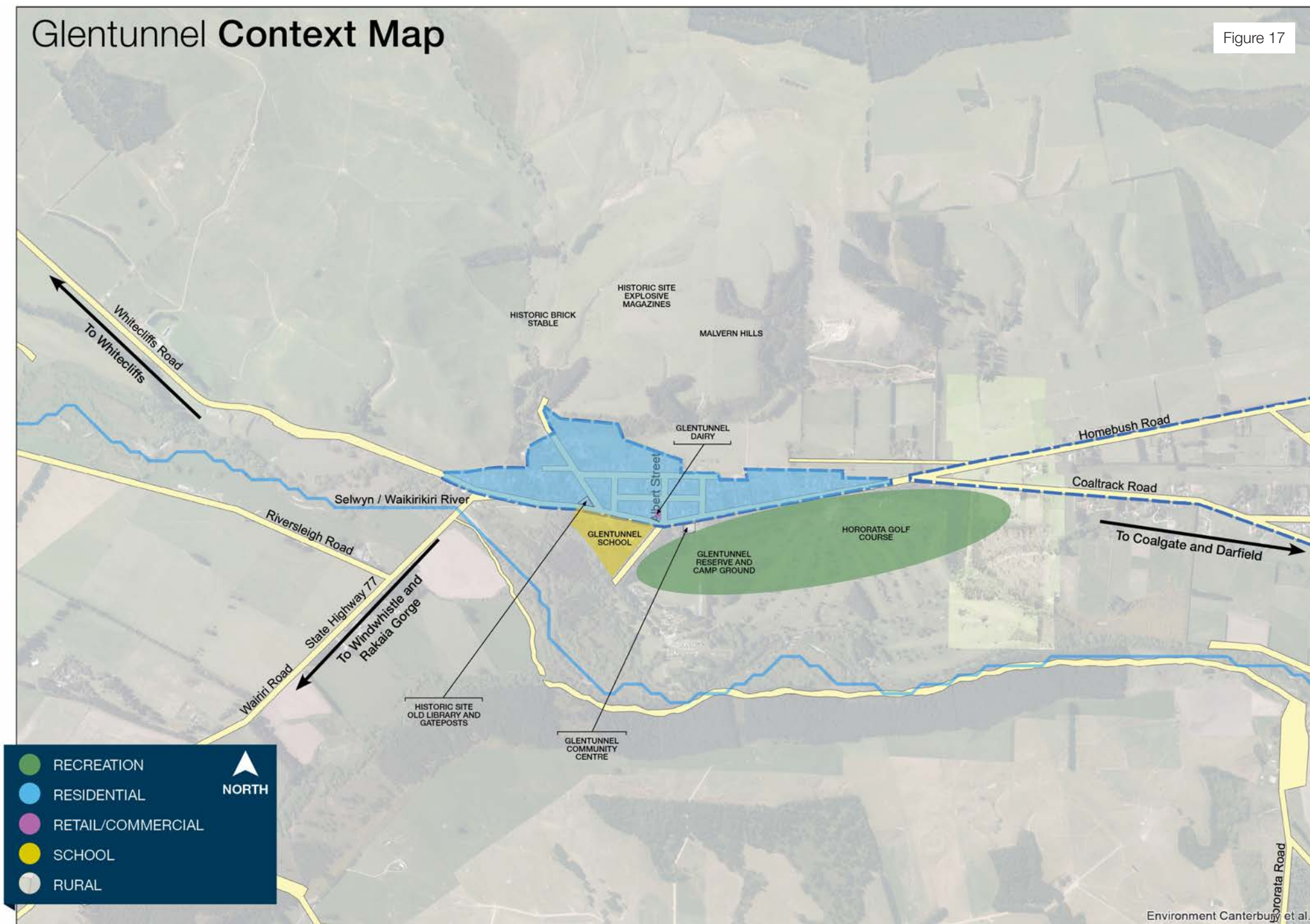


Glentunnel Context Map

Figure 17



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.

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

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.

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

2031 PROJECTED POPULATION
1,364 

23% INCREASE
IN GLENTUNNEL'S POPULATION

 **15 PEOPLE EMPLOYED**

 **68 ZONED HOUSEHOLD CAPACITY**

GLENTUNNEL SNAPSHOT



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.

Business development

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

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

Glentunnel Opportunities & Issues

Figure 18



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.

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.

Possible future development options

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 20 shows areas of potential future greenfield growth paths 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 A1

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