth to avoid any adverse impacts on the amenity and natural hazards associated with the Hororata River.

The retention of the current township boundary through to 2031 is consistent with the principles contained in Chapter 5 of the CRPS, the District Growth Strategy Directions and the Area Plan Principles, which reinforce the need to manage growth in an integrated and consolidated manner, while avoiding the social, economic and environmental impacts associated with dispersed settlement patterns.

This Area Plan does not preclude any additional greenfield land from being considered for zoning through privately-initiated plan change requests under the RMA, but signals that there is sufficient capacity within the township to accommodate growth through to 2031 without the need for the Council to proactively zone additional land through the District Plan Review.

The following implementation steps identify the various processes for considering the appropriateness of where further development within the current township boundary through to 2031 can best be integrated. The implementation steps are the methods for delivering the opportunities and addressing the issues identified in the above assessment, which will collectively deliver better social, economic, cultural and environmental outcomes for the settlement of Hororata, its community and its rural township function to the local area.

Hororata area plan implementation steps

A number of implementation steps for Hororata are provided as a means to realise the opportunities and address the issues by 2031. The implementation steps contain guidance on indicative: (1) timeframes; (2) Council department work streams; (3) costs; (4) agency and Council department that are primarily responsible for implementation, and; (5) possible funding sources.

The various implementation steps have been formulated to deliver sustainable social, economic, cultural and environmental outcomes for each township within the Malvern area in the short, medium and long term. The following timeframes have been established for this area plan:

- Short term 2016 to 2020
- Medium term 2021 to 2025
- Long term 2026 to 2031

In addition to the Hororata township specific implementation steps set out below, there are a number of other implementation steps that apply across all the townships in the Malvern Area Plan. These can be viewed at the beginning of [Section 2](#) of this Area Plan at Table 1.

Estimated costs are shown in the following table as a high-level indication of the scale of funding that may be required to implement various steps. The costs generally relate to physical works, such as street upgrades, open space enhancements or developments of new facilities and do not include the costs to operate, maintain or renew the assets in the future. Possible funding sources for each implementation step are identified.

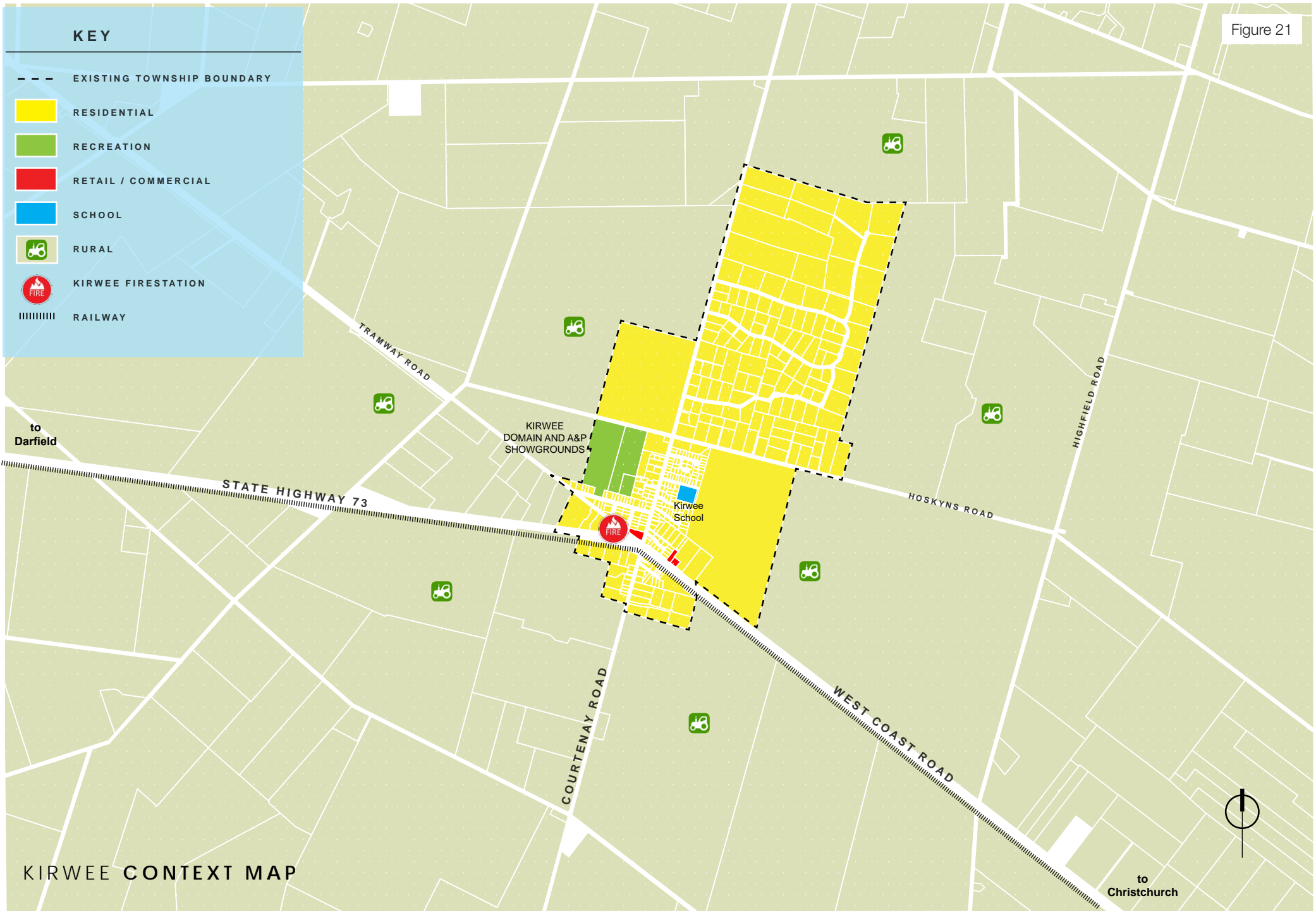
It is important to note, however, that in many cases no funding has been approved and decisions on whether a project or initiative to deliver the identified implementation step can proceed will still need to be made through the Council's Annual and Long-Term Planning processes. Also set out in the table is who will be advancing the various implementation steps, and the mechanisms by which they will be realised.

Key for indicative costs
\$ = below \$50,000
\$\$ = \$50,000 – 200,000

Table 7: Implementation steps – Hororata

Implementation step	Indicative timeframe	Indicative cost	Agency responsible	Funding source
Population, growth and urban form				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Natural environment and cultural heritage				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Transportation				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Undertake a feasibility study to provide future walking/cycling connections from Hawkins Road and Hobbs Street through to Hororata Domain as part of walking/cycling strategy	Short	\$	Selwyn District Council Transportation department	Property and Commercial Long-Term Plan
5 Waters				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Submit the necessary stormwater network discharge consents and implement the associated Stormwater Management Plan	Short	\$	Selwyn District Council Water Services department in consultation with Nga Rūnunga	Assets Long-Term Plan
Manage the water supply network in accordance with the approved Water Safety Plan	Medium	\$	Selwyn District Council Water Services department	Assets Long-Term Plan
Local facilities and community development				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Selwyn District Council Property and Commercial department to renew the tennis pavilion and develop a walking track in 2015-16 and: (1) upgrade the Reserve playground; and (2) review community facility provision	Short	\$	Selwyn District Council Property and Commercial department – Strategy and Planning Works Programme	Property and Commercial Long-Term Plan
Continue to actively promote Hororata as a tourist destination through the Council's tourism advisor	Short	\$	Selwyn District Council Community Services department	Community Services Long-Term Plan
Include any significant heritage and cultural sites in Hororata when preparing township brochures and/or township information panels	Short	\$	Selwyn District Council Community Services department in consultation with mana whenua	Community Services Long-Term Plan
Business development				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Consider methods such as spot zoning to recognise and provide for the continued operation of existing commercial operators	Short	\$	Selwyn District Council Planning department – District Plan Review	Environmental Services District Plan Review

Figure 21



Kirwee

Introduction

Location

The township of Kirwee is located some 40km west of Christchurch on State Highway 73, at an elevation of 160m above sea level.

Mana whenua

The traditionally dry areas of the plains on the south side of the Waimakariri were part of the trails between pā at Kaiapoi and Whakaepa and Kowai Bush. One possible name for the area recorded by Beattie was patiki – maroke meaning dry flats.

European settlement

Kirwee was originally known as Brett's Corner and by 1874 when the railway came through already had a store, bakery and blacksmith shop. With the arrival of railway, an official name had to be given to the settlement and Colonel James de Renzie Brett named it Kirwee after the 1,000 acre property he had acquired in 1865. Having observed water races in India, Colonel Brett was instrumental in designing the system that still carries water from the foothills to people and stock across the Canterbury Plains.

Development in Kirwee began in 1871 at the intersection of the Coal Tramway Reserve and ran from Rolleston to Springfield and followed the boundary of two early pastoral runs. This was an important travelling route and remains today in the form of Courtenay Road. Kirwee prides itself on retaining its small-town character, with active sports clubs and a popular annual Agricultural and Pastoral Show.

Employment

The total employment in Kirwee represents a small component of township-based employment in the Malvern area,³⁴ although it has the third largest proportion of township based employment behind the primary hub of Darfield. An expert retail assessment establishes that there was an increase in retail and commercial employment recorded in the township since 2000³⁵.

Population

The 2015 population of Kirwee was 1,186 people (423 households), with this population projected to grow to a 2031 population of 1,711 (611 households)³⁶. The Selwyn Growth Model signals a relatively significant estimated increase of 525 people (187 households), which results from a high proportion of dwelling consents having been issued in recent years.

Township network

Selwyn 2031 categorises Kirwee as a rural township whose function is:

*"...based on village characteristics with some services offered to the surrounding rural area."*³⁷

District Plan land use zoning

Kirwee is subject to a standard density Living 1 and low-density Living 2 and 2A land use zonings (see [Figure 21](#)), which have a minimum average allotment size of 800 square metres, 1 hectare and a range of 1-2 hectares, respectively. These densities have been influenced by the requirement to manage wastewater discharges on-site through individual septic tanks.

2015 POPULATION
1,186

2031 PROJECTED
POPULATION
1,711

44% INCREASE
IN KIRWEE'S POPULATION

2015 HOUSEHOLDS
424

2031 PROJECTED
HOUSEHOLDS
611

INCREASE OF 187 FROM 2015

218
ZONED HOUSEHOLD CAPACITY

125 PEOPLE
EMPLOYED

³⁴ Market Economics: Malvern Area Plan Assessment, August 2015, P13 ³⁵ Market Economics: Malvern Area Plan Assessment, August 2015, P15

³⁶ Selwyn Growth Model ³⁷ Selwyn 2031: District Development Strategy, Strategic Direction 1, adopted October 2014, P34

Residential land capacity

There are approximately 195 standard residential sections in Kirwee, of which 36 have the potential to be further developed for residential purposes. These sections comprise 22 hectares with a potential yield of 192 households.

These standard residential sections are supplemented by 167 low-density Living 2 and Living 2A sections. Twelve of these sections are available for further development and comprise of 37 hectares. The potential yield of these sections amounts to some 26 additional households.

In addition to the undeveloped residential land identified above, there are approximately 20 vacant and undeveloped residential sections within Kirwee that could accommodate additional dwellings immediately.

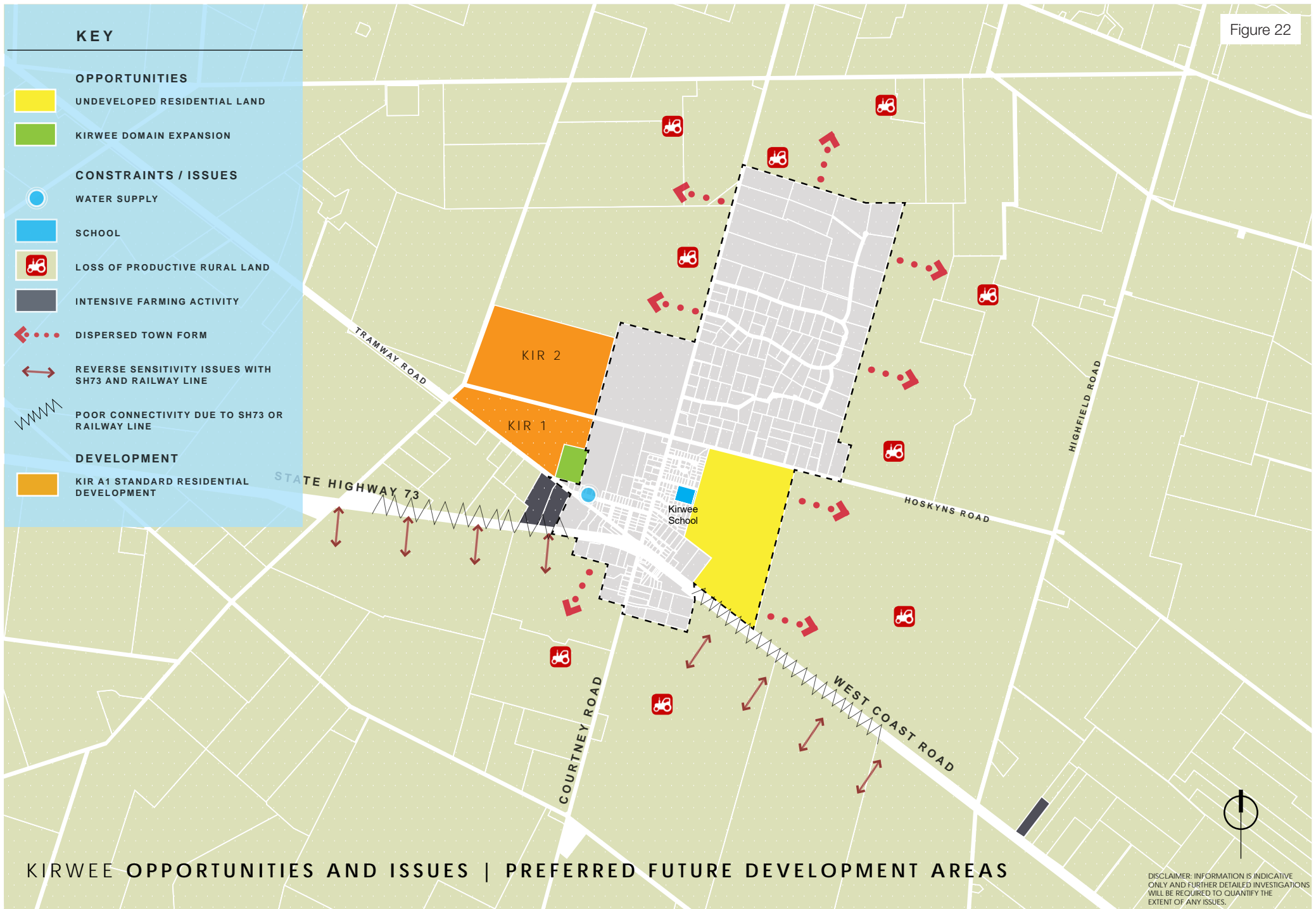
On this basis there is considered to be sufficient available land to accommodate projected population growth through to 2031 without Council proactively zoning additional residential 'greenfield' land. This capacity includes the recent subdivision of a portion of the Living 1 zone on the eastern fringe of Kirwee, but excludes 17ha of Living 1 zoned land that accommodates the Cemetery, Showgrounds and Domain.

Business and industrial land capacity

The District Plan does not prescribe any Business 1 or Business 2 land use zonings in Kirwee, although there are local services established within the township. An expert retail assessment identifies a shortfall of 1,000 square metres of Business 1 zoned land for the retail and commercial needs of the community³⁸. There is no identified shortfall Business 2 industrial land³⁹.

The expert retail assessment goes on to establish that there is insufficient demand identified to support the active zoning of additional Business 1 or Business 2 land⁴⁰, although there may be scope to recognise existing activities through the District Plan Review process.

Figure 22



Opportunities and Issues

Development opportunities and issues that have informed the recommendations for the future development of Kirwee are summarised in [Figure 22](#) and below.

OPPORTUNITIES

Population, growth capacity and urban form

- There is sufficient developable land to accommodate the projected demand up to 2031.
- There is 100ha of Living 2 zoned land to the east of the township that remains undeveloped and other infill available, principally to the north of State Highway 73.
- Additional housing choices and provision of lots have been facilitated through the subdivision of 45 lots approved in the Living 2 zone to the east of the township.

Business development

- Existing established businesses serve the local needs of the township, including a service station and tavern.

Natural environment and cultural heritage

- The water race provides an opportunity to enhance biodiversity and to support mahinga kai through riparian planting.
- Opportunity to promote mana whenua history and values associated with the area as part of township information and development of community facilities and spaces.

Transport

- The levels of service for transport infrastructure should reflect the status, character and function of the settlement.

5 Waters

- Mana whenua support the development of Low Impact Urban Design and Development.

Local facilities and community development

- Budgets have been allocated in the 2015-25 LTP for the purchase and development of additional reserve land to the west of the existing recreation reserve.
- Additional projects include:
 - (1) cemetery development
 - (2) reserve extensions acquisition and development 2017-2024
 - (3) reserve landscaping in 2015-17, and
 - (4) a playground extension in 2017.

ISSUES

Population, growth capacity and urban form

- There is limited capacity for the township to support more intensive housing typologies such as a Living Z zone, based on the township character, the settlement function in the Selwyn 2031 network and limited range of services.
- Large areas of existing Living 1 zoned land are utilised for civic purposes that may warrant an Open Space zoning under the District Plan Review, including the Courtenay A & P Show Grounds, reserve and cemetery.
- State Highway 73 and the Midland Railway Line represent a significant barrier to any residential development to the south from the transportation, reverse sensitivity and urban severance perspectives by exacerbating poor connectivity and integration with the wider settlement.
- Further development north of the Living 2 zone on Courtenay Road should be discouraged as it would contribute to an elongated dispersed urban form where residential development would be further isolated from services closer to State Highway 73. This boundary is also reasonably well contained by smaller rural blocks that signal the northern extent of the settlement. Precluding growth in this direction would also assist in preserving the amenity and productive capacity of the rural land on the periphery of Kirwee.
- Development of the land to the east would dilute the rural/urban contrast and contribute to a loss of rural productive land.

Business development

- Relatively limited opportunities are able to be facilitated in Kirwee through the Area Plans based on the small population base of the township and its status under Selwyn 2031.

Natural environment and cultural heritage

- The land surrounding Kirwee is comprised of Class III versatile soils, which are valued for their productive capacity.

Transport

- State Highway 73 splits the town in two, placing pressure on the state highway intersections.
- Environment Canterbury does not provide public transport or a bus service to this town. A recent service review undertaken by Environment Canterbury determined that no significant extension or expansion to their services in the district is expected in the foreseeable future.

5 Waters

There is provision in the regional plans for community supply; however, any new groundwater takes to provide for growth will require resource consent from Environment Canterbury.

- Environment Canterbury has indicated that higher-density housing typologies cannot reasonably be serviced by on-site systems. The retention of the current 800 square metres minimum average allotment size will make it challenging for on-site wastewater discharge and does not meet the Environment Canterbury permitted activity requirements for new on-site wastewater management.
- Mana whenua support exploring the possibility of Kirwee being serviced by a reticulated wastewater scheme alongside Darfield and do not support further growth of the township without reticulated wastewater treatment and disposal.
- Mana whenua identify water quantity and quality issues. The Plains area of the district is classified as Red Zone for both water quality and quantity. Township growth and associated demand for water supplies and wastewater nutrient loadings must occur within allocation limits set for the catchment.
- Any additional growth will require the development of stormwater management plans to coherently manage future growth.
- Nga rūnunga is concerned with land drainage runoff entering directly into waterways and the cumulative effects of stormwater where discharged to ground in areas with deep gravel.

Local facilities and community development

- Kirwee School is located on a small site that may not be sufficient to accommodate long term projected growth, with the Ministry of Education signaling the potential for a master planning exercise to be initiated.

Preferred future development areas

Residential

No new areas for residential purposes have been identified as being necessary to be proactively zoned by Council in response to projected population growth within the Malvern 2031 planning horizon. This is on the basis that there is currently sufficient available land to accommodate projected population growth and demand and there are constraints that need to be addressed through the RMA process.

Figure 22 shows preferred areas for future greenfield growth that could accommodate residential development either beyond 2031 or more immediately through a privately initiated plan change process, including areas where more intensive development may be able to occur and explains the advantages and disadvantages of each respective area. The map indicates the current township boundary and references some of the opportunities and issues listed below that will influence the substantive assessment of the appropriateness of future growth options.

Kirwee Area 1 - KIR 1

A potential future area for standard residential Living 1 development is currently zoned Rural (Outer Plains) and located west of the Kirwee Domain bounded by Hoskyns, Tramway and Ansons Roads.

Advantages

- This area presents a well-contained node that could be integrated with the adjoining domain.
- This location would assist in delivering a compact concentric urban form, does not present any significant constraints and is suitable from an infrastructure servicing perspective.

Disadvantages

- An intensive farming buffer extends into a portion of the site, which could be avoided by locating development on the western and northern portions of the property.
- A protected tree is identified on the property and would need to be preserved.
- The land is comprised of Class III versatile soils, which are valued for their productive capacity.

Kirwee Area 2 - KIR 2

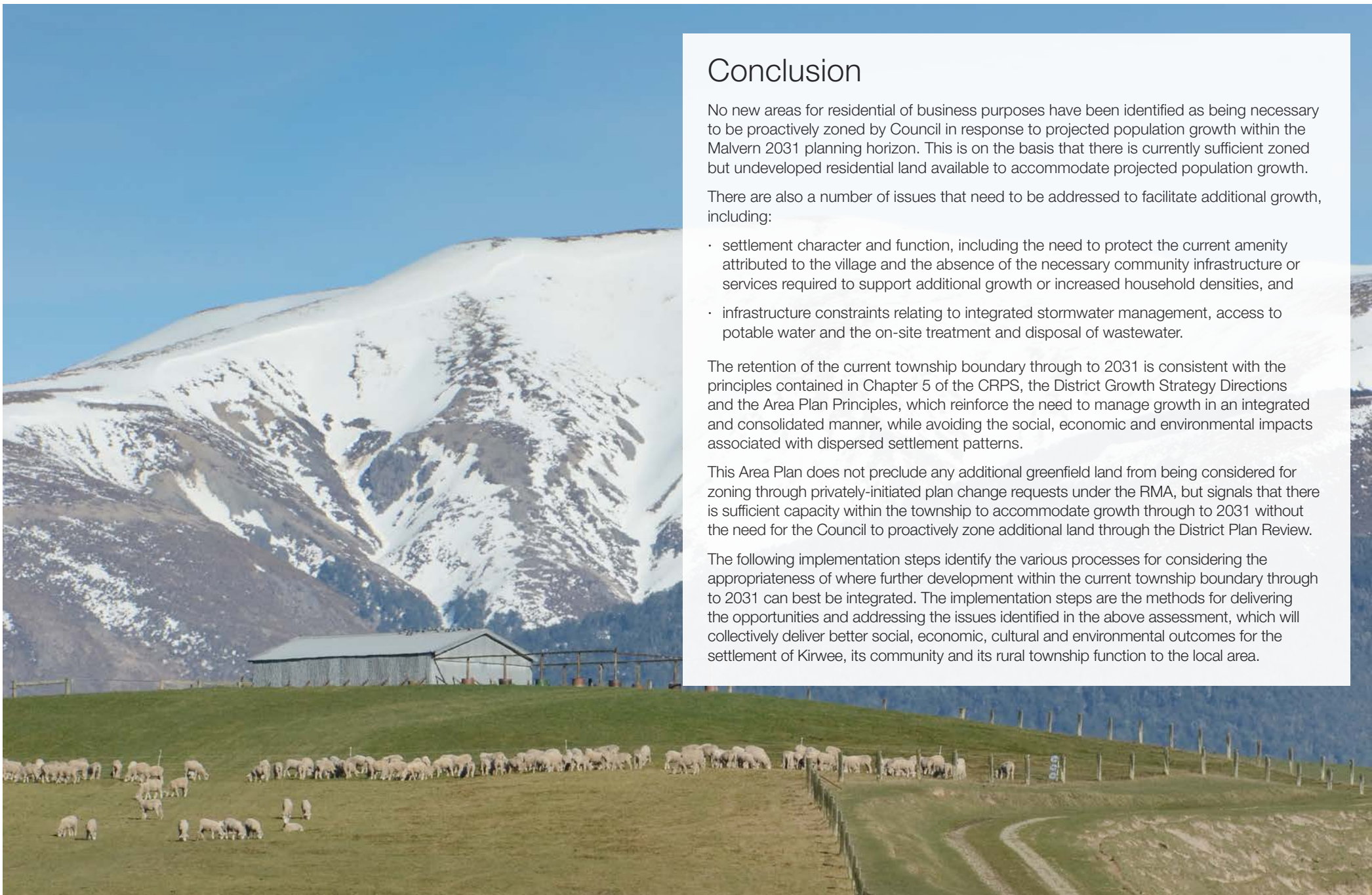
A potential future area for standard residential Living 1 development is currently zoned Rural (Outer Plains) and located to the west of the existing Living 1 zone, north of Hoskyns Road.

Advantages

- This area presents similar benefits to Area 1, although this location is further away from the services established closer to State Highway 73.

Disadvantages

- The land is comprised of Class III versatile soils, which are valued for their productive capacity.



Conclusion

No new areas for residential or business purposes have been identified as being necessary to be proactively zoned by Council in response to projected population growth within the Malvern 2031 planning horizon. This is on the basis that there is currently sufficient zoned but undeveloped residential land available to accommodate projected population growth.

There are also a number of issues that need to be addressed to facilitate additional growth, including:

- settlement character and function, including the need to protect the current amenity attributed to the village and the absence of the necessary community infrastructure or services required to support additional growth or increased household densities, and
- infrastructure constraints relating to integrated stormwater management, access to potable water and the on-site treatment and disposal of wastewater.

The retention of the current township boundary through to 2031 is consistent with the principles contained in Chapter 5 of the CRPS, the District Growth Strategy Directions and the Area Plan Principles, which reinforce the need to manage growth in an integrated and consolidated manner, while avoiding the social, economic and environmental impacts associated with dispersed settlement patterns.

This Area Plan does not preclude any additional greenfield land from being considered for zoning through privately-initiated plan change requests under the RMA, but signals that there is sufficient capacity within the township to accommodate growth through to 2031 without the need for the Council to proactively zone additional land through the District Plan Review.

The following implementation steps identify the various processes for considering the appropriateness of where further development within the current township boundary through to 2031 can best be integrated. The implementation steps are the methods for delivering the opportunities and addressing the issues identified in the above assessment, which will collectively deliver better social, economic, cultural and environmental outcomes for the settlement of Kirwee, its community and its rural township function to the local area.

Kirwee area plan implementation steps

A number of implementation steps for Kirwee are provided as a means to realise the opportunities and address the issues by 2031. The implementation steps contain guidance on indicative: (1) timeframes; (2) Council department work streams; (3) costs; (4) agency and Council department that are primarily responsible for implementation, and; (5) possible funding sources.

The various implementation steps have been formulated to deliver sustainable social, economic, cultural and environmental outcomes for each township within the Malvern area in the short, medium and long term. The following timeframes have been established for this area plan:

- Short term 2016 to 2020
- Medium term 2021 to 2025
- Long term 2026 to 2031

In addition to the Kirwee township specific implementation steps set out below, there are a number of other implementation steps that apply across all the townships in the Malvern Area Plan. These can be viewed at the beginning of [Section 2](#) of this Area Plan at Table 1.

Estimated costs are shown in the following table as a high-level indication of the scale of funding that may be required to implement various steps. The costs generally relate to physical works, such as street upgrades, open space enhancements or developments of new facilities and do not include the costs to operate, maintain or renew the assets in the future. Possible funding sources for each implementation step are identified.

It is important to note, however, that in many cases no funding has been approved and decisions on whether a project or initiative to deliver the identified implementation step can proceed will still need to be made through the Council's Annual and Long-Term Planning processes. Also set out in the table is who will be advancing the various implementation steps, and the mechanisms by which they will be realised.

Key for indicative costs

\$ = below \$50,000

\$\$ = \$50,000 – 200,000



Table 8: Implementation steps – Kirwee

Implementation step	Indicative timeframe	Indicative cost	Agency responsible	Funding source
Population, growth and urban form				
See Area Plan wide implementation steps in Table 1				
Natural environment and cultural heritage				
See Area Plan wide implementation steps in Table 1				
Transportation				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Facilitate a Corridor Management Plan in partnership with the New Zealand Transport Agency to identify future opportunities and issues associated with the state highway, which will inform ongoing planning initiatives	Short	\$\$	Selwyn District Council Transportation and Planning departments	Assets and Environmental Services Long-Term Plan
Initiate a forum with KiwiRail to investigate opportunities and issues with the Midland Line railway, including management of reverse sensitivity effects and the safety and efficiency of level crossings, which will inform ongoing planning initiatives	Short	\$	Selwyn District Council Transportation and Planning departments	Assets and Environmental Services Long-Term Plan
Appropriately manage roading and parking infrastructure adjacent to the primary school through conditions on resource consents issued for the Living 2 zoned land	Medium	-	Selwyn District Council Planning department	In response to Council and privately-initiated consents or plan changes
5 Waters				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Submit the necessary stormwater network discharge consents and implement the associated Stormwater Management Plan	Short	\$	Selwyn District Council Water Services department in consultation with Nga Rūnunga	Assets Long-Term Plan
Manage the water supply network in accordance with the approved Water Safety Plan	Short	\$	Selwyn District Council Water Services department	Assets Long-Term Plan
Continue the Darfield and Kirwee Wastewater Working Party in consultation with Nga i Tahu, Canterbury District Health Board, Environment Canterbury and the community to continue to consider the benefits, efficiencies and costs associated with the establishment of a reticulated wastewater scheme, in partnership with the community and stakeholders	Medium	\$	Selwyn District Council Water Services department	Assets Long-Term Plan

Local facilities and community development

See Area Plan wide implementation steps in Table 1, in addition to the following:

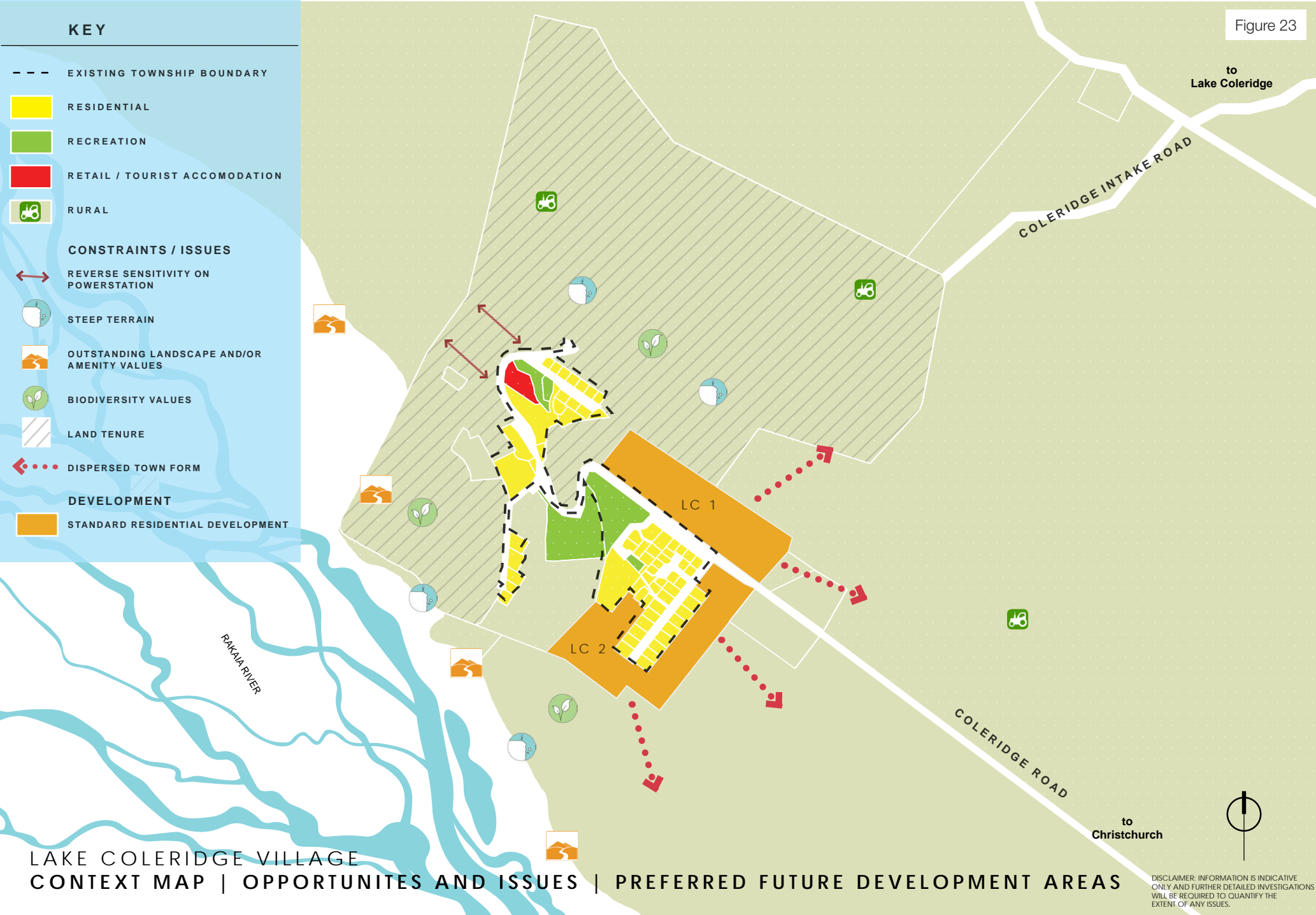
Progress the identified community facility upgrades, as set out in the 2015-25 Long-Term Plan	Short	\$	Selwyn District Council Property and Commercial department	Community Services Long-Term Plan
Include any significant heritage and cultural sites in Kirwee when preparing township brochures and/or township information panels	Short	\$	Selwyn District Council Community Services department in consultation with Nga Rūnunga	Community Services Long-Term Plan
Carry out master planning exercises to determine initiatives to accommodate the projected future growth in the school roll	-	-	Ministry of Education and School Board of Trustees	-

Business development

See Area Plan wide implementation steps in Table 1, in addition to the following:

Consider methods such as spot zoning to recognise and provide for the continued operation of existing commercial operators	Short	\$	Selwyn District Council Planning department – District Plan Review	Environmental Services District Plan Review
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Figure 23



Lake Coleridge Village

Introduction

Location

Lake Coleridge and the small settlement linked to it are located approximately 90 minutes west of Christchurch, at an elevation of 380m² above sea level.

Mana whenua

Whakamātau/Lake Coleridge is an Area of Statutory Acknowledgement under the Ngāi Tahu Claims Settlement Act 1998. The lake and its surrounds were situated along ara tawhito or trails to Te Tai Poutini (the West Coast) via the Rakaia and Arahura rivers. Three trails occurred through the Wilberforce/Browning Pass; Mathias; and South Branch of the Rakaia/Whitcombe Pass – though the latter route was less used. The number of mana whenua names for mountains and rivers in this area is indicative of the frequency of its occupation and use. Whakamātau/Lake Coleridge was an important mahinga kai for those on the trail, and there are recorded archaeological sites in the area.

European settlement

High country runs were taken up in the Lake Coleridge area by the early 1860s but the village itself was not built until the commissioning of the hydro-electricity scheme in 1911. The area was suggested as appropriate for a hydro-electricity scheme by local runholder John Murchison and the land for the village (and scheme) was acquired from the Murchison Family. A prototype 'show home' was built in the township to show off the benefits of an all new electric home in 1915.

The Lake Coleridge area is a diverse high-country location which maintains a balance between the needs of farming, industry and tourism on the one hand and retaining its original wilderness qualities on the other. The Lake Coleridge area has now become a prosperous farming, recreation and tourism area.

Employment

Lake Coleridge Village represents a small component of township-based employment in the Malvern area⁴¹. There is no demand was identified for additional business land in the township⁴².

Population

The 2015 population of Lake Coleridge Village was approximately 198 people, which is predicted to remain static through to 2031⁴³.

Township network

Due to its relatively isolated location, contained size and high holiday home occupancy, Selwyn 2031 has categorised Lake Coleridge Village as a rural township whose function is:

*"...based on village characteristics with some services offered to the surrounding rural area."*⁴⁴

2015 POPULATION
198

2031 PROJECTED
POPULATION

198

(NO PROJECTED POPULATION CHANGE)

14

ZONED HOUSEHOLD CAPACITY



**44 PEOPLE
EMPLOYED**

LAKE COLERIDGE SNAPSHOT

⁴¹Market Economics: Malvern Area Plan Assessment, August 2015, P13 ⁴²Market Economics: Malvern Area Plan Assessment, August 2015, P19 ⁴³Selwyn Growth Model ⁴⁴Selwyn 2031: District Development Strategy, Strategic Direction 1, adopted October 2014, P34

District Plan land use zoning

Lake Coleridge Village is subject to a standard density Living 1 land use zoning (see [Figure 25](#)), which has a minimum average allotment size of 800 square metres.

The housing stock is characterised by small detached housing, with a distinction between cottages established when the power station was constructed and the newer holiday homes.

Residential land capacity

There are approximately 71 standard residential sections in Lake Coleridge Village that is comprised of residential sections and larger undeveloped parcels. Of the 71 sections in the Village, five have the potential to be further developed for residential purposes. These eight sections comprise some 1.7 hectares with a potential yield of an additional 14 households. In addition, there are a number of undeveloped residential sections within Lake Coleridge Village, with 11 vacant lots identified as being available.

Overall, there is sufficient available land to accommodate projected population growth and demand in Lake Coleridge Village through to 2031 without proactively zoning additional residential greenfield land. A number of significant resource management issues and the geographic location of the settlement also preclude significant growth in the township.

Business and industrial land capacity

There is no business zoned land in Lake Coleridge Village, with an expert retail assessment establishing that there is insufficient demand identified to support the active zoning of additional Business 1 or Business 2 land⁴⁵.

Opportunities and Issues

Development opportunities and issues that have informed the recommendations for the future development of Lake Coleridge are summarised in [Figure 23](#) and below.

OPPORTUNITIES

Population, growth capacity and urban form

- There is sufficient zoned and undeveloped land to accommodate the projected population and anticipated growth up to 2031.
- The lot sizes appear to be appropriate for the location and potential exists to infill through existing subdivision provisions.
- The steep topography and gulley/stream appear to preclude the current growth path identified in the District Plan⁵².
- It is more efficient and cost effective to locate any new development within or close to areas currently serviced with Selwyn District Council's wastewater treatment plant, preferably to the east.

Natural environment and cultural heritage

- There is an opportunity to consider a cultural footprint over the area through the District Plan Review to recognise the settlement history of mana whenua and their ancestors in this area and to provide information on that aspect of the township's occupation and history, including the area forming part of the pounamu trails.
- The District Plan Review should identify and protect culturally-significant sites.
- There is an opportunity to enhance biodiversity and record the importance of the area for mahinga kai through indigenous plantings and information displays in public areas.

Transport

- The levels of service for transport infrastructure should reflect the status, character and function of the settlement.
- There is an opportunity to investigate future capital works projects through the Footpath Extension Forward Works Programme and the Walking and Cycling Strategy.

5 Waters

- Locate development within or close to areas currently serviced with wastewater.
- Mana whenua support the development of Low Impact Urban Design and Development.
- A reticulated wastewater system is available but the current disposal method via discharge to water is not supported by mana whenua.

Local facilities and community development

- Budgets are provided in the 2015-25 LTP for the provision of toilet facilities to cater for visitors to the locality, including:
 - (1) public toilet upgrades
 - (2) new toilets at Intake Reserve
 - (3) playground renewal upgrade, and
 - (4) arboretum improvements.

ISSUES

Population, growth capacity and urban form

- There is limited capacity for the township to support more intensive housing typologies such as a Living Z zone, based on the township character, the settlement function in the Selwyn 2031 network and limited range of services.
- Lake Coleridge is an isolated location that is attractive to a small portion of the property market, with the majority of the properties accommodating holiday homes.

- Significant growth is precluded by:
 - (1) Land tenure (Trustpower) and nationally important electricity generation utilities to the west and south-west;
 - (2) the need to protect the landscape values and amenity attributed to the High Country and Outstanding Natural Landscape Area to the south and south-west;
 - (3) the land tenure (Trustpower) steep topography to the north and north-west and the natural values attributed to the Arboretum to the north of Harper Place; and
 - (4) the Rakaia River Gorge to the south.

Business development

- Relatively limited opportunities are able to be facilitated in Lake Coleridge Village through the Area Plans based on the small population base of the township and its status under Selwyn 2031.

Natural environment and cultural heritage

- There is a risk that sites of cultural significance may be disturbed through excavation and the development of roads or houses should additional development take place.
- Ngāi Tahu connections with this area are forgotten compared with the later history of high country pastoralism and hydro-electricity generation, and more latterly with changes in land ownership.

Transport

- Environment Canterbury does not provide public transport or a bus service to this town. A recent service review undertaken by Environment Canterbury determined that no significant extension or expansion to their services in the district is expected in the foreseeable future.

5 Waters

- Any new surface water takes to provide for growth will require resource consent from Environment Canterbury. The treatment plant requires upgrading to fully comply with the Health Act 1956 and drinking water standards. Water supply is managed in accordance with approved Water Safety Plans.
- Any additional growth will require an integrated approach to stormwater management, including the development of stormwater management plans to coherently manage current and future growth.
- A form of land-based sewage treatment is preferred by Ngāi Tahu compared to the discharge of treated sewage into the Rakaia River via the tail race. However, the size of the town and its location means an alternative wastewater treatment option is unlikely to be economically viable.

Local facilities and community development

- The limited population base in Lake Coleridge Village presents difficulties in generating the rates base necessary to support major capital projects or community facilities.

Preferred future development areas

Residential

No new areas for residential purposes have been identified as being necessary to be proactively zoned by Council in response to projected growth within the Malvern 2031 planning horizon. This is on the basis that there is currently sufficient available land to accommodate projected population growth and there are constraints that need to be addressed through the RMA process.

Figure 23 shows preferred areas for future greenfield growth that could accommodate residential development either beyond 2031 or more immediately through a privately initiated plan change process, including areas where more intensive development may be able to occur and explains the advantages and disadvantages of each respective area. The map indicates the current township boundary and references some of the opportunities and issues listed below that will influence the substantive assessment of the appropriateness of future growth options.

Lake Coleridge Village Area 1 - LC 1

A potential future area for standard residential Living 1 development is currently zoned Rural (High Country) and is located to the north of Hummocks Road.

Advantages

- This area is level in topography and would assist in delivering a compact concentric urban form.

Disadvantages

- It is important to note that the current natural features between the built-up areas need to be retained if further growth pockets are investigated so that the township can blend in with its surroundings.
- Any stormwater inundation risk is reduced by the gulley to the west, although other servicing constraints would need to be addressed.

Lake Coleridge Village Area 2 - LC 2

A potential future area for standard residential Living 1 development is currently zoned Rural (High Country) and located at the entrance to Lake Coleridge Village, east and south of Acheron Avenue.

Advantages

- This area is level in topography and appears to be suitable from an infrastructure perspective.

Disadvantages

- A clay base has been identified on the south-eastern boundary of the township that presents stormwater issues.
- This area would extend the urban form further along Coleridge Road.

Conclusion

No new areas for residential purposes have been identified as being necessary to be proactively zoned by Council in response to projected growth within Lake Coleridge Village over the Malvern 2031 planning horizon. This is on the basis that there is currently sufficient zoned but undeveloped residential land available to accommodate projected population growth and demand.

There are also a number of issues that need to be addressed to facilitate additional growth, including:

- settlement character and function, including the need to protect the current amenity attributed to the village and the absence of the necessary community infrastructure or services required to support additional growth or increased household densities
- infrastructure constraints relating to integrated stormwater management, access to potable water and the ongoing treatment and disposal of wastewater. There is also a reduced resilience associated with the settlements isolated location and local geography
- natural values attributed to the surrounding environment, which is recognised in the District Plan as a high country environment and Outstanding Landscape
- the need to manage growth to avoid any adverse impacts this may have on cultural sites or the mana whenua values associated with the area
- land tenure (Trustpower) and the need to avoid any adverse reverse sensitivity effects that may undermine the operation of the nationally-important electricity network, and
- natural hazard risks and amenity values attributed to steep topography and Rakaia River.

The retention of the current township boundary through to 2031 is consistent with the principles contained in Chapter 5 of the CRPS, the District Growth Strategy Directions and the Area Plan Principles, which reinforce the need to manage growth in an integrated and consolidated manner, while avoiding the social, economic and environmental impacts associated with dispersed settlement patterns.

This Area Plan does not preclude any additional greenfield land from being considered for zoning through privately-initiated plan change requests under the RMA, but signals that there is sufficient capacity within the township to accommodate growth through to 2031 without the need for the Council to proactively zone additional land through the District Plan Review.

The following implementation steps identify the various processes for considering the appropriateness of where further development within the current township boundary through to 2031 can best be integrated. The implementation steps are the methods for delivering the opportunities and addressing the issues identified in the above assessment, which will collectively deliver better social, economic, cultural and environmental outcomes for the settlement of Lake Coleridge, its community and its rural township function to the local area.

Lake Coleridge Village area plan implementation steps

A number of implementation steps for Lake Coleridge Village are provided as a means to realise the opportunities and address the issues by 2031. The implementation steps contain guidance on indicative: (1) timeframes; (2) Council department work streams; (3) costs; (4) agency and Council department that are primarily responsible for implementation, and; (5) possible funding sources.

The various implementation steps have been formulated to deliver sustainable social, economic, cultural and environmental outcomes for each township within the Malvern area in the short, medium and long term. The following timeframes have been established for this area plan:

- Short term 2016 to 2020
- Medium term 2021 to 2025
- Long term 2026 to 2031

In addition to the Lake Coleridge Village specific implementation steps set out below, there are a number of other implementation steps that apply across all the townships in the Malvern Area Plan. These can be viewed at the beginning of [Section 2](#) of this Area Plan at Table 1.

Estimated costs are shown in the following table as a high-level indication of the scale of funding that may be required to implement various steps. The costs generally relate to physical works, such as street upgrades, open space enhancements or developments of new facilities and do not include the costs to operate, maintain or renew the assets in the future. Possible funding sources for each implementation step are identified.

It is important to note, however, that in many cases no funding has been approved and decisions on whether a project or initiative to deliver the identified implementation step can proceed will still need to be made through the Council's Annual and Long-Term Planning processes. Also set out in the table is who will be advancing the various implementation steps, and the mechanisms by which they will be realised.

Key for indicative costs
\$ = below \$50,000
\$\$ = \$50,000 – 200,000

Table 9: Implementation steps – Lake Coleridge Village

Implementation step	Indicative timeframe	Indicative cost	Agency responsible	Funding source
Population, growth and urban form				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Determine the Alpine Village Rules and whether additional heritage buildings qualify for inclusion in the District Plan Review to achieve a greater sense of place and identity	Short	\$	Selwyn District Council Planning department - District Plan Review	Environmental Services District Plan Review
Review the current zoning and determine the appropriateness of facilitating higher-density/smaller allotments to reflect use as holiday homes	Short	\$	Selwyn District Council Planning department - District Plan Review	Environmental Services District Plan Review
Natural environment and cultural heritage				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Include significant heritage and cultural sites in Lake Coleridge when preparing township brochures and/or township information panels	Medium	\$	Selwyn District Council Community Services department in consultation with mana whenua	Community Services Long-Term Plan
Transportation				
See Area Plan wide implementation steps in Table 1				
5 Waters				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Submit the necessary stormwater network discharge consents and implement the associated Stormwater Management Plan	Short	\$	Selwyn District Council Water Services department in consultation with Nga Rūnunga	Assets Long-Term Plan
Manage the water supply network in accordance with the approved Water Safety Plan	Medium	\$	Selwyn District Council Water Services department	Assets Long-Term Plan
Local facilities and community development				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Investigate the potential for a wider landscape concept for the village as a wider response to Growth of Township Policy B4.3.49	Medium	\$\$	Selwyn District Council Planning department in consultation with mana whenua – and other relevant stakeholders	Environmental Services Long-Term Plan
Progress community facility upgrades as set out in the 2015-25 Long-Term Plan	Medium	\$	Selwyn District Council Property and Commercial department – Strategy and Planning Works Programme	Property and Commercial Long-Term Plan

Figure 24



Sheffield/Waddington

Introduction

Location

The townships of Sheffield and Waddington are located 50 minutes west of Christchurch on State Highway 73, at an elevation of 300m above sea level.

Mana whenua

Sheffield/Waddington is located in proximity to the mahinga kai sites recorded in the Malvern Hills and a pā at Kowai Bush still occupied during the 1850s. The Hawkins River, a tributary of the Waikirikiri/Selwyn runs on the south side of the township and has an identified silent file area.

European settlement

The townships, located just one kilometre apart, were established at a key traffic junction of the old main highway and the inland route now known as the Inland Scenic Route (State Highway 72). The township of Sheffield dates from early 1873 when it is recorded that sections were advertised in February of that year. Sections in Waddington were advertised only months later.

The original settlers were attracted to this area by the grazing available for their sheep, although now this area is better known for its diversified crops, including seed potatoes. The continued importance of farming to these communities is evident in the popularity of its A & P Show held each March at the Sheffield Showgrounds.

Employment

The total employment for Sheffield and Waddington collectively represent a small component of Township based employment in the Malvern area⁴⁶. Sheffield has the fourth largest proportion of township based employment behind the primary hub of Darfield. There has been an increase in retail and commercial employment recorded in Sheffield since 2000, while a decrease was recorded for Waddington⁴⁷. There was a relatively substantial increase in industrial employment identified for Sheffield within agricultural machinery manufacturing⁴⁸.

Population

The 2015 population of Sheffield and Waddington was 585 (209 households), with this population projected to grow to a population of 655 (234 households) in 2031, being an estimated increase of 70 people (25 households)⁴⁹.

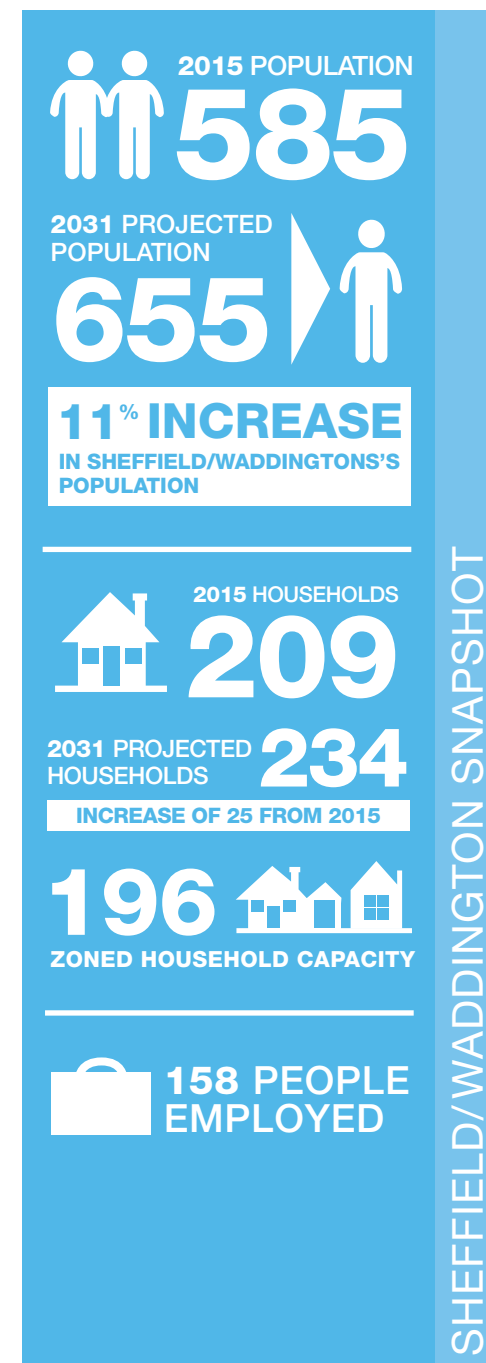
Township network

Selwyn 2031 categorises Sheffield and Waddington as rural townships whose functions are:

“...based on village characteristics with some services offered to the surrounding rural area.”⁵⁰

District Plan land use zoning

Sheffield and Waddington are subject to Living 1 and Living 1A land use zonings (see [Figure 24](#)), which have a minimum average allotment size of 800 square metres. This density has been influenced by the requirement to manage wastewater discharges on-site through individual septic tanks.



⁴⁶Market Economics: Malvern Area Plan Assessment, August 2015, P13 ⁴⁷Market Economics: Malvern Area Plan Assessment, August 2015, P14

⁴⁸Market Economics: Malvern Area Plan Assessment, August 2015, P15 ⁴⁹Selwyn Growth Model ⁵⁰Selwyn 2031: District Development Strategy, Strategic Direction 1, adopted October 2014, P34



Residential land capacity

There are approximately 92 standard residential sections in Sheffield in the Living 1 and Living 1A zones while Waddington has approximately 70 standard residential sections in the Living 1 zone Waddington. Collectively, there are 68 sections which have the potential to be further developed for residential purposes. These sections comprise some 25 hectares with a potential yield of approximately 196 households. In addition, there are approximately 25 undeveloped residential sections available for development within existing residential areas in Sheffield and Waddington.

Overall, there is sufficient available land to accommodate projected population growth and demand in Sheffield and Waddington through to 2031 without proactively zoning additional residential greenfield land.

Business and industrial land capacity

The District Plan does not prescribe any Business 1 or Business 2 land use zonings in Sheffield or Waddington, although there are local services established within the township. An expert retail assessment identified a shortfall of 600 square metres of Business 1 zoned land for the retail and commercial needs of the Sheffield and no shortfall is identified for Waddington⁵¹. There is a further 1,000 square metres shortfall of Business 2 industrial land identified for Sheffield, but no shortfall identified for Waddington⁵².

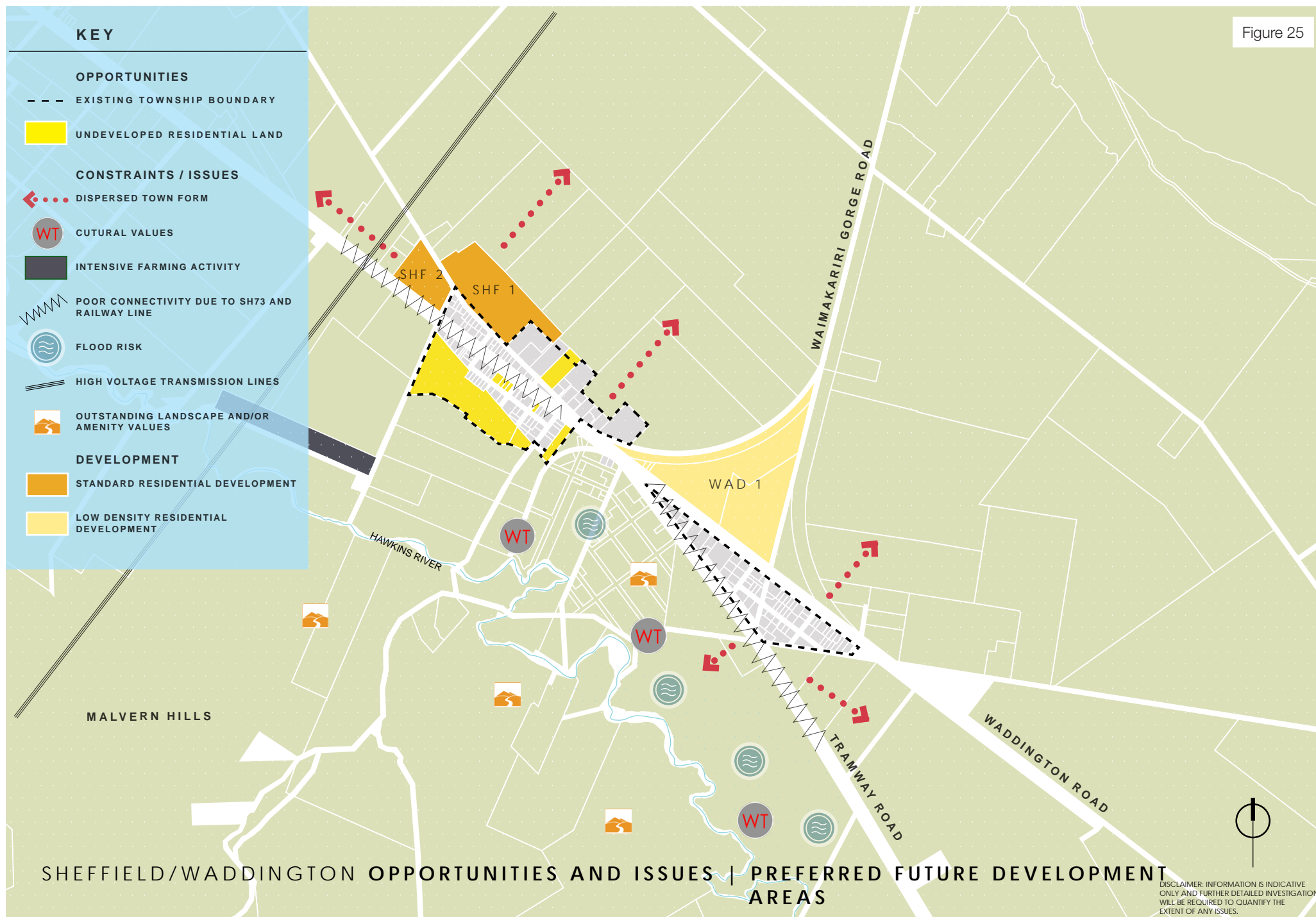
The expert retail assessment establishes that there is insufficient identified demand to support the active zoning of additional Business 1 or Business 2 land in Sheffield or Waddington⁵³, although there may be scope to recognise existing activities through the District Plan Review process.

⁵¹Market Economics: Malvern Area Plan Assessment, August 2015, P19

⁵²Market Economics: Malvern Area Plan Assessment, August 2015, P26

⁵³Market Economics: Malvern Area Plan Assessment, August 2015, P21

Figure 25



Opportunities and Issues

Development opportunities and issues that have informed the recommendations for the future development of Sheffield/Waddington are summarised in [Figure 27](#) and below.

OPPORTUNITIES

Population, growth capacity and urban form

- There is sufficient zoned and undeveloped land to accommodate the projected population and anticipated growth up to 2031.
- There are a large number of vacant lots distributed throughout the townships, including the undeveloped Living 1A zone in Sheffield.

Business development

- Existing established businesses and local facilities serve the local needs of the townships.

Natural environment and cultural heritage

- There is an opportunity to record information about mana whenua occupation of the area in the township information.
- There is an opportunity to enhance access to and along the Hawkins River and promote riparian management as part of any urban development on the south side of the township.

Transport

- The levels of service for transport infrastructure should reflect the status, character and function of the settlement.

5 Waters

- Mana whenua identify opportunity to encourage or ensure there are no unnecessary impediments to allowing for efficient water use in urban development.
- Mana whenua support the development of Low Impact Urban Design and Development.

Local facilities and community development

- The community is being engaged to determine whether to upgrade the hall or rationalise the provision of a community space serving Sheffield and Waddington.

ISSUES

Population, growth capacity and urban form

- There is limited capacity for the township to support more intensive housing typologies such as a Living Z zone, based on the township character, the settlement function in the Selwyn 2031 network and limited range of services.
- Growth south-west of Sheffield should be limited to preserve the landscape values attributed to

the Malvern Hills and south west of Waddington to avoid development extending beyond the Midland Line railway and State Highway 73, which serves as a strong containment boundary.

- Additional constraints to the west and south-west include an intensive farming activity between Vickery and Roecombe Roads, potentially-contaminated land and inundation, and cultural significance attributed to the Waikirikiri/Selwyn River. Any future development should avoid adverse reverse sensitivity effects with Transpowers nationally significant electricity network infrastructure located in this direction. When determining any future development in this area consideration should be given to the presence of geotechnical folding that runs through the southern portion of Sheffield from the south-west to north-east direction.
- Growth to the south of State Highway 73 between Sheffield and Waddington is least suitable from an infrastructure perspective as the area is identified as subject to stormwater inundation. The land already accommodates the local swimming pool. Additional development in this location could also contribute to the coalescence of the two settlements, which may give rise to the loss of identity for each town, recognising that this has both positive and negative outcomes.
- Growth to the south of Waddington would give rise to an elongated urban form and ribbon development along State Highway 73. The land directly to the south of Waddington is identified as being potentially contaminated.
- Development further north-west or south-west along Tramway Road or West Road (SH73) respectively would give rise to ribbon development and represents an elongated dispersed town form.

Business development

- Relatively limited opportunities are able to be facilitated in Sheffield or Waddington through the Area Plans based on the small population base of the township and its status under Selwyn 2031.

Natural environment and cultural heritage

- The land surrounding Sheffield and Waddington is comprised of Class II versatile soils and land further south is comprised of Class III versatile soils, which are valued for their productive capacity.

Transport

- Environment Canterbury does not provide public transport or a bus service to this town. A recent service review undertaken by Environment Canterbury determined that no significant extension or expansion to their services in the district is expected in the foreseeable future.
- The development of the Living 1A zone in Sheffield for residential activity is likely to require minor upgrades or improvements to the local road network and/or intersections with State Highway 73.

5 Waters

- Any new surface water takes to provide for growth will require resource consent from Environment Canterbury.
- Priority is being given to achieving compliance with drinking water standards. The capacity of the potable supply is limited.
- There is opportunity to access potable water from the Central Plains Water Scheme to supplement township supply.
- Any additional growth will require an integrated approach to stormwater management, including the development of stormwater management plans to coherently manage current and future growth.
- Environment Canterbury has indicated that higher-density housing typologies cannot reasonably be serviced by on-site systems. The retention of the current 800 square metres minimum average allotment size will make it challenging for on-site wastewater discharge and does not meet the Environment Canterbury permitted activity requirements for new on-site wastewater management.
- Mana whenua identify reliable, potable water supplies for people and communities and ensuring effective management of on-site wastewater where groundwater is used for drinking water as important issues in Sheffield and Waddington.
- There are water pressure limitations that preclude northern (up-gradient) growth nodes from an infrastructure servicing perspective.
- Mana whenua identify water quantity and quality issues. The Plains area of the district is classified as Red Zone for water quality and quantity. Any township growth and associated demand for water supply and wastewater nutrient loadings need to occur within allocation limits set for the catchment.

Local facilities and community development

- The limited population bases in Sheffield and Waddington present difficulties in generating the rates base to support major capital projects or community facilities, such as seismic strengthening works for the hall.



Preferred future development areas

Residential

No new areas for residential or businesses purposes have been identified as being necessary to be proactively zoned by Council in response to projected growth within the Malvern 2031 planning horizon. This is on the basis that there is currently sufficient available land to accommodate projected population growth and demand and there are constraints that need to be addressed through the RMA process.

Figure 25 shows preferred areas for future greenfield growth that could accommodate residential development either beyond 2031 or more immediately through a privately initiated plan change process, including areas where more intensive development may be able to occur, and explains the advantages and disadvantages of each respective area. The map indicates the current township boundary and references some of the opportunities and issues listed below that will influence the substantive assessment of the appropriateness of future growth options.

Sheffield Area 1 - SHF 1

A potential future area for standard residential Living 1 development is currently zoned Rural (Outer Plains) and located north of Wrights Road.

Advantages

- This area continues the existing Living 1 zone further west to align with the western township boundary. This would contribute to a concentric urban form and is able to be serviced with infrastructure.

Disadvantages

- This general location is dissected by folds associated with previous earthquake events and three of the properties are potentially contaminated.
- The land is comprised of Class II versatile soils, which are valued for their productive capacity.

Sheffield Area 2 - SHF 2

A potential future area for standard residential Living 1 development is currently zoned Rural (Outer Plains) and located south of Wrights Road, west of Queen Street and north of State Highway 73 and the Midland Line railway.

Advantages

- The area was previously zoned Rural Residential under the Paparura District Scheme and intensification would recognise the smaller land holdings, although it is uncertain why this area was not carried forward into the current District Plan as a low density Living 2 zone.

Disadvantages

- Intensification in this area would further elongate the form of the township and may give rise to a more dispersed settlement pattern and ribbon development. There is less water pressure north of Sheffield, some areas are identified as being potentially contaminated and Transpower's National Grid dissects the land where appropriate reverse sensitive setbacks will need to be established.
- The land is comprised of Class II versatile soils, which are valued for their productive capacity.

Waddington Area 1 - WAD 1

A potential future area to accommodate a low-density Living 2 zone is the triangular area north of Waddington Road between State Highway 73 and Tramway Road.

Advantages

- A zone of this nature would provide greater housing choice for the community.

Disadvantages

- The area is well-contained by Curve, Waimakariri Gorge and Waddington Roads, but is less suitable from an infrastructure servicing perspective.
- The land is comprised of Class II versatile soils, which are valued for their productive capacity.

Conclusion

No new areas for residential or business purposes have been identified as being necessary to be proactively zoned by Council in response to projected growth within the townships of Sheffield and Waddington over the Malvern 2031 planning horizon. This is on the basis that there is currently sufficient zoned but undeveloped residential land available to accommodate projected population growth and demand.

There are also a number of issues that need to be addressed to facilitate additional growth, including:

- settlement character and function, including the need to protect the current amenity attributed to the village and the absence of the necessary community infrastructure or services required to support additional growth or increased household densities
- infrastructure constraints relating to access to potable water and the on-site treatment and disposal of wastewater, and
- the need to manage growth to avoid any adverse impacts this may have on cultural sites or the mana whenua values attributed to the area. Waikirikiri/Selwyn River is registered as a Wahi Taonga Management Area in the District Plan (C90).

The retention of the current township boundary through to 2031 is consistent with the principles contained in Chapter 5 of the CRPS, the District Growth Strategy Directions and the Area Plan Principles, which reinforce the need to manage growth in an integrated and consolidated manner, while avoiding the social, economic and environmental impacts associated with dispersed settlement patterns.

This Area Plan does not preclude any additional greenfield land from being considered for zoning through privately-initiated plan change requests under the RMA, but signals that there is sufficient capacity within the township to accommodate growth through to 2031 without the need for the Council to proactively zone additional land through the District Plan Review.

The following implementation steps identify the various processes for considering the appropriateness of where further development within the current township boundary through to 2031 can best be integrated. The implementation steps are the methods for delivering the opportunities and addressing the issues identified in the above assessment, which will collectively deliver better social, economic, cultural and environmental outcomes for the settlements of Sheffield and Waddington, their communities and their rural township function to the local area.

Sheffield and Waddington area plan implementation steps

A number of implementation steps for Sheffield/Waddington are provided as a means to realise the opportunities and address the issues by 2031. The implementation steps contain guidance on indicative: (1) timeframes; (2) Council department work streams; (3) costs; (4) agency and Council department that are primarily responsible for implementation, and; (5) possible funding sources.

The various implementation steps have been formulated to deliver sustainable social, economic, cultural and environmental outcomes for each township within the Malvern area in the short, medium and long term. The following timeframes have been established for this area plan:

- Short term 2016 to 2020
- Medium term 2021 to 2025
- Long term 2026 to 2031

In addition to the Sheffield/Waddington township specific implementation steps set out below, there are a number of other implementation steps that apply across all the townships in the Malvern Area Plan. These can be viewed at the beginning of [Section 2](#) of this Area Plan at Table 1.

Estimated costs are shown in the following table as a high-level indication of the scale of funding that may be required to implement various steps. The costs generally relate to physical works, such as street upgrades, open space enhancements or developments of new facilities and do not include the costs to operate, maintain or renew the assets in the future. Possible funding sources for each implementation step are identified.

It is important to note, however, that in many cases no funding has been approved and decisions on whether a project or initiative to deliver the identified implementation step can proceed will still need to be made through the Council's Annual and Long-Term Planning processes. Also set out in the table is who will be advancing the various implementation steps, and the mechanisms by which they will be realised.

Key for indicative costs
\$ = below \$50,000
\$\$ = \$50,000 – 200,000

Table 10: Implementation steps – Sheffield/Waddington

Implementation step	Indicative timeframe	Indicative cost	Agency responsible	Funding source
Population, growth and urban form				
See Area Plan wide implementation steps in Table 1				
Natural environment and cultural heritage				
See Area Plan wide implementation steps in Table 1				
Transportation				
See Area Plan wide implementation steps in Table 1				
Facilitate a Corridor Management Plan in partnership with the New Zealand Transport Agency to identify future opportunities and issues associated with the state highway, which will inform on-going planning initiatives	Short	\$	Selwyn District Council Transportation department	Property and Commercial Long-Term Plan
Investigate future capital works projects through the Footpath Extension Forward Works Programme and Walking and Cycling Strategy initiatives to facilitate safe/attractive connections between Waddington and Sheffield	Medium	-	Selwyn District Council Transportation department	
Initiate a forum with KiwiRail to investigate opportunities and issues with the Midland Line railway, including management of reverse sensitivity effects and the safety and efficiency of level crossings, which will inform ongoing planning initiatives	Medium	\$\$	Selwyn District Council Transportation and Planning departments	Assets and Environmental Services Long-Term Plan
5 Waters				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Submit the necessary stormwater network discharge consents and implement the associated Stormwater Management Plan	Short	\$	Selwyn District Council Water Services department in consultation with mana whenua	Assets Long-Term Plan
Manage the water supply network in accordance with the approved Water Safety Plan	Medium	\$	Selwyn District Council Water Services department	Assets Long-Term Plan

Local facilities and community development

See Area Plan wide implementation steps in Table 1, in addition to the following:

Progress the identified community facility upgrades provided in the 2015-25 Long-Term Plan, including: (1) toilet upgrade at Sheffield Domain (2) programme of facility maintenance and renewals for the swimming pool (3) reserve path and on-going landscape improvements at the cemetery and (4) upgrade works for the hall (subject to seismic strengthening works being carried out)	Medium	\$	Selwyn District Council Property and Commercial department	Property and Commercial Long-Term Plan
Include any significant heritage and cultural sites in Sheffield/Waddington when preparing township brochures and/or township information panels	Medium	\$	Selwyn District Council Community Services department, in consultation with mana whenua	Community Services Long-Term Plan

Business development

See Area Plan wide implementation steps in Table 1, in addition to the following:

Consider methods such as spot zoning to recognise and provide for the continued operation of existing commercial operators	Short	\$	Selwyn District Council Planning department – District Plan Review	Environmental Services District Plan Review
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Figure 26



Springfield

Introduction

Location

The township of Springfield is located 50 minutes from Christchurch along State Highway 73, at an elevation of 390m above sea level.

Mana whenua

Springfield Township is in close proximity to Kowai Bush which was a Ngāi Tahu pā site still used at the time of the early surveyors and settlers. Mana whenua from the Kowai Bush pā reputedly guided Charles Torlesse in his exploratory trip into the upper Waimakariri Basin and who set out to search for him when he had not returned after several days. Mount Torlesse known as Otarama or Tawera is an important landmark for mana whenua.

European settlement

Springfield was originally known as Kowai Pass, with development beginning in the 1860s. There was an accommodation house established there by 1864, a store by 1865 and a post office opened at the hotel in August 1866. The post office moved to the new railway station in the second half of 1879 when the name of the township was officially changed to Springfield to avoid confusion with Kowhai in North Canterbury. Water from the Kowai River just beyond Springfield was tapped in the 1870s to feed one of Canterbury's early systems of stock water races⁵⁴.

Springfield is the most westerly township on the Central Canterbury Plains and is often referred to as 'the gateway to the Southern Alps', especially as many skiers pass through the township on their way to ski fields in the nearby mountains. The township has had a long association with the Midland Line railway. A reserve area beside the road commemorates Springfield as the birthplace of Rewi Alley, famous for education and social reform work in China in the mid-20th century.

Employment

The total employment for Springfield represents a small component of township based employment in the Malvern area⁵⁵. An expert retail assessment identifies that there was an increase in retail and commercial employment recorded in Springfield⁵⁶. There was also an increase in industrial employment identified for Springfield⁵⁷.

Population

The 2015 population of Springfield was 475 people (169 households), with this population projected to grow to a population of 566 (202 households), in 2031, being an estimated increase of 91 people (32 households)⁵⁸.

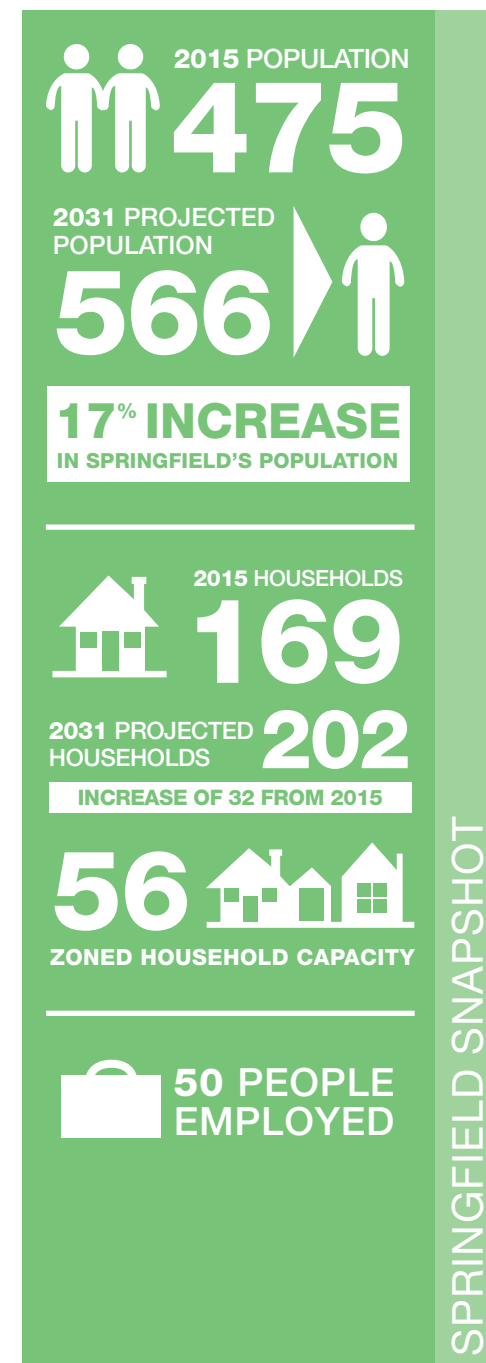
Township network

Selwyn 2031 categorises Springfield as a rural township whose functions is:

*"...based on village characteristics with some services offered to the surrounding rural area."*⁵⁹

District Plan land use zoning

Springfield is subject to a standard density Living 1 land use zoning (see [Figure 26](#)), which have a minimum average allotment size of 800m². This density has been influenced by the requirement to manage wastewater discharges on-site through individual septic tanks.



⁵⁴www.teara.govt.nz ⁵⁵Market Economics: Malvern Area Plan Assessment, August 2015, P13 ⁵⁶Market Economics: Malvern Area Plan Assessment, August 2015, P14

⁵⁷Market Economics: Malvern Area Plan Assessment, August 2015, P15 ⁵⁸Selwyn Growth Model ⁵⁹Selwyn 2031: District Development Strategy, Strategic Direction 1, adopted October 2014, P34



Residential land capacity

There are approximately 134 standard residential sections in Springfield of which 21 have the potential to be further developed for residential purposes. These sections comprise some 9.1 hectares with a potential yield of approximately 56 additional households. In addition, there are a number of undeveloped residential sections within Springfield, with approximately 24 vacant lots within existing residential areas identified as being available for immediate residential development.

Overall, there is sufficient available land to accommodate projected population growth and demand in Springfield through to 2031 without proactively zoning additional residential greenfield land.

Business and industrial land capacity

The District Plan does not prescribe any Business 1 or Business 2 land use zonings in Springfield, although there are a number of businesses and community facilities established along the alignment of State Highway 73. An expert retail assessment identifies a shortfall of 1,000 square metres of Business 1 zoned land is identified for the retail and commercial needs of the Springfield⁶⁰ and a further 1,000 square metres shortfall of Business 2 industrial land⁶¹.

An expert retail assessment identifies there is insufficient demand identified to support the active zoning of additional Business 1 or Business 2 land⁶², although there may be scope to recognise existing activities through the District Plan Review process.

⁶⁰Market Economics: Malvern Area Plan Assessment, August 2015, P19
⁶¹Market Economics: Malvern Area Plan Assessment, August 2015, P26

⁶²Market Economics: Malvern Area Plan Assessment, August 2015, P20



Opportunities and Issues

Development opportunities and issues that have informed the recommendations for the future development of Springfield are summarised in [Figure 27](#) and below.

OPPORTUNITIES

Population, growth capacity and urban form

- There is sufficient zoned and undeveloped land to accommodate the projected population and anticipated growth up to 2031.
- There are several larger lots (3,000 square metres to 5,000 square metres) on the southern side of State Highway 73 currently zoned Living 1 that appear to be underdeveloped and other examples of larger undeveloped lots that have subdivision capacity.

Natural environment and cultural heritage

- Opportunity to promote mana whenua history and values associated with the area as part of township information and development of community facilities and spaces.

Business development

- Current land use configuration of businesses centrally located in the township and along State Highway 73 lends itself to the potential formalisation of a centralised Business 1 zone.
- Existing established businesses and local facilities serve the local needs of the township.

Transport

- The levels of service for transport infrastructure should reflect the status, character and function of the settlement.
- Land has been donated for the establishment of a walkway/cycle track from Rewi Alley to Kowai Pass Domain, with the formation of the walking and cycling link planned and budgeted for in 2015/16 in the 2015-26 LTP.

5 Waters

- The water capacity issue has been resolved with the granting of water take permits from Environment Canterbury, which is now sufficient to service the existing zoned land and some capacity for future growth.
- Mana whenua support the development of Low Impact Urban Design and Development.

Local facilities and community development

- There is an opportunity to recognise and enhance the historic past and local recreational activities through interpretation panels and other community-based initiatives.
- There are opportunities to develop informal recreation opportunities at Kowai Pass Domain to complement the walking and cycling link being provided to the township.

- Spark has identified upgrades to the 4G ultrafast broadband network in Springfield to support social, economic and community wellbeing.

ISSUES

Population, growth capacity and urban form

- There is limited capacity for the township to support more intensive housing typologies such as a Living Z zone, based on the township character, the settlement function in the Selwyn 2031 network and limited range of services.
- State Highway 73 and the Midland Line railway are strong boundaries to contain the urban form of the township to the north and to protect the productive capacity and amenity attributed to the surrounding rural environment.
- Development south of State Highway 73 should be precluded to avoid undermining the amenity values attributed to the Russell Range (Malvern Hills Zone and Malvern Hills Outstanding Natural Landscapes) and township severance that would give rise to poor connectivity and integration with the wider settlement.

Natural environment and cultural heritage

- The land surrounding Springfield is comprised of Class III versatile soils, which are valued for their productive capacity.

Business development

- Relatively limited opportunities are able to be facilitated in Springfield through the Area Plans based on small population base of the township and its status under Selwyn 2031. The tourist based economy may bring additional opportunities, but is contingent on private ventures such as Chrystal valley and the expert retail assessment does not anticipate growth over the 15 year Area Plan timeframe.

Transport

- Environment Canterbury does not provide public transport or a bus service to this town. A recent service review undertaken by Environment Canterbury determined that no significant extension or expansion to their services in the district is expected in the foreseeable future.

5 Waters

- The security of water quality and potential public health are risks related to urban growth. There is provision in the Regional Plans for community supply; however, any new groundwater or surface water takes to provide for growth will require resource consent with Environment Canterbury. The availability of potable water has now been largely resolved following the approval of additional water take, but further work is required to resolve issues completely.

- The need to address poor drinking water quality for people and communities has been identified as important by mana whenua.
- There is potential opportunity to access potable water from the Central Plains Water Scheme to supplement township supply.
- Any additional growth will require an integrated approach to stormwater management, including the development of stormwater management plans to coherently manage current and future growth.
- Environment Canterbury has indicated that higher-density housing typologies cannot reasonably be serviced by on-site systems. The retention of the current 800 square metres minimum

average allotment size will make it challenging for on-site wastewater discharge and does not meet the Environment Canterbury permitted activity requirements for new on-site wastewater management.

- Water restrictions would have to be applied to low-density Living 2 zone densities to sustainably manage water resource.
- Mana whenua identify water quantity and quality issues. The Plains area of the district is classified as Red Zone for water quality and quantity. Township growth and associated demand for water supplies and nutrient loadings from wastewater need to occur within the allocation limits set for the catchment.

Preferred future development areas

Residential

No new areas for residential or business purposes have been identified as being necessary to be proactively zoned by Council in response to projected growth within the Malvern 2031 planning horizon. This is on the basis that there is currently sufficient undeveloped land to accommodate projected population growth and demand, and there are constraints that need to be addressed through the RMA process.

Figure 27 shows preferred areas for future greenfield growth that could either accommodate residential development beyond 2031 or more immediately through a private plan change process, including areas where more intensive development may be able to occur and explains the advantages and disadvantages of each respective area. The map indicates the current township boundary and references some of the opportunities and issues listed below that will influence the substantive assessment of the appropriateness of future growth options.

Springfield Area 1 - SPR 1

A potential future area for standard residential Living 1 development is to the east of Riclo Lane, covering the area bounded by Tramway Road, Pocock Road and State Highway 73. The area is currently zoned Rural (Outer Plains).

Advantages

- This area was previously zoned Rural Residential under Paparua District Scheme and intensification would recognise the smaller land holdings, although it is uncertain why this area was not carried forward into the current District Plan as a low density Living 2 zone.
- Intensification would assist in achieving a compact concentric urban form within an area that is generally suitable from an infrastructure servicing perspective.

Disadvantages

- Constraints associated with establishing development in this location include ribbon development and potential adverse reverse sensitivity with State Highway 73.
- The land is comprised of Class III versatile soils, which are valued for their productive capacity.

Springfield Area 2 - SPR 2

A potential future area for low-density Living 2 development is to the west of Pocock Road, north of Annvale Lane as far as the Midland Line railway. The area is currently zoned Rural (Outer Plains).

Advantages

- This location is within the general area identified as a future growth path in the current District Plan growth of township policies and would provide a variation in section sizes and housing typologies to meet the wider needs of the community.

Disadvantages

- Any future development in this location would need to overcome infrastructure servicing capacity issues, including access to potable water and integration into the wider community network.
- Potentially adverse reverse sensitivity effects with the Midland Line railway to the north would also need to be addressed
- The area does not present itself as an obvious Living 1 growth path, although a graduated density could be appropriate.
- The land is comprised of Class III versatile soils, which are valued for their productive capacity.

Springfield Area 3 - SPR 3

Two clusters of smaller lifestyle land holdings east of Pocock Road and along State Highway 73 could represent a potential future area for low-density Living 2 development. The area is currently zoned Rural (Outer Plains).



Advantages

- The area was previously zoned Rural Residential under the Paparua District Scheme. It is understood there are development rights for these undersized allotments to accommodate dwellings.
- These areas could be suitable for a low-density Living 2 zoning to reflect existing development rights that currently apply to the area, the previous zoning structure and reduced lot sizes that reflect the previous farmlet land use zonings.
- In many respects, the land's productive capacity has been significantly reduced due to the lot sizes. An initial preference would be the block contained by Pocock Road, Greening Road and State Highway 73.

Disadvantages

- This location contributes to ribbon development along State Highway 73 and may hinder an obvious future residential growth path west of Pocock Road.
- There are uncertainties regarding infrastructure servicing.
- The land is comprised of Class III versatile soils, which are valued for their productive capacity.

Springfield Area 4 - SPR 4

The least-preferred potential growth option for low-density Living 2 residential development is located east of Tawera Lane, including the triangle block bounded by State Highway 73 and the Midland Line railway and the southern side of State Highway 73 down to George Street. The area is currently zoned Rural (Outer Plains).

An alternative use for this area could be a Business 2 zone to accommodate industrial growth in the Springfield area. The quantum and location of any Business 2 land required in this area, or any other areas in Springfield will need to be considered in more detail through either a privately initiated plan change, or alternatively, through a review of the District Plan Growth of Township policies and method. This is anticipated to be conducted as part of the District Plan Review as noted in Table 1 – Implementation Steps – All Townships of the Malvern Area Plan.

Advantages

- The area is contiguous to the existing township.

Disadvantages

- The primary constraints associated with this growth option are that there is more appropriate land elsewhere.
- Development in this location would give rise to ribbon development and reverse sensitivity associated with State Highway 73 and the Midland Line railway, while also representing a more dispersed settlement pattern that is less efficient from the infrastructure servicing and transportation perspectives.
- Additional issues associated with a dispersed settlement pattern include a reduction in the contrast between the township and the rural environment from an amenity perspective and a further reduction in the productive capacity of rural land.
- The land is comprised of Class III versatile soils, which are valued for their productive capacity.

Conclusion

No new areas for residential or business purposes have been identified as being necessary to be proactively zoned by Council in response to projected population growth within Springfield over the Malvern 2031 planning horizon. This is on the basis that there is currently sufficient zoned but undeveloped residential land available to accommodate projected population growth and demand.

There are also a number of issues that need to be addressed to facilitate additional growth, including:

- settlement character and function, including the need to protect the current amenity attributed to the village and the absence of the necessary community infrastructure or services required to support additional growth or increased household densities, and
- infrastructure constraints relating to on-site treatment and disposal of wastewater.

The retention of the current township boundary through to 2031 is consistent with the principles contained in Chapter 5 of the CRPS, the District Growth Strategy Directions and the Area Plan Principles, which reinforce the need to manage growth in an integrated and consolidated manner, while avoiding the social, economic and environmental impacts associated with dispersed settlement patterns.

This Area Plan does not preclude any additional greenfield land from being considered for zoning through privately-initiated plan change requests under the RMA, but signals that there is sufficient capacity within the township to accommodate growth through to 2031 without the need for the Council to proactively zone additional land through the District Plan Review.

The following implementation steps identify the various processes for considering the appropriateness of where further development within the current township boundary through to 2031 can best be integrated. The implementation steps are the methods for delivering the opportunities and addressing the issues identified in the above assessment, which will collectively deliver better social, economic, cultural and environmental outcomes for the settlement of Springfield, its community and its rural township function to the local area.

Springfield area plan implementation steps

A number of implementation steps for Springfield are provided as a means to realise the opportunities and address the issues by 2031. The implementation steps contain guidance on indicative: (1) timeframes; (2) Council department work streams; (3) costs; (4) agency and Council department that are primarily responsible for implementation, and; (5) possible funding sources.

The various implementation steps have been formulated to deliver sustainable social, economic, cultural and environmental outcomes for each township within the Malvern area in the short, medium and long term. The following timeframes have been established for this area plan:

- Short term 2016 to 2020
- Medium term 2021 to 2025
- Long term 2026 to 2031

In addition to the Springfield township specific implementation steps set out below, there are a number of other implementation steps that apply across all the townships in the Malvern Area Plan. These can be viewed at the beginning of [Section 2](#) of this Area Plan at Table 1.

Estimated costs are shown in the following table as a high-level indication of the scale of funding that may be required to implement various steps. The costs generally relate to physical works, such as street upgrades, open space enhancements or developments of new facilities and do not include the costs to operate, maintain or renew the assets in the future. Possible funding sources for each implementation step are identified.

It is important to note, however, that in many cases no funding has been approved and decisions on whether a project or initiative to deliver the identified implementation step can proceed will still need to be made through the Council's Annual and Long-Term Planning processes. Also set out in the table is who will be advancing the various implementation steps, and the mechanisms by which they will be realised.

Key for indicative costs
 \$ = below \$50,000
 \$\$ = \$50,000 – 200,000

Table 11: Implementation steps – Springfield

Implementation step	Indicative timeframe	Indicative cost	Agency responsible	Funding source
Population, growth and urban form				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Initiate a Springfield Town Centre study. The Town Centre study could address, but not be limited to, the following issues: (1) identifying amenity upgrades (2) transport related issues, including but not limited to an assessment to determine issues and potential opportunities to resolve town centre parking issues and the viability of providing truck stops in the town centre along SH73 (3) identifying the location and size of additional Business 1 and Business 2 land required to provide for Springfield's future retail, commercial and industrial requirements out to 2031, and investigate opportunities	Short	\$\$	Selwyn District Council Planning department – Strategy and Planning Works Programme	Environmental Services Long-Term Plan
Review the landscape and amenity values of the slopes of the Malvern Hills behind Springfield currently zoned Rural OP to determine the appropriateness of facilitating development to utilise the unique elevated views and outlook	Short	\$\$	Selwyn District Council Planning department – District Plan Review	Environmental Services District Plan Review
Transportation				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Facilitate a Corridor Management Plan in partnership with the New Zealand Transport Agency to identify future opportunities and issues associated with the state highway, which will inform on-going planning initiatives	Short	\$\$	Selwyn District Council Transportation and Planning departments	Assets and Environmental Services Long-Term Plan
Initiate a forum with KiwiRail to investigate opportunities and issues with the Midland Line railway, including management of reverse sensitivity effects and the safety and efficiency of level crossings, which will inform on-going planning initiatives	Medium	\$\$	Selwyn District Council Transportation and Planning departments	Assets and Environmental Services Long-Term Plan

5 Waters

See Area Plan wide implementation steps in Table 1, in addition to the following:

Submit the necessary stormwater network discharge consents and implement the associated Stormwater Management Plan	Short	\$	Selwyn District Council Water Services department in consultation with mana whenua	Assets Long-Term Plan
Manage the water supply network in accordance with the approved Water Safety Plan	Short	\$	Selwyn District Council Water Services department	Assets Long-Term Plan

Local facilities and community development

See Area Plan wide implementation steps in Table 1, in addition to the following:

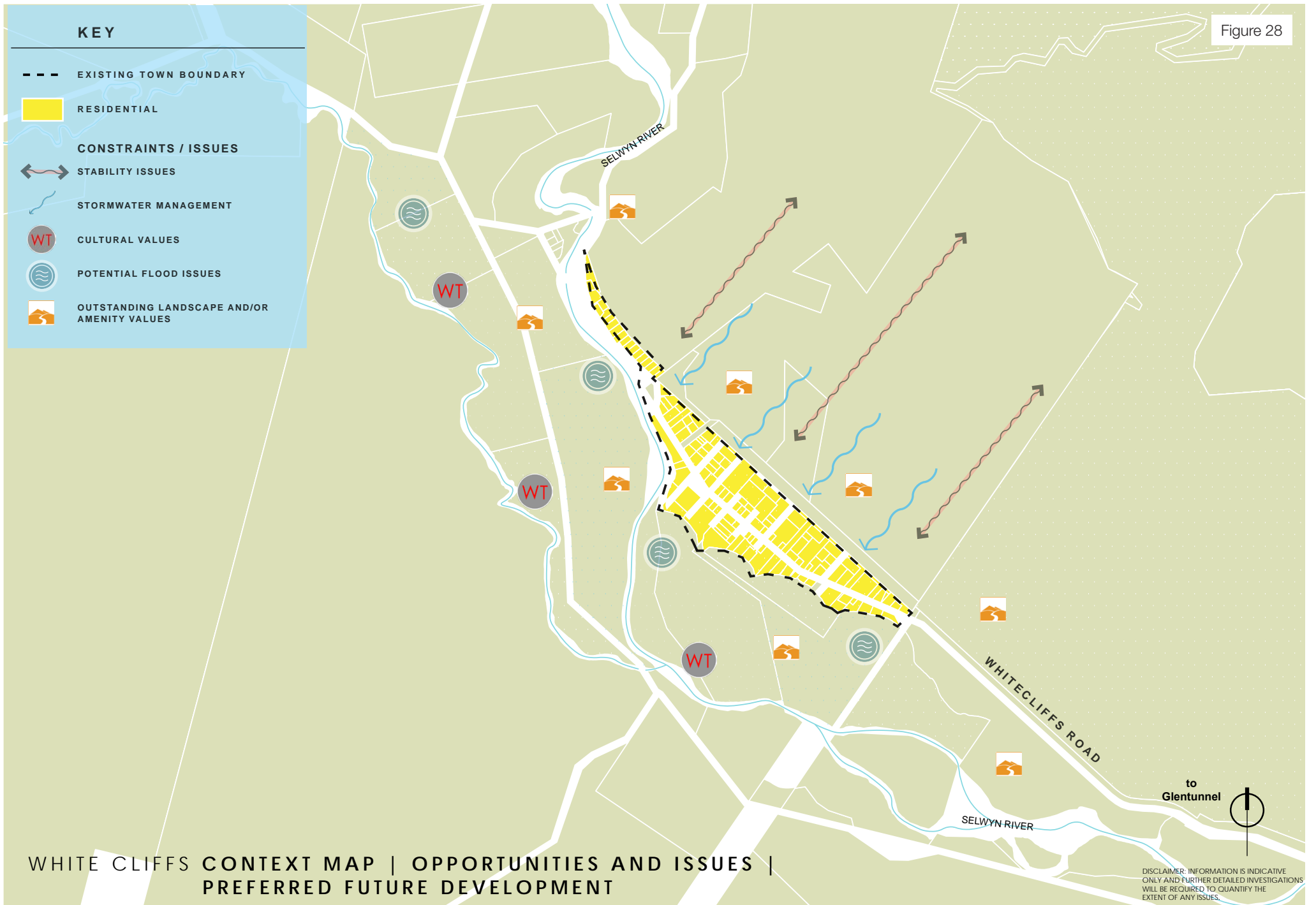
Progress the community facility upgrades, as set out in the 2015-25 Long-Term Plan, including the formation of the walking/cycle track planned for 2017	Short	\$	Selwyn District Council Property and Commercial department	Property and Commercial Long-Term Plan
Include any significant heritage and cultural sites in Springfield when preparing township brochures and/or township information panels	Medium	\$	Selwyn District Council Community Services department in consultation with mana whenua	Community Services Long-Term Plan

Business development

See Area Plan wide implementation steps in Table 1, in addition to the following:

Consider methods such as spot zoning to recognise and provide for the continued operation of existing commercial operators	Short	\$	Selwyn District Council Planning department – District Plan Review	Environmental Services District Plan Review
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Figure 28



Whitecliffs

Introduction

Location

The small settlement of Whitecliffs is located 40 minutes from Christchurch, 21 kilometres west of Darfield via Glentunnel at an elevation of 320m above sea level.

Mana whenua

Whitecliffs is located on the banks of the Waikirikiri/Selwyn River or traditionally known as Whaka-epa at this point. The river and surrounding area important for mahinga kai.

European settlement

Whitecliffs wasn't officially named White Cliffs until 1934 and was originally two settlements side by side. The township of South Malvern was laid out in 1872 (DP 10), while White Cliffs, the railway village at the railhead, was opened in November 1875.

Whitecliffs takes its name from the river terrace cliffs above the Waikirikiri/Selwyn River. It was named by Lady Barker, author of *Station Life in New Zealand*, who lived at nearby Steventon. Whitecliffs was previously recognised as a centre of pottery, brick and tile production and coal and sand mining, with a hotel, church, school and several shops. Few signs of Whitecliffs' busy past remain, but residents of baches and permanent residents who live here and work in Christchurch have developed a very strong sense of community. For several years the Whitecliffs Festival was held in the township and the domain is popular with holidaymakers.

Employment

The total employment in Whitecliffs represents a small component of township based employment in the Malvern area⁶³.

Population

The 2015 population for the Glentunnel, Coalgate and Whitecliffs settlements is 1,105 people (394 households), with this population projected to grow to a 2031 population of 1,364 (487 households), being an estimated increase of 259 people (92 households)⁶⁴.

Township network

Selwyn 2031 categorises Whitecliffs as a rural township whose function is:

"...based on village characteristics with some services offered to the surrounding rural area."⁶⁵

District Plan land use zoning

Whitecliffs is subject to a standard density Living 1 land use zoning (see Figure 28), which has a minimum average allotment size of 800 square metres. This density has been influenced by the requirement to manage wastewater discharges on-site through individual septic tanks.

2015 POPULATION
 **1,105**
 (INCLUDING COALGATE AND GLENTUNNEL)

2031 PROJECTED POPULATION
1,364 

21% INCREASE
 IN WHITECLIFFS' POPULATION

2015 HOUSEHOLDS
 **388**

2031 PROJECTED HOUSEHOLDS **487**
INCREASE OF 99 FROM 2015

95 
ZONED HOUSEHOLD CAPACITY

 **25 PEOPLE EMPLOYED**

WHITECLIFFS SNAPSHOT



Residential land capacity

There are approximately 126 standard residential sections in Whitecliffs of which 35 have the potential to be further developed for residential purposes. These sections comprise of 10.9 hectares with a potential yield of an additional 95 households. In addition, there are a number of undeveloped residential sections within Whitecliffs, with 31 vacant lots identified as being available for development.

Overall, there is sufficient available land to accommodate projected population growth and demand in Whitecliffs through to 2031 without proactively zoning additional residential greenfield land.

Business and industrial land capacity

There is no business zoned land in Whitecliffs, with an expert retail assessment establishing that there is insufficient demand identified to support the active zoning of any Business 1 or Business 2 land⁶⁶.

Opportunities and Issues

Development opportunities and issues that have informed the recommendations for the future development of Whitecliffs are summarised in [Figure 28](#) and below.

OPPORTUNITIES

Population, growth capacity and urban form

- There is sufficient zoned and undeveloped land to accommodate the projected population and anticipated growth up to 2031.
- There is an identified need to protect the character and amenity of the township by managing the scale and amount of development.
- There is support for retaining the existing minimum average allotment size to protect the existing character and amenity of the settlement.
- There are a range of lot sizes available to suit the various needs of the community.
- There are multiple developable lots within the centre of the township that are not subject to any apparent constraints which appear to be available, in addition to a number of vacant lots distributed throughout the township.

Business development

- There are relatively limited opportunities able to be facilitated in Whitecliffs through the Area Plans based on the small population base of the township and its status under Selwyn 2031.

Natural environment and cultural heritage

- There is an opportunity to consider the identification of a cultural footprint through the District Plan Review over the area to recognise the settlement history of mana whenua history in this area.

⁶⁶Market Economics: Malvern Area Plan Assessment, August 2015, P26

- There are additional opportunities to provide a link to, and information on, other mahinga kai sites in the river and the Malvern Hills through township information panels.
- The District Plan Review should identify and protect culturally-significant sites.
- Recognition of the cultural significance of Waikirikiri/Selwyn River (or Whakaepa as it may have been known this far west) as mahinga kai and opportunities to enhance mahinga kai species by planting species in the domain and other public spaces, and in riparian areas.

Transport

- The levels of service for transport infrastructure should reflect the status, character and function of the settlement.

5 Waters

- It is more cost effective and efficient to locate any new development within or close to areas serviced with water, with community well upgrades having been budgeted and are due for completion in the 2015/16 financial year.
- Mana whenua support the development of Low Impact Urban Design and Development.
- Any localised flooding issues are likely to be resolved through future land development works initiated by property owners.

Local facilities and community development

- There are facility upgrades scheduled for replacement and renewal of the domain toilet.
- There is an opportunity to recognise and enhance the historic and cultural past through interpretation panels and other community-based initiatives.

ISSUES

Population, growth capacity and urban form

- There is limited capacity for the township to support more intensive housing typologies such as a Living Z zone, based on the township character, the settlement function in the Selwyn 2031 network and limited range of services.
- Whitecliffs is an isolated location that is attractive to a small portion of the property market.
- Future growth paths to the north, west and south of Whitecliffs Road should be avoided to reduce adverse effects on the cultural significance of the Waikirikiri/Selwyn River, contaminated sites associated with the former mining operations and any exacerbation of the risks of flooding, landslip or erosion hazards. There is also a Protected Tree recorded on Hartley's Road that needs to be protected.
- Locations that may be susceptible to stormwater inundation and soil stability from the Malvern Hills include north-east of Hector Street, where future development should be avoided. The views and outlook associated with the Malvern Hills Rural Zone should also be protected from future development.

Natural environment and cultural heritage

- Mana whenua identify that there is limited access to, and up the river.
- Mana whenua have raised concerns with any further reduction with water quality as a consequence of stormwater run-off and risk of contamination through failed or inadequate on-site wastewater system discharging into the river.
- The land to the north and south-east is comprised of Class III versatile soils, which are valued for their productive capacity.

Transport

- Environment Canterbury does not provide public transport or a bus service to this town. A recent service review undertaken by Environment Canterbury determined that no significant extension or expansion to their services in the district is expected in the foreseeable future.

5 Waters

- Any new groundwater or surface water takes to provide for significant growth will require resource consent from Environment Canterbury.
- Any additional growth will require an integrated approach to stormwater management, including the development of stormwater management plans to coherently manage current and future growth.
- Environment Canterbury has indicated that higher-density housing typologies cannot reasonably be serviced by on-site systems. The retention of the current 800 square metres minimum average allotment size will make it challenging for on-site wastewater discharge and does not meet the Environment Canterbury permitted activity requirements for new on-site wastewater management.
- Mana whenua identify water quantity and quality issues. The Plains area of the district is classified as Red Zone for water quality and quantity. Any township growth and associated demand for water supplies and nutrient loadings from wastewater need to occur within allocation limits set for the catchment.

Preferred development options

There are limited opportunities available for additional greenfield development areas or growth based on the Issues identified above and shown on [Figure 28](#).

Conclusion

No new areas for residential purposes have been identified as being necessary to be proactively zoned by Council in response to projected population growth within Whitecliffs over the Malvern 2031 planning horizon. This is on the basis that there is currently sufficient land available to accommodate projected population growth and demand.

There are also a number of issues that need to be addressed to facilitate additional growth, including:

- settlement character and function, including the need to protect the current amenity attributed to Whitecliffs and the absence of the necessary community infrastructure or services required to support additional growth or increased household densities
- infrastructure constraints relating to integrated stormwater management, access to potable water and the ongoing treatment and disposal of wastewater. There is also reduced resilience associated with the settlements isolated location and local geography
- natural hazard risks, including flooding associated with the Waikirikiri/Selwyn River and Malvern Hills soil stability, and
- the need to manage growth to avoid any adverse impacts this may have on cultural sites or the mana whenua values attributed to the area. Waikirikiri/Selwyn River is registered as a Wahi Taonga Management Area in the District Plan (C90).

The retention of the current township boundary through to 2031 is consistent with the principles contained in Chapter 5 of the CRPS, the District Growth Strategy Directions and the Area Plan Principles, which reinforce the need to manage growth in an integrated and consolidated manner, while avoiding the social, economic and environmental impacts associated with dispersed settlement patterns.

This Area Plan does not preclude any additional greenfield land from being considered for zoning through privately-initiated plan change requests under the RMA, but signals that there is sufficient capacity within the township to accommodate growth through to 2031 without the need for the Council to proactively zone additional land through the District Plan Review.

The following implementation steps identify the various processes for considering the appropriateness of where further development within the current township boundary through to 2031 can best be integrated. The implementation steps are the methods for delivering the opportunities and addressing the issues identified in the above assessment, which will collectively deliver better social, economic, cultural and environmental outcomes for the settlement of Whitecliffs, its community and its rural ownship function to the local area.

Whitecliffs area plan implementation steps

A number of implementation steps for Whitecliffs are provided as a means to realise the opportunities and address the issues by 2031. The implementation steps contain guidance on indicative: (1) timeframes; (2) Council department work streams; (3) costs; (4) agency and Council department that are primarily responsible for implementation, and; (5) possible funding sources.

The various implementation steps have been formulated to deliver sustainable social, economic, cultural and environmental outcomes for each township within the Malvern area in the short, medium and long term. The following timeframes have been established for this area plan:

- Short term 2016 to 2020
- Medium term 2021 to 2025
- Long term 2026 to 2031

In addition to the Whitecliffs township specific implementation steps set out below, there are a number of other implementation steps that apply across all the townships in the Malvern Area Plan. These can be viewed at the beginning of [Section 2](#) of this Area Plan at Table 1.

Estimated costs are shown in the following table as a high-level indication of the scale of funding that may be required to implement various steps. The costs generally relate to physical works, such as street upgrades, open space enhancements or developments of new facilities and do not include the costs to operate, maintain or renew the assets in the future. Possible funding sources for each implementation step are identified.

It is important to note, however, that in many cases no funding has been approved and decisions on whether a project or initiative to deliver the identified implementation step can proceed will still need to be made through the Council’s Annual and Long-Term Planning processes. Also set out in the table is who will be advancing the various implementation steps, and the mechanisms by which they will be realised.

Key for indicative costs
\$ = below \$50,000
\$\$ = \$50,000 – 200,000

Table 12: Implementation steps – Whitecliffs

Implementation step	Indicative timeframe	Indicative cost	Agency responsible	Funding source
Population, growth and urban form				
See Area Plan wide implementation steps in Table 1				
Natural environment and cultural heritage				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Include significant heritage and cultural sites in Whitecliffs when preparing township brochures and/or township information panels	Medium	\$	Selwyn District Council Community Services department in consultation with mana whenua	Community Services Long-Term Plan
Transportation				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Investigate future capital works projects through the Footpath Extension Forward Works Programme and Walking and Cycling Strategy initiatives	Medium	\$\$	Selwyn District Council Transportation department	Assets and Environmental Services Long-Term Plan
Investigate the appropriateness of a by-law to manage current and future logging operations to direct transport movements to Riverslea Road to promote a safer and more efficient transport network	Short	\$	Selwyn District Council Transportation department	Property and Commercial Long-Term Plan
5 Waters				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Submit the necessary stormwater network discharge consents and implement the associated Stormwater Management Plan	Short	\$	Selwyn District Council Water Services department in consultation with mana whenua	Assets Long-Term Plan
Manage the water supply network in accordance with the approved Water Safety Plan	Medium	\$	Selwyn District Council Water Services department	Assets Long-Term Plan
Local facilities and community development				
See Area Plan wide implementation steps in Table 1, in addition to the following:				
Progress the community facility upgrades as set out in the 2015-25 Long-Term Plan, with toilet replacements planned and budgeted for replacement in 2015/16	Short	\$	Selwyn District Council Property and Commercial department – Strategy and Planning Works Programme	Property and Commercial Long-Term Plan

Glossary of general terms

Activity management plan: The planning of Community Facilities Activities requires a long-term, integrated strategy, in order to effectively contribute to the social, cultural, economic and environmental wellbeing of the community, as required by the Local Government Act 2002.

Amenity values: means those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes.

Area Plan: provides spatial planning knowledge at a local scale to give direction to the Selwyn District Plan for local spatial outcomes and intended land use across the Malvern and Ellesmere wards.

Biodiversity: the variability among living organisms, and the ecological complexes of which they are a part, including diversity within species, between species, and of ecosystems (see also ecosystems).

Character: means the appearance, qualities and combination of attributes of an area, place, street or building that helps to give that place an identity.

Climate Change (Climatic cycles): means a change of climate that is attributed directly or indirectly to human activity that alters the composition of the global atmosphere and that is in addition to natural climate variability observed over comparable time periods.

Community facility: includes any land, building or structure which is/are used for the primary purpose of health, education, safety or cultural, physical or spiritual well-being, where those facilities are funded or managed as a non-profit organisation by a central or local government agency or a community organisation, and are available for use by any person in the community. Community facilities include (but are not limited to): schools, hospitals, churches, cemeteries, halls, libraries, community centres, police or fire stations, reserves and recreational facilities.

Community infrastructure: means the following assets when owned, operated or controlled by a territorial authority:

- a) community centres or halls for the use of a local community or neighbourhood, and the land on which they are or will be situated
- b) play equipment that is located on a neighbourhood reserves
- c) toilets for use by the public.

Community waste water treatment system: Means a wastewater treatment system owned and operated by a group, institution, territorial authority or company that primarily treats domestic effluent and serves more than one site, but does not include the pipework and sewers running from individual sites to the collection and treatment system.

Community drinking-water supply: Means a drinking-water supply that is recorded in the drinking-water register maintained by the Chief Executive of the Ministry of Health (the Director-General) under section 69J of the Health Act 1956 that provides no fewer than 501 people with drinking-water for not less than 60 days each calendar year.

Community water supply: means water taken primarily for group drinking-water supply and includes group drinking-water supply, and community drinking-water supply, but that may also be used for other purposes such as supply to institutional, industrial, processing, stock water, or amenity irrigation use and fire-fighting activities.

Costs and benefits: includes benefits and costs of any kind, whether monetary or non-monetary.

Contaminated land: includes any land which contains hazardous substances at concentrations above recognised guidelines which pose or are likely to pose an immediate or long term risk to human health and/or the environment.

Canterbury Regional Policy Statement: this sets the framework for resource management in Canterbury, providing an overview of significant resource management issues facing the region, and providing objectives policies and methods to address the issues.

Dispersed settlement: a classification where settlements are distributed or spread over a wide area.

District Plan Review: The District Plan is required under the RMA, and contains rules and guidance for the districts development. Every 10 years this is reviewed to ensure provisions in the plan are up to date with the district.

Ecological corridor: Any space, usually linear in shape that improves the ability of organisms to move among patches of their habitat.

Ecosystems: means a complex network of systems, a community of interacting organisms and the physical environment.

Esplanade reserve: An esplanade reserve has one or more of the following purposes:

- (a) To contribute to the protection of conservation values by, in particular —
 - (i) maintaining or enhancing the natural functioning of the adjacent sea, river, or lake; or
 - (ii) maintaining or enhancing water quality; or
 - (iii) maintaining or enhancing aquatic habitats; or
 - (iv) protecting the natural values associated with the esplanade reserve or esplanade strip; or
 - (v) mitigating natural hazards; or
- (b) To enable public access to or along any sea, river, or lake; or
- (c) To enable public recreational use of the esplanade reserve or esplanade strip and adjacent sea, river, or lake, where the use is compatible with conservation values. (Source: Section 229 of the Resource Management Act)

Greenfield development: Clean and undeveloped land on the urban periphery. A parcel of land not previously developed beyond that of agriculture or forestry use; virgin land (Source: Greater Christchurch Urban Development Strategy).

Groundwater: means all water beneath the surface of the earth contained within the saturated zone, but excludes the water chemically combined in minerals.

Historic heritage: means those natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures, deriving from any of the following qualities:

- Archaeological
- Architectural
- Cultural
- Historic
- Scientific
- Technological;

and includes

- Historic sites, structures, places and areas
- Archaeological sites
- Sites of significance to Maori, including wahi tapu
- Surroundings associated with the natural and physical resources.

(Source: RMA (1991) S2)

Infrastructure: The fixed, long-lived structures that facilitate the production of goods and services and underpin many aspects of quality of life. Infrastructure refers to physical networks, principally transport, water, energy, and communications.

Industrial activity: means any activity involving the manufacturing, production, processing, assembly, disassembly, packaging, servicing, testing, repair, direct handling, distribution and/or warehousing of any materials, goods, products, machinery or vehicles, but excludes mining, mineral exploration and quarrying and, for the avoidance of doubt, harvesting activities associated with plantation forestry. For the purpose of this definition an industrial activity is further defined as being either of the following:

- (a) Rural Based Industrial Activity: means an industrial activity that involves the use of raw materials or primary products which are derived directly from the rural environment, including agricultural, pastoral, horticultural, forestry, viticultural and crops.

Or

- (b) Other industrial activity: means any other industrial activity that is not defined as a 'rural based industrial activity', as stated in (a) above.

Infill: means building new developments in an existing urban area, this is generally through subdivision of urban properties.

Intensification: means the redevelopment, conversion and retrofitting where land is developed with a greater coverage or intensity of building, or accommodates a greater residential population or workforce than previously.

Local Government Act: An Act of Parliament that sets out the responsibilities and powers of local government authorities (Source LGA, 2002).

Long-Term Plan 2015-2025 (LTP): The Long-Term Plan sets out the activities the Council proposes to undertake over the 10-year time frame of the plan, and the community outcomes it aims to achieve.

Low Impact Urban Design and Development (LIUDD): Means design and development techniques that aim to protect aquatic and terrestrial ecological integrity while allowing urbanisation based on the following principles:

- a) Work with nature's cycles on a catchment basis to maintain the integrity and mauri of ecosystems and minimise ecological footprints.
- b) Adverse effect and impact minimisation through site selection.
- c) Use ecosystem services and infrastructure efficiently.
- d) Promote and support alternative development forms that maintain, enhance or create natural spaces and increase infrastructure efficiency.

Mixed-use developments: Development that incorporates a range and variety of uses (retail, residential and business) within a single development site.

Modified Employment Count (MEC): The Modified Employment Count is a measure which includes both the Statistics NZ (SNZ) Employee Count, which identifies all those engaged as employees, and also allows for Non-employee Working Proprietors (NEWPs) which account for about 15% of the workforce nationally.

Natural hazard: means any atmospheric or earth or water related occurrence (including earthquake, tsunami, erosion, volcanic and geothermal activity, landslip, subsidence, sedimentation, wind, drought, fire, or flooding) the action of which adversely affects or may adversely affect human life, property, or other aspects of the environment.

Natural and physical resources: include land, water, air, soil, minerals, energy, all forms of plants and animals (whether native to New Zealand or introduced), and all structures.

Private plan change: is a plan change initiated by any person to an operative council plan.

Production land: means any land and auxiliary buildings used for the production (but not processing) of primary products (including agricultural, pastoral, horticultural, and forestry products). Does not include prospecting, exploration or mining for minerals.

Projected growth: Projected growth for each township has been derived from the Selwyn District Council's Growth Model www.selwyn.govt.nz/services/planning/population

Rates: A charge on each property to help fund services and assets that the council provides.

Reverse sensitivity: newer uses on prior activities in mixed-use areas can sometimes limit the ability of already established ones to continue.

Regional policy statements: must be prepared by all regional councils and help set the direction for the management of all resources across the region.

Resource Management Act: An Act of Parliament that promotes the sustainable management of natural and physical resources (Source: RMA, 1991).

Ribbon effect: means development of housing along routes of communication outwards from human settlement. Development of this sort can raise concerns as it can become a precursor to urban sprawl and relies heavily on private motor vehicle ownership.

Riparian margin: means a strip of land of varying width adjacent to a waterbody which contributes to the natural functioning, quality and character of the waterbody, the land margin and their ecosystems. (Source: SDP – Rural Volume)

Selwyn 2031 (District Development Strategy): this strategy helps the Council plan for future growth and ensures that commercial and residential land will be available for development in the future, with infrastructure and services.

Setback: means the minimum prescribed distance between the exterior face of the building and the boundaries

Sensitive activity: includes any of the following activities:

- Residential activity
- Travelling accommodation
- Community facility
- Recreational facility or recreational activity
- Place of assembly
- Restaurant
- Educational facility
- Camping ground facility;

But excludes temporary accommodation.

Settlement/township: means land that a relevant district plan or proposed district plan classifies as primarily for residential, commercial, industrial, institutional or recreational activities.

Silent File: Silent File areas may contain sites of immense cultural importance to local Rūnanga. Silent File areas are listed in the District Plan and shown on the Planning Maps. The exact location and the type of site within the Silent File area are not disclosed by local Rūnanga, to try to reduce the likelihood of intentional damage to the site and in respect of the traditions of keeping this information among tribal elders.

Social infrastructure: this covers a wide range of facilities and services that the council and community groups support and sustain the well-being of communities.

Spot zoning: the application of zoning on a specific parcel or parcels of land within a larger zone.

Storm water: means runoff that has been channelled, diverted, intensified or accelerated by human modification of the land surface or runoff from the external surface of any structure as a result of precipitation and includes entrained contaminants and sediment including that generated during construction or earthworks.

Township: means an urban area within the District which comprises a Living zone(s) and in some situations a Business zone(s).

Water body: means fresh water or geothermal water in a river, lake, stream, and pond (but excluding any artificial pond), wetland or aquifer or any part therefore that is not located within the coastal marine area. The terms 'river', 'lake' and 'wetland' are also defined in this Plan.

Wetland: includes permanently or intermittently wet areas, shallow water, and land water margins that support a natural ecosystem of plants and animals that are adapted to wet conditions

Abbreviations

AMP	Activity Management Plans
CPRS	Canterbury Regional Policy Statement
DPR	District Plan Review
MEC	Modified Employment Count
LGA	Local Government Act 2002
LIUDD	Low Impact Urban Design and Development
LTP	Long Term Plan
Selwyn 2031	Selwyn 2031: District Development Strategy
SDP	Selwyn District Plan
RMA	Resource Management Act 1991
NZTA	New Zealand Transport Agency

Planning Documents

Mahaanui: Iwi Management Plan: means a management plan recognised by an iwi authority

Ngāi Tahu under the Ngāi Tahu Claims Settlement Act 1998

Te Rūnanga o Ngāi Tahu Act 1996

District Development Plan (Selwyn 2031)



Glossary of Ngāi Tahu terms and concepts

Ngāi Tahu's framework for managing natural resources has evolved from a Polynesian world view which acknowledges that people are part of the world around them and not masters of it. It then developed through more than 40 generations of collective experience in Te Waipounamu.

The following paragraphs introduce and briefly outline some concepts of that framework. They are intended to provide a starting point for greater understanding of what drives Ngāi Tahu resource management processes and policies in the hope that more effective collaboration can be achieved with all those responsible for managing Canterbury's natural resources today.

Ahi Kā Roa

'Keeping the home fires burning' – describes the concept of continuous occupation of an area which along with *whakapapa* gives rise to the status of *mana whenua*.

Areas of Statutory Acknowledgement

The Ngāi Tahu Claims Settlement Act 1998 restored Ngāi Tahu ownership to several areas of great tribal significance and which were not deemed to be included as part of the Crown's land purchase, including but not limited to the bed of Te Waihora/Lake Ellesmere.

The Act also identified many other areas of significance to Ngāi Tahu as Areas of Statutory Acknowledgement. Those Areas of Statutory Acknowledgement that lie within Selwyn District are listed in the District Plan. The Areas of Statutory Acknowledgement do not form a comprehensive list of all areas of significance and value to Ngāi Tahu whānui; and they do not of themselves confer any form of ownership of the areas upon Ngāi Tahu whānui. However, the importance of those areas is recognised by the Crown and must be recognised by consent authorities when deciding on notification and affected party status under the RMA.

Iwi Management Plans

Ngāi Tahu has set out its resource management values, issues, objectives and policies in a number of 'iwi management plans' throughout the Canterbury region. These documents have been prepared in order to facilitate the exercise of Ngāi Tahu's *rangatiratanga* over their lands, villages and all their treasures as per Article II of the Treaty/Te Tiriti, including the exercise of their *kaitiaki* responsibilities as *mana whenua*. Local authorities must take into account Iwi Management Plans when preparing regional or district plans under the RMA.

Mahaanui Iwi Management Plan 2013 is a joint iwi management plan prepared by six papatipu rūnanga who represent those who hold mana whenua in Canterbury, including Te Ngāi Tūāhuriri Rūnanga and Te Taumutu Rūnanga.

Kaitiaki/Kaitiakitanga

Traditionally, *kaitiaki* were the non-human guardians of the environment (e.g. birds, animals, fish and reptiles) which, in effect, communicated the relative health and vitality of their respective

environments to local *tohunga* (experts) and *rangatira* (leaders) who were responsible for interpreting the 'signs' and making decisions accordingly. This is a parallel to modern scientific practices which use specific indicator species and observe their behaviours to measure the state of the environment.

Kaitiakitanga is defined in the RMA (s2) as '*the exercise of guardianship by the tangata whenua of an area in accordance with tikanga Māori in relation to natural and physical resources; and includes the ethic of stewardship.*'

For Ngāi Tahu kaitiakitanga is a much wider cultural concept than just guardianship. Kaitiakitanga entails the active protection and responsibility for natural and physical resources by mana whenua. The responsibility is twofold: first, there is the ultimate aim of protecting mauri; and secondly, there is the duty to pass the environment to future generations in a state which is as good, or better than, the current state.

Ki Uta Ki Tai

The principle of *Ki Uta Ki Tai* (from mountains to sea) reflects the holistic nature of traditional resource management, particularly the interdependent nature and function of the various elements of the environment within a catchment.

Mauri ora ana te wai, kirimaia ai te kai, ki uta ki tai

Quality water flowing, abundant foods growing, mountains to sea.

It is a term that has become synonymous with the way Ngāi Tahu think about natural resource management – integrated and holistic.

Mahinga Kai

Mahinga kai is defined in the Ngāi Tahu Claims Settlement Act 1998 (s167) as '*the customary gathering of food and natural materials and the places where those resources are gathered.*'

Mahinga kai is central to the Ngāi Tahu way of life and was the basis of Te Kerēme – the Ngāi Tahu Treaty claim. The term mahinga kai refers to the whole resource chain; mountain top to ocean floor. It encompasses social and educational elements such as the intergenerational transfer of knowledge as well as the process of gathering. It includes where it is gathered, how it is gathered and what is gathered.

Access to mahinga kai was managed through the division of natural resources (lakes, rivers, islands, etc) into *wakawaka*, defined areas within which a particular whānau had exclusive rights to 'work the food' (mahi ngā kai) and responsibilities to uphold the associated cultural values.

Mana Whenua

Mana whenua is the right to exercise authority over a particular area, its resources and its people. Mana (respect, standing, authority) is passed on via *whakapapa* and is protected and secured through the on-going occupation (ahi kā roa). and exercise of one's rights to resources in a manner consistent with tikanga. Inevitably, with mana comes responsibility.

He tukemata anō tō te taonga.

Even wealth frowns at times.

Mauri

Mauri is often described as the 'life force' or 'life principle' of any given place or being. It can also be understood as a measure or an expression of the health and vitality of that place or being. The notion embodies Ngāi Tahu's understanding that there are both physical and metaphysical elements to life and that both are essential to our overall wellbeing. It also associates the human condition with the state of the world around it. *Mauri*, therefore, is central to *kaitiakitanga*; that is, the processes and practices of active protection and responsibility by *mana whenua* for the natural and physical resources of the *takiwā*.

Mauri can change either naturally or through intervention and Ngāi Tahu use both physical and spiritual indicators to assess its relative strength. Physical indicators include, but are not limited to, the presence and abundance of *mahinga kai* fit for consumption or cultural purpose (e.g. disease free bull-kelp for the long-term storage of preserved foods).

Spiritual indicators are the *kaitiaki* referred to in the previous section. They are often recalled in *kōrero pūrākau* (oral traditions) to explain the intrinsic connection between the physical and metaphysical realms of our world.

Nohoanga

Traditional *nohoanga* (seasonal 'camp' sites) were found throughout Te Waipounamu, giving Ngāi Tahu access to mahinga kai from season to season. Their value was recognised in the Canterbury Purchase agreement (Kemp's Deed) 1848 which reserved and protected both *nohoanga* and *mahinga kai* for the present and future needs of Ngāi Tahu whānau in Canterbury. The Ngāi Tahu Claims Settlement Act 1998 identifies 72 traditional nohoanga sites throughout the Ngāi Tahu takiwā, providing tribal members with temporary rights to occupy

Rāhui

A *rāhui* is a temporary prohibition placed on an area or resource as either a conservation measure, or a means of social and political control. With respect to the former, a *rāhui* will effectively separate people from any 'polluted' area of land or water, preventing the ability to harvest potentially contaminated products from these areas. Rāhui are initiated by someone of rank and were placed and lifted with appropriate *karakia* (ceremony) by a *tohunga* (expert).

Takiwā

The *takiwā* is the area or region over which an iwi or hapū holds *mana whenua*. The term *rohe* is also used to describe an area over which mana whenua is held.

Tūrangawaewae

Tūrangawaewae describes the right of a person to stand on a particular piece of land and be heard on matters affecting that place and their relationship to it. *Whakapapa* is central to tūrangawaewae.

Wāhi Tapu & Wāhi Taonga

Wāhi tapu are places of particular significance that have been imbued with an element of sacredness or restriction (*tapu*) following a certain event or circumstance (e.g. death). *Wāhi tapu* sites are treated according to local customs (*tikanga & kawa*) that seek to ensure that the *tapu* nature of those sites is respected. Of all wāhi tapu, *urupā* (burial sites) are considered to be the most significant.

Wāhi taonga are 'places treasured' due to their high intrinsic values and critical role they have in maintaining a balanced and robust ecosystem (e.g. spawning grounds for fish, nesting areas for birds and fresh water springs). They are prized because of their capacity to shape and sustain the quality of life experience and provide for the needs of present and future generations.

Whakapapa

Whakapapa (genealogy) is the central pillar of the framework, setting out and effectively explaining the relationships between the various elements of the world around us, including the relationship of human beings to lands, waters, atua (gods) and tūpuna (ancestors).

Whakapapa is central to Ngāi Tahu culture because it is through whakapapa that one claims their mana whenua status, the rights to mahinga kai, the status of tūrangawaewae and the duties of kaitiakitanga. Whakapapa is expressed in mihimihi; a person records their whakapapa as part of identifying themselves.

Whare wānanga

A *whare wānanga* is a traditional place of higher learning, where tohunga taught the sons of rangitira (chiefs) knowledge.

Mo tātou, a, mo ka uri a muri ake nei (For us and our children after us)



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