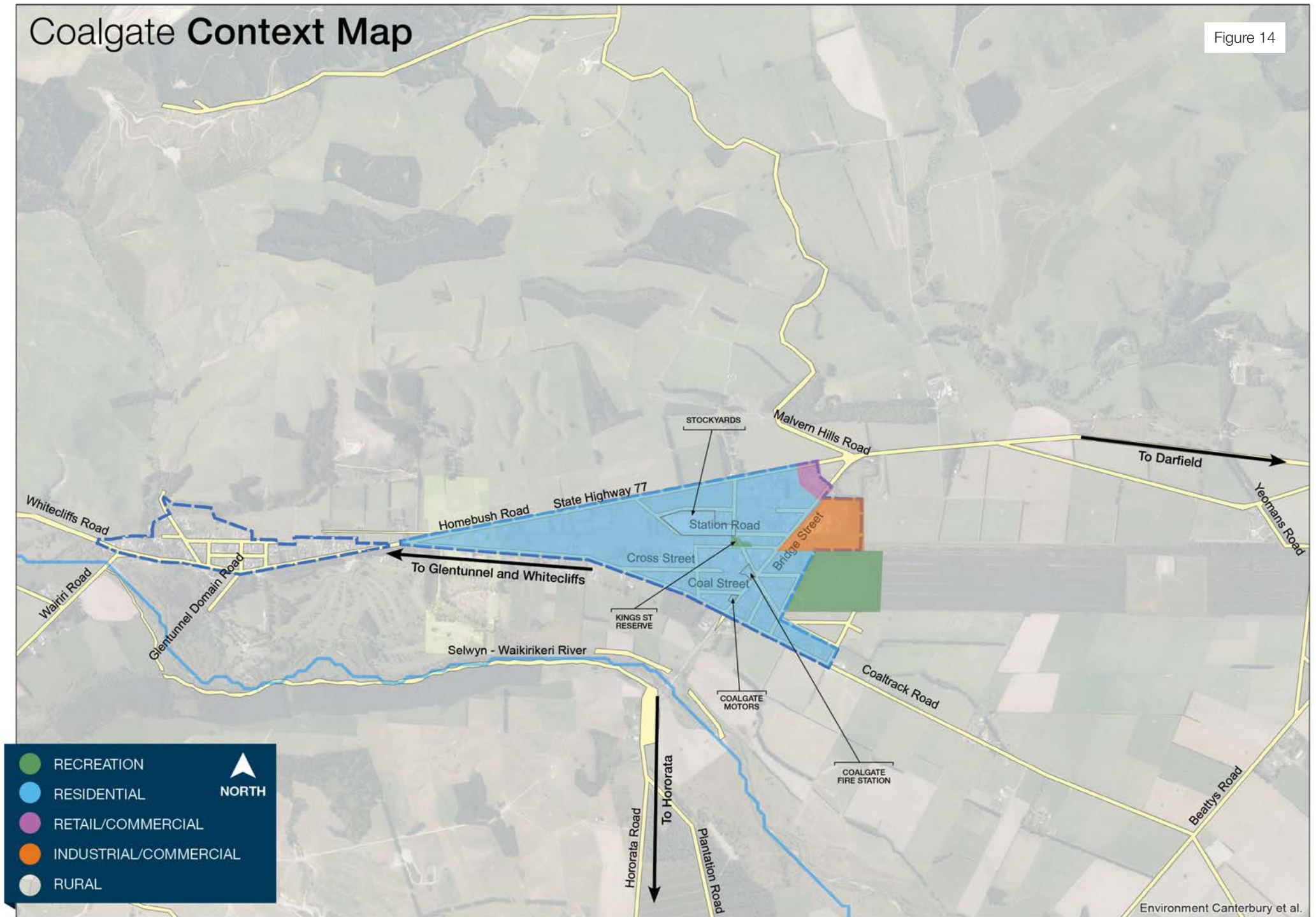


# Coalgate Context Map

Figure 14



# 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 area<sup>17</sup>. Employment is comprised of Coalgate Motors, the tavern and a number of small home-based businesses<sup>18</sup>. There has also been a recorded increase in industrial employment<sup>19</sup>.

### 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)<sup>20</sup>.

### 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."*<sup>21</sup>

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

**2031 PROJECTED POPULATION**  
**1,364**

**23% INCREASE**  
IN COALGATE'S POPULATION

**51 PEOPLE EMPLOYED**



**262 ZONED HOUSEHOLD CAPACITY**

**1.4ha OF BUSINESS LAND**

**7.4ha OF INDUSTRIAL LAND**

COALGATE SNAPSHOT

<sup>17</sup>Market Economics: Malvern Area Plan Assessment, August 2015, P13

<sup>18</sup>Market Economics: Malvern Area Plan Assessment, August 2015, P14

<sup>19</sup>Market Economics: Malvern Area Plan Assessment, August 2015, P15

<sup>20</sup>Selwyn Growth Model

<sup>21</sup>Selwyn 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 township<sup>22</sup>.

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

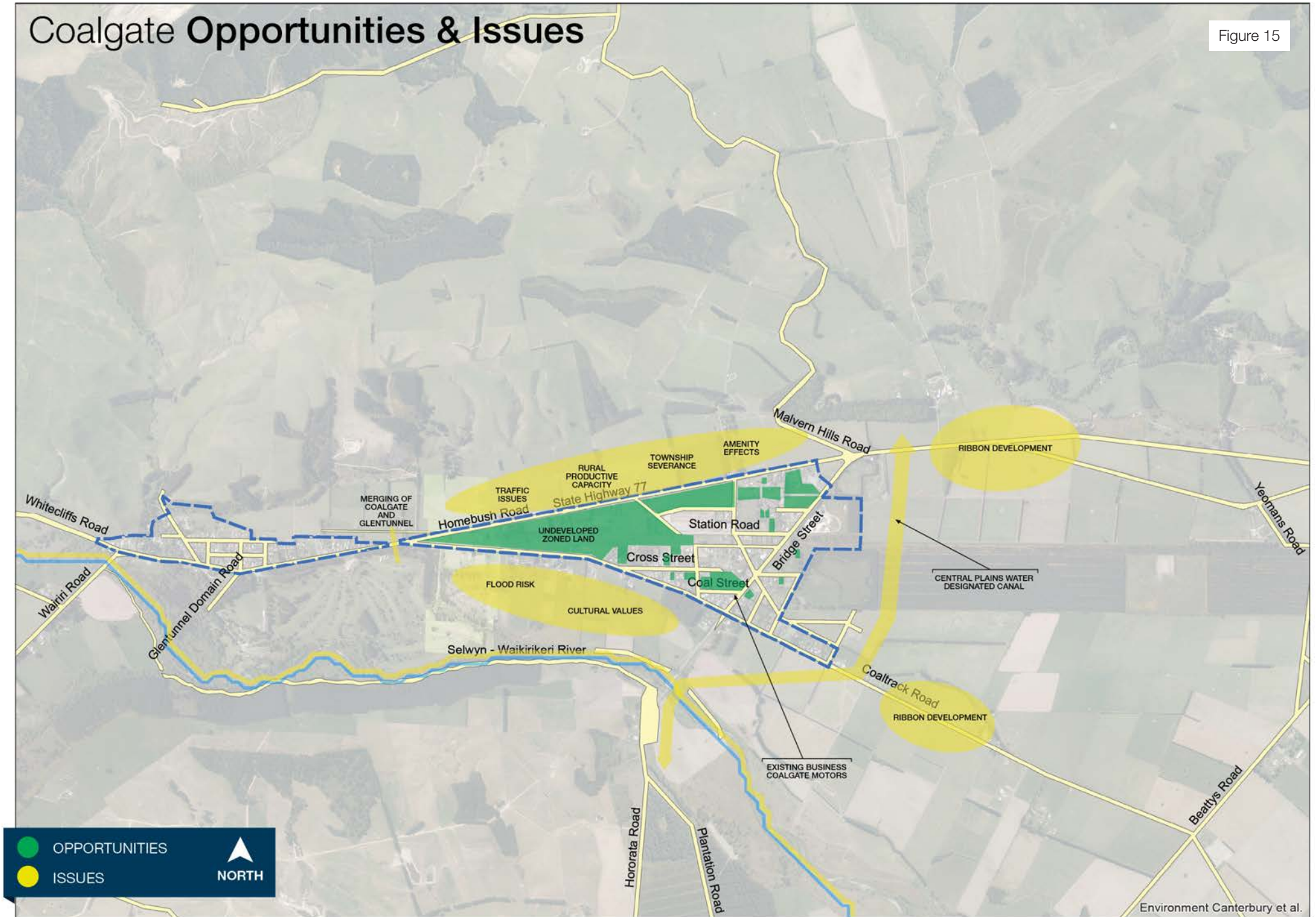
- Mana whenua support the development of Low Impact Urban Design and Development.

<sup>22</sup>Market Economics: Malvern Area Plan Assessment, August 2015, P20



# Coalgate Opportunities & Issues

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.

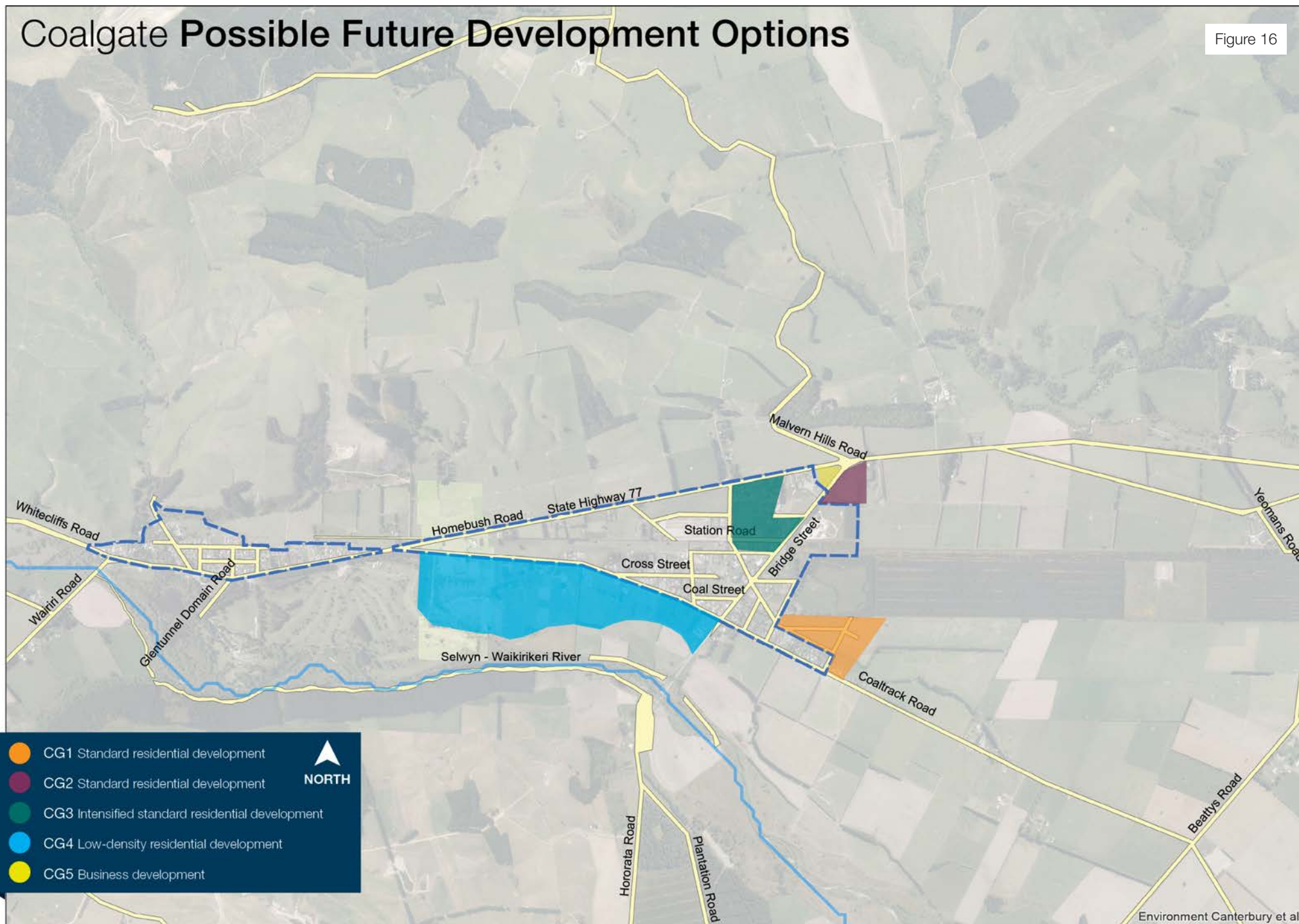
## Local facilities and community development

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



# Coalgate Possible Future Development Options

Figure 16



## Possible future development options

### 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 areas of potential future greenfield growth paths 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 A1

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 A2

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 A3

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 A4

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 A5

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.

## Advantages

- The land is suitable from an infrastructure servicing perspective and is not subject to any identified constraints.

## 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.

## 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
<b>Population, growth and urban form</b>				
See Area Plan wide implementation steps in Table 1				
<b>Natural environment and cultural heritage</b>				
See Area Plan wide implementation steps in Table 1				
<b>Transportation</b>				
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
<b>5 Waters</b>				
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
<b>Local facilities and community development</b>				
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
<b>Business development</b>				
See Area Plan wide implementation steps in Table 1				