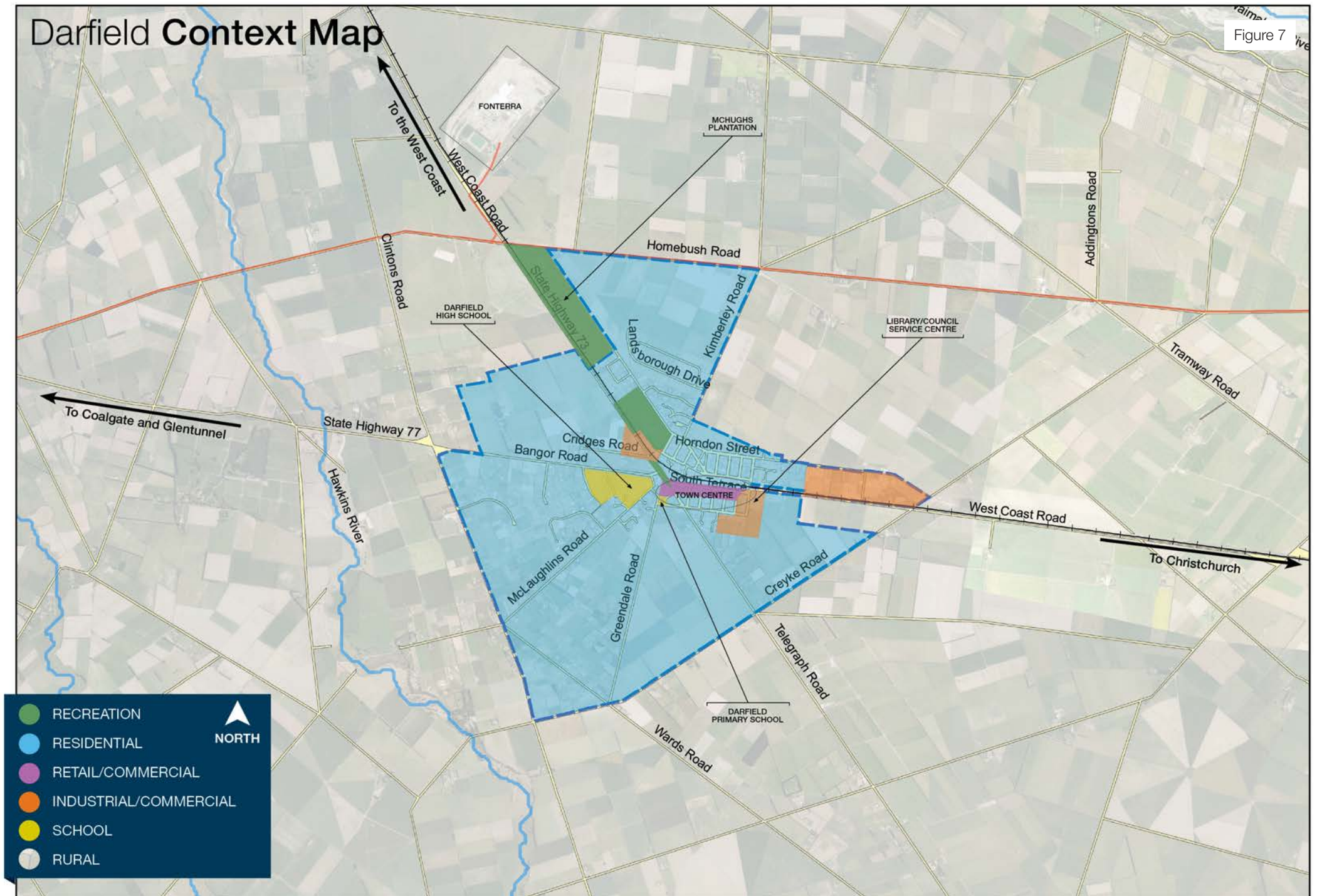


Darfield Context Map

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).

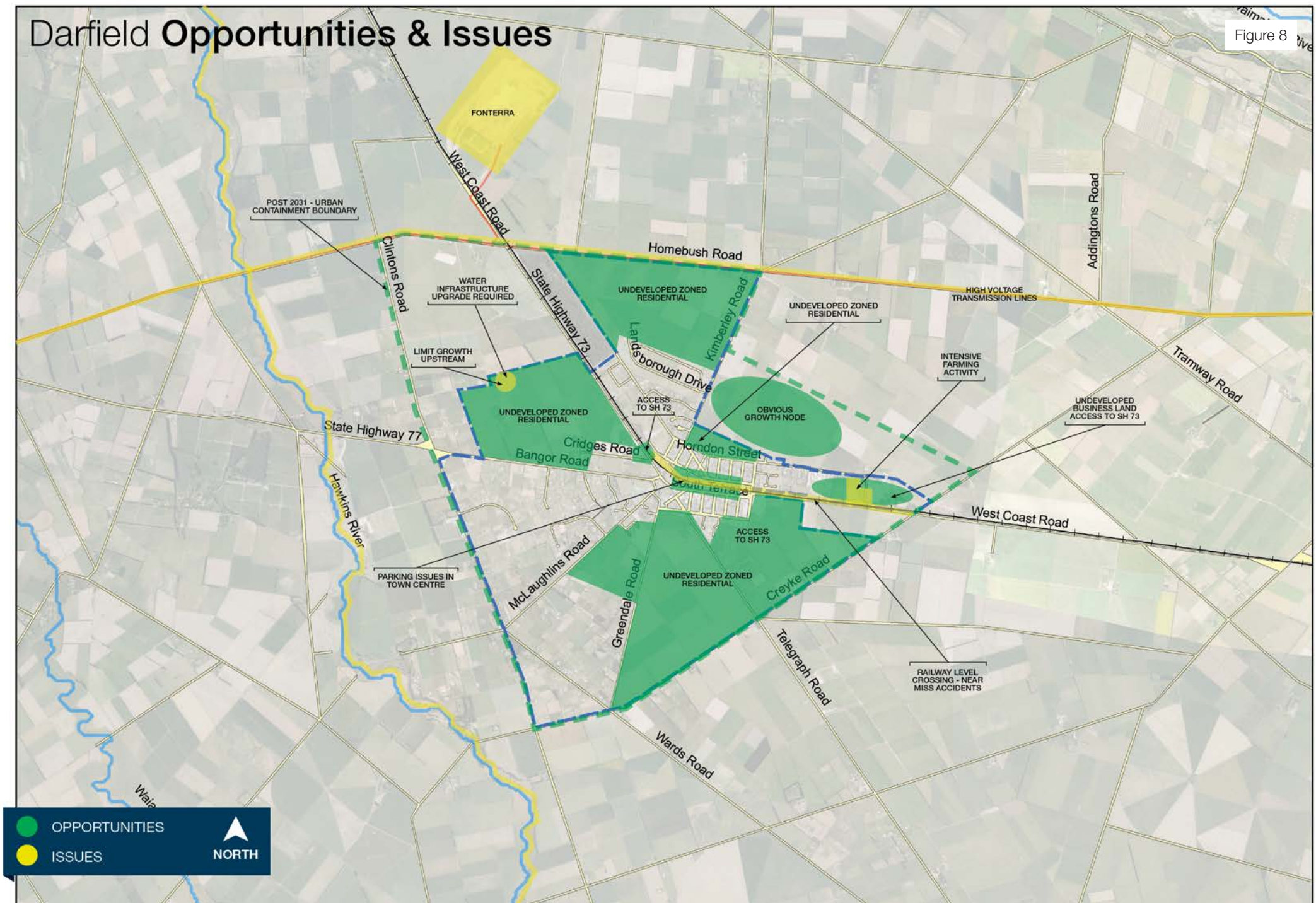
There is Business 2 zoned land identified as being available that could be developed to cater for any industrial-type growth. This includes a number of vacant and underutilised parcels in Darfield's Business 2 zone, amounting to nearly 23 hectares of available industrial land. An expert retail assessment 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.

Darfield Opportunities & Issues

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

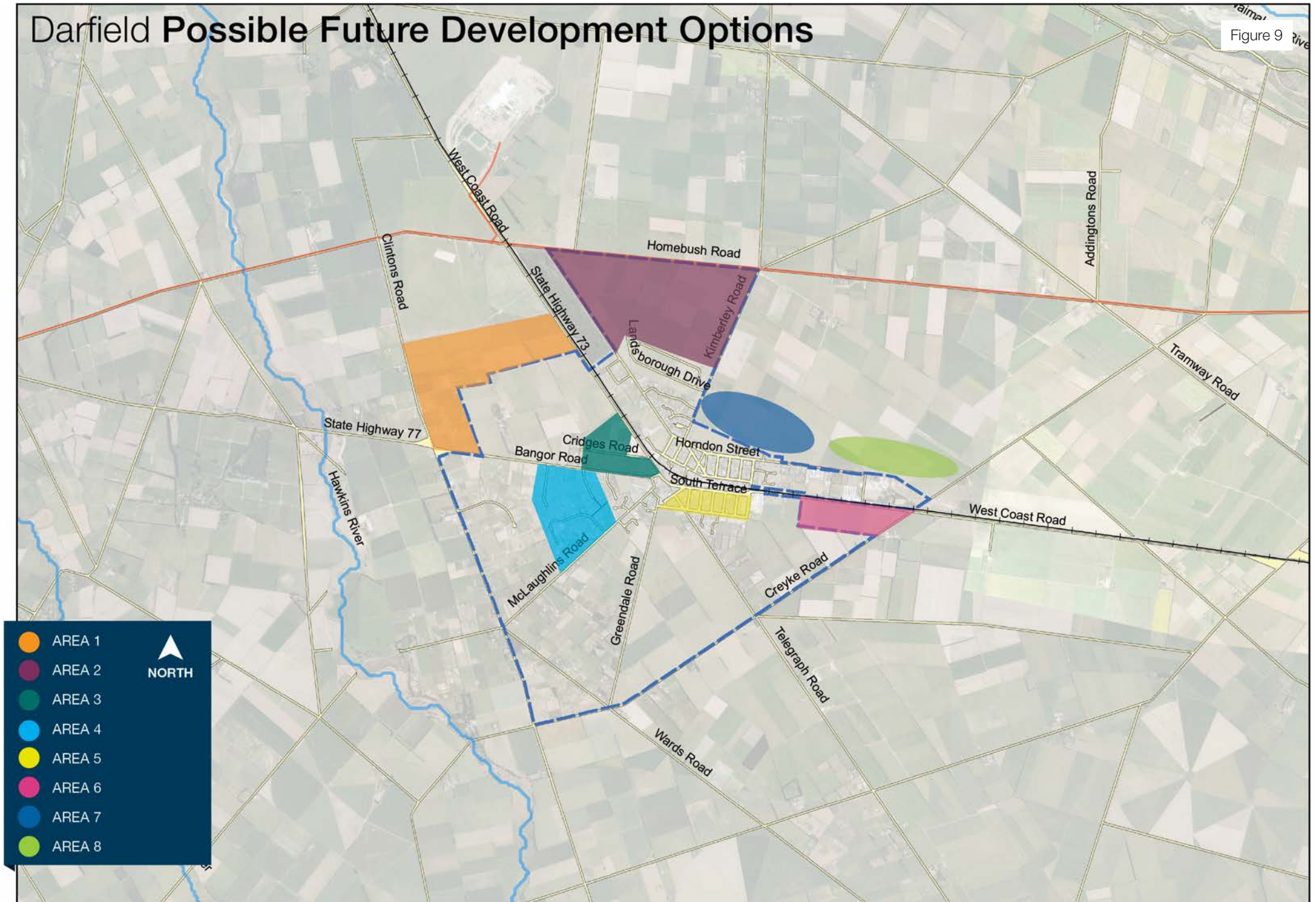
- An additional well and other upgrades are planned to respond to projected population increases as identified in the Activity Management Plan.
- Any new groundwater takes to enable further growth will further exceed the allocation limits and will require resource consent with Environment Canterbury.
- 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.

Darfield Possible Future Development Options

Figure 9



Possible future development options

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 areas of potential future greenfield growth paths 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 A1

A potential future growth path is the area 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 A2

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 A3

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 A4

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 A5

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 A6

A potential future low density residential growth path is the area 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 A7

A potential future growth path for residential purposes is the area 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.

Darfield area 8 - DAR A8

A potential future growth path for Business 2 zone industrial purposes is located at the intersection of Bangor Road and SH73. 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	Medium	\$\$	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	

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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