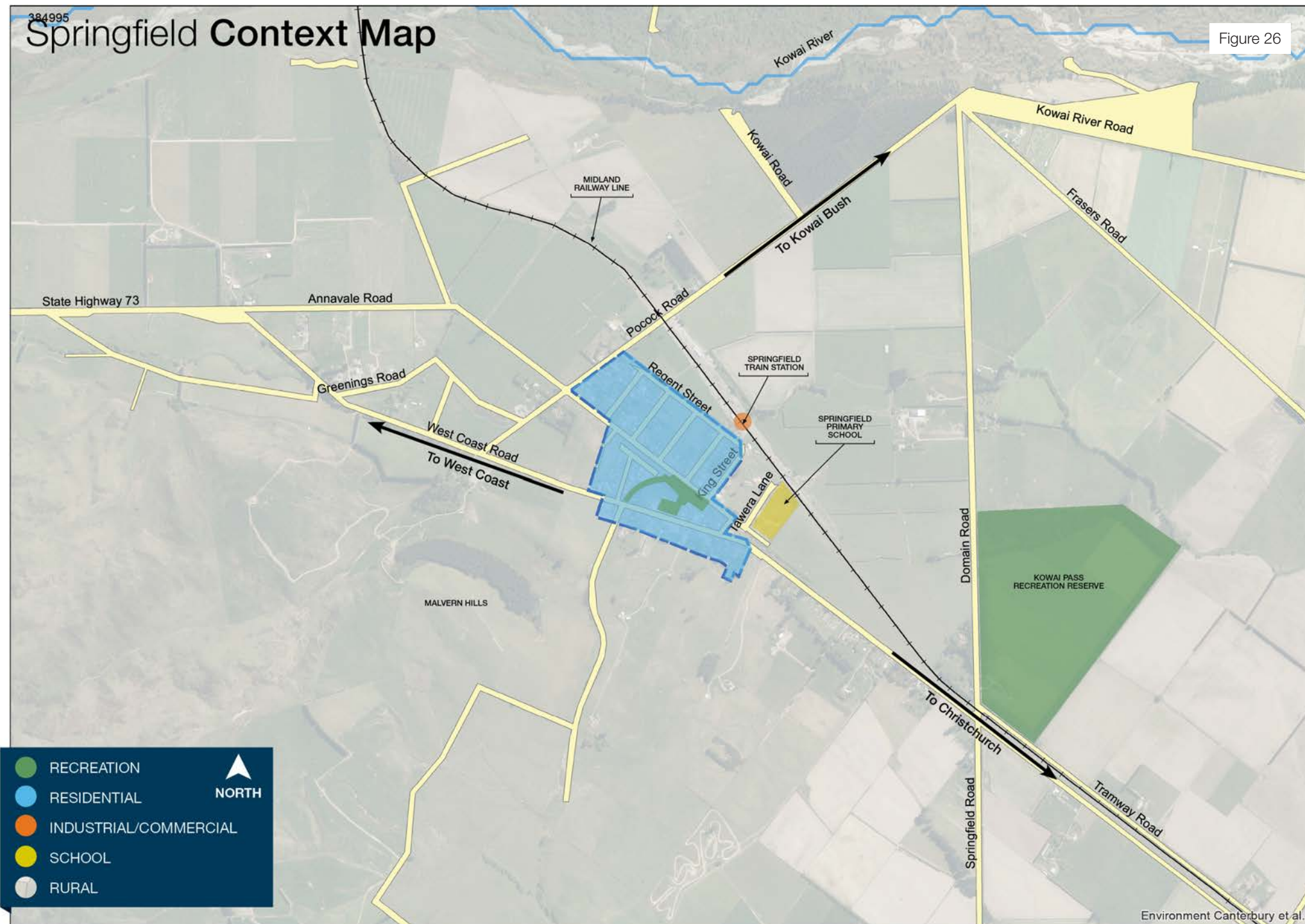


Springfield Context Map

Figure 26



Springfield

Introduction

Location

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

Mana whenua

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

European settlement

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

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

Employment

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

Population

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

Township network

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

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

District Plan land use zoning

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



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

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



Residential land capacity

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

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

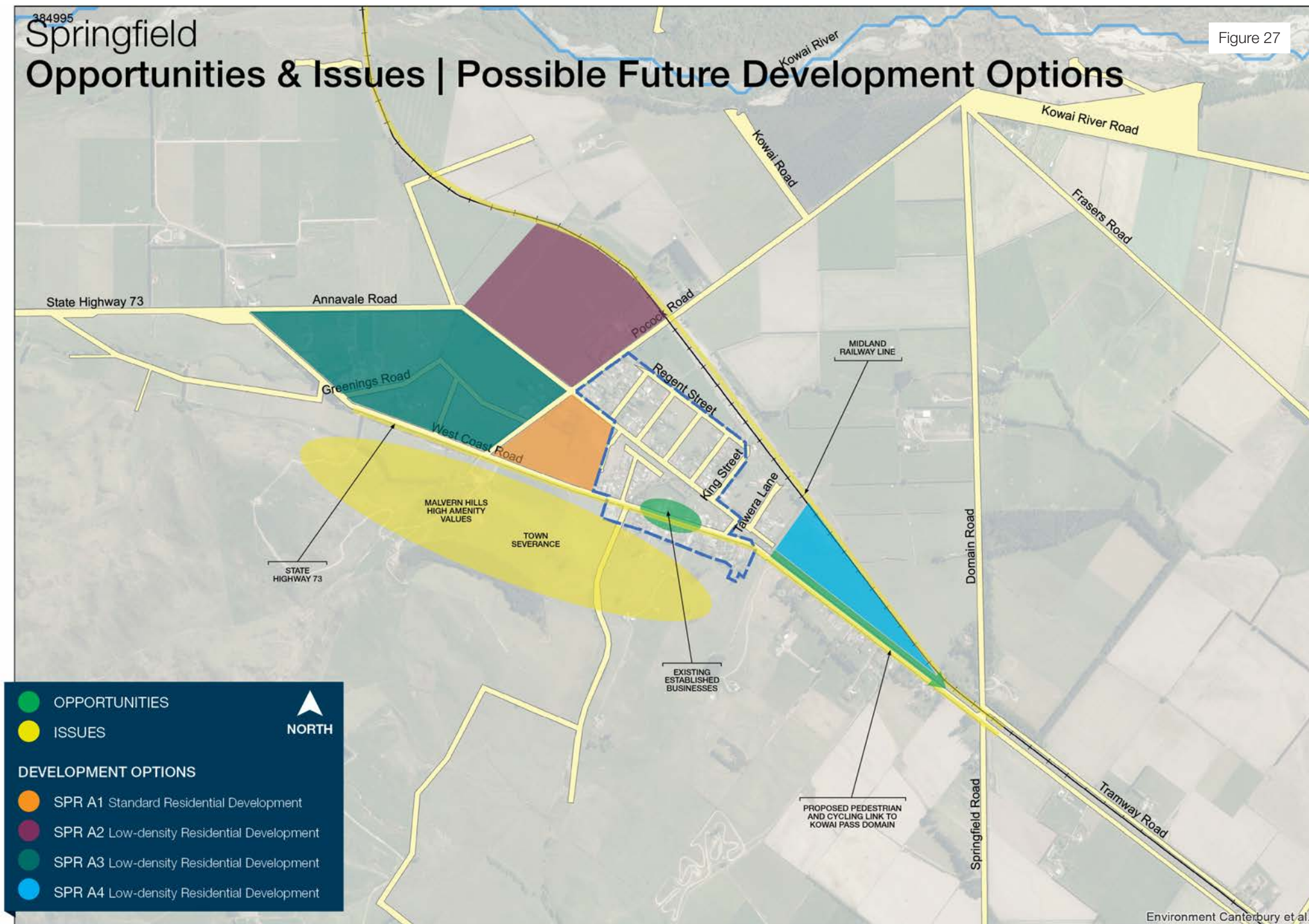
Business and industrial land capacity

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

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

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

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



Opportunities and Issues

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

OPPORTUNITIES

Population, growth capacity and urban form

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

Natural environment and cultural heritage

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

Business development

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

Transport

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

5 Waters

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

Local facilities and community development

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

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

ISSUES

Population, growth capacity and urban form

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

Natural environment and cultural heritage

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

Business development

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

Transport

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

5 Waters

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

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

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

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

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 is currently sufficient undeveloped land to accommodate projected population growth and demand, and there are constraints that need to be addressed through the RMA process.

Figure 29 shows areas of potential future greenfield growth paths that could either accommodate residential development beyond 2031 or more immediately through a private plan change process, including areas where more intensive development may be able to occur and explains the advantages and disadvantages of each respective area. The map indicates the current township boundary and references some of the opportunities and issues listed below that will influence the substantive assessment of the appropriateness of future growth options.

Springfield area 1 – SPR A1

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

Advantages

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

Disadvantages

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

Springfield area 2 – SPR A2

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

Advantages

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

Disadvantages

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

Springfield area 3 – SPR A3

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



Advantages

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

Disadvantages

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

Springfield area 4 – SPR A4

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

Advantages

- The area is contiguous to the existing township.

Disadvantages

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

Conclusion

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

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

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

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

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

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

Springfield area plan implementation steps

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

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

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

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

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

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

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

Table 11: Implementation steps – Springfield

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

5 Waters

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

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

Local facilities and community development

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

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

Business development

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

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