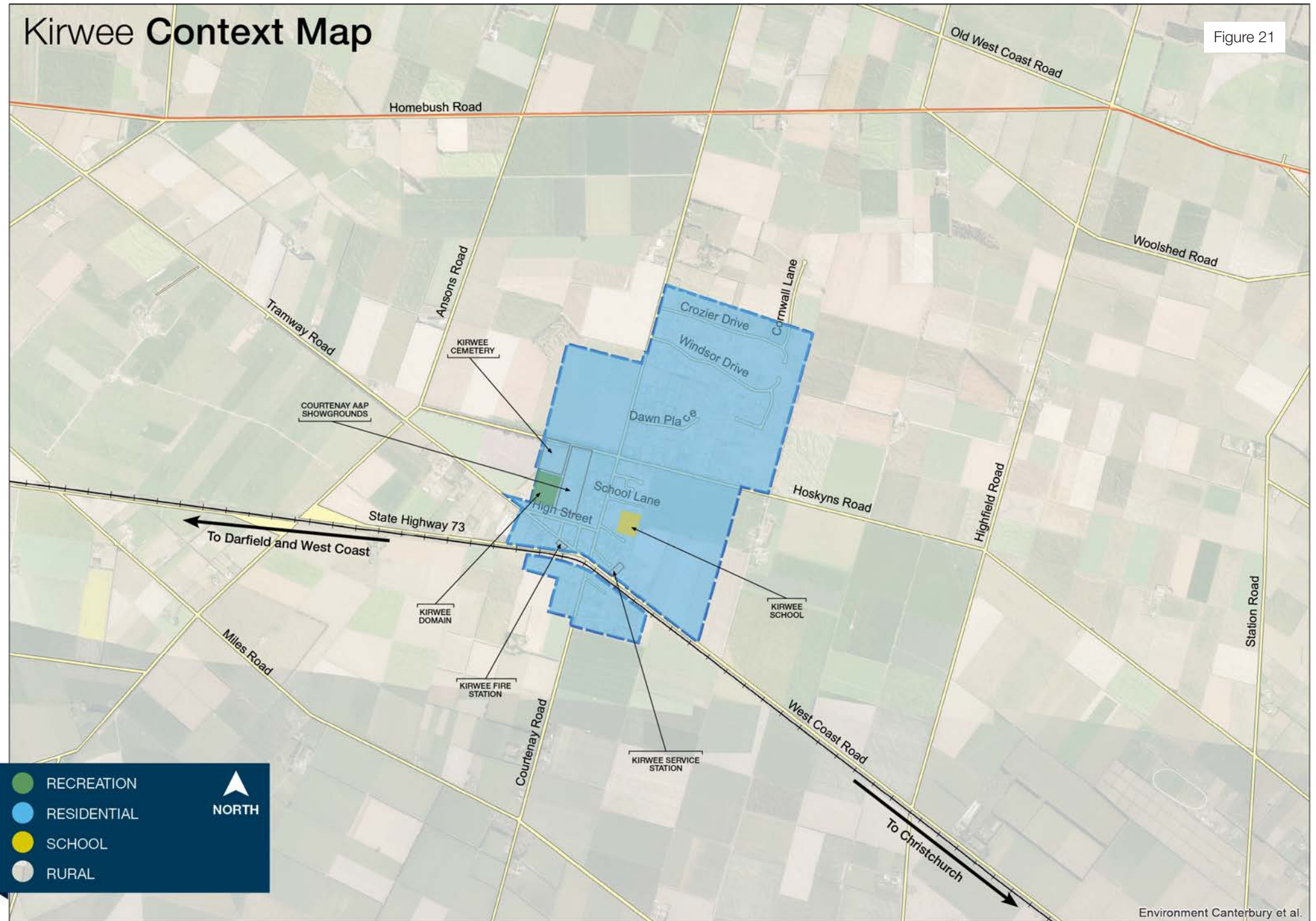


Kirwee Context Map

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 1,151 people (411 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 466 people (200 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.

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

2015 POPULATION
 **1,186**

2031 PROJECTED
 POPULATION
1,711 

44% INCREASE
 IN KIRWEE'S POPULATION

 **125 PEOPLE
 EMPLOYED**



218 ZONED
 HOUSEHOLD
 CAPACITY

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.

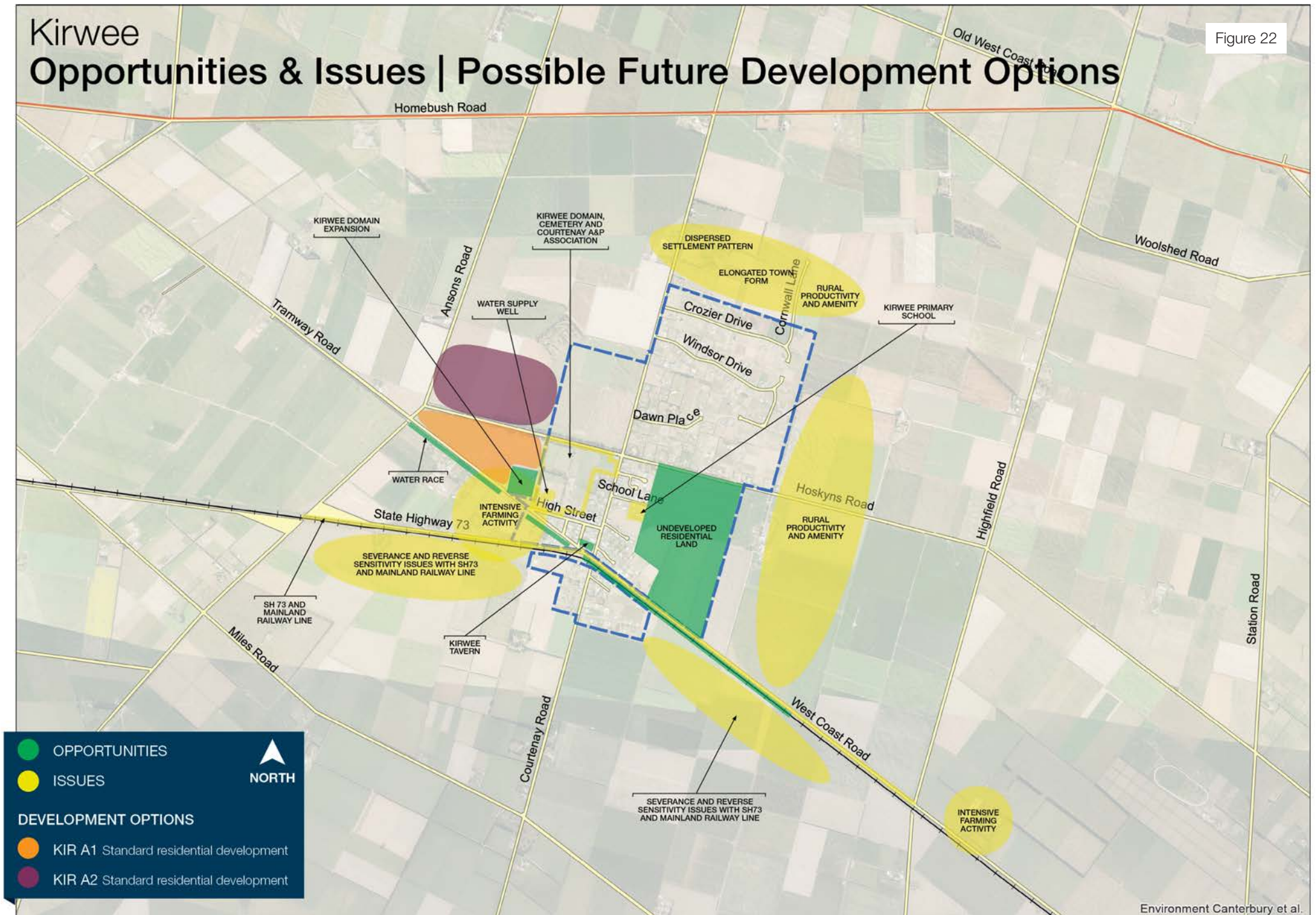
Business and industrial land capacity

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.

Kirwee Opportunities & Issues | Possible Future Development Options

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.

Possible future development options

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 24 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.

Kirwee Area 1 – KIR A1

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 A2

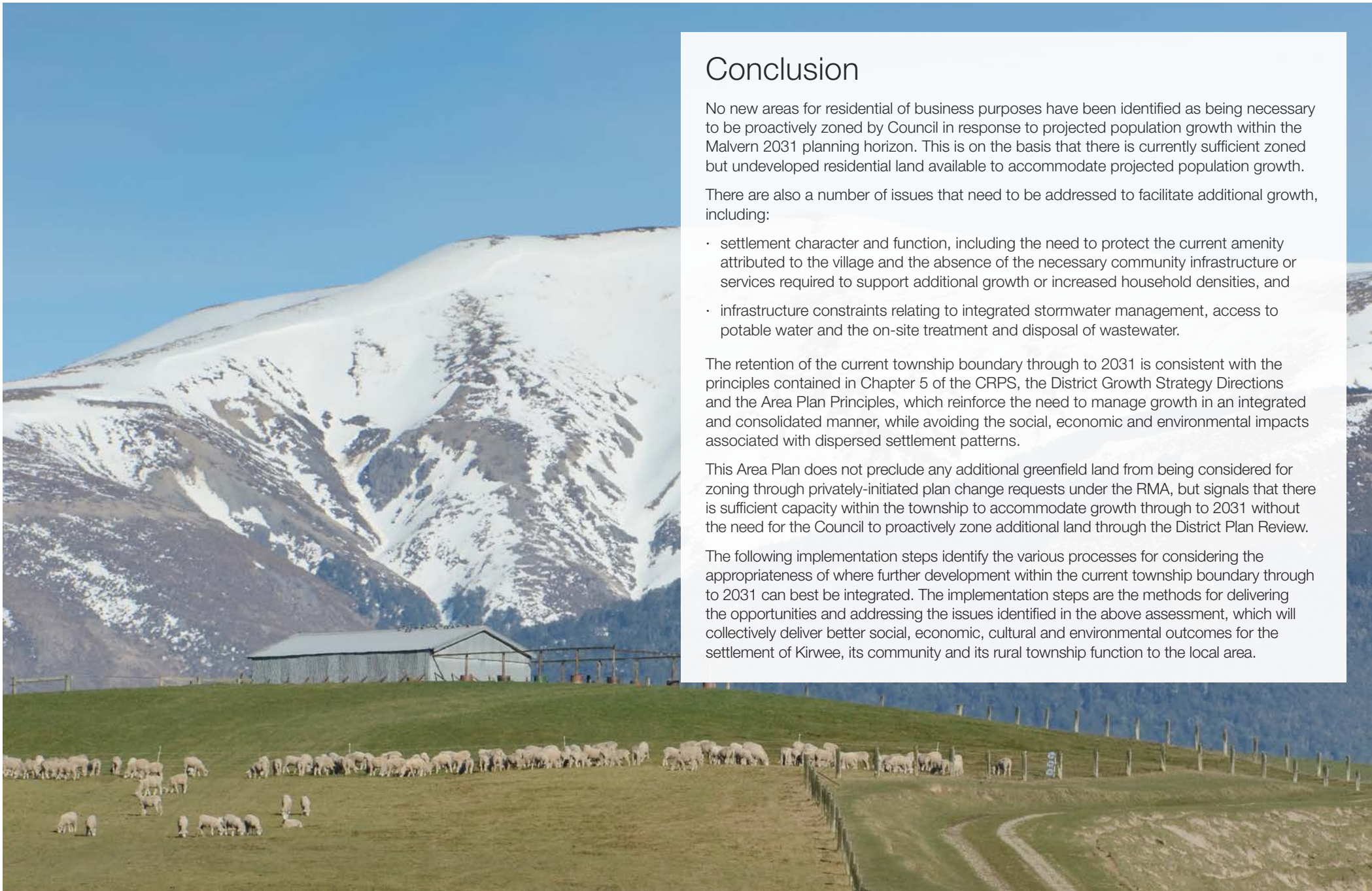
A potential future area for standard residential Living 1 development is currently zoned Rural (Outer Plains) and located to the west of the existing Living 1 zone, north of Hoskyns Road.

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

- An intensive farming activity immediately adjoins the existing Living 2 zone.
- This location may give rise to ribbon development, reverse sensitivity effects with State Highway 73 and the Midland Railway Line, and several properties are potentially contaminated.
- 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	Medium	\$\$	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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