

MALVERN SPECIFIC SUBMISSIONS

	SUBMITTER	TOWNSHIP	COMMUNITIES & CHARACTER	TRANSPORT & INFRASTRUCUTRE	GROWTH & DEVELOPEMNT	OTHER
	Various (Vox Pox Wednesday 12 August Darfield)	Darfield	<ul style="list-style-type: none"> “Darfield has a nice, small rural community. I hope it maintains its rural feel. A decent sized hunting and fishing store would be great, and also a hardware store.” 	<ul style="list-style-type: none"> “Darfield is a good retirement town and I feel pretty lucky to live here. We need better transport options into Christchurch city for older people without cars.” 	<ul style="list-style-type: none"> “Darfield needs aged care facilities- up to and including hospital care.” 	<ul style="list-style-type: none"> “I’m all for good change in Darfield. Are the facilities going to expand at the same rate as housing? We need another supermarket, and it would be nice to have a fruit and vegetable store and a doctor’s surgery to save people having to travel into the city. “ “We need more general clothing stores that everyone can shop at. We also need a more frequent bus service. What happens if you miss the bus? You’d have to wait until the next day to get home.”
S1.	R. McCulloch	Canterbury High Country Generally	<ul style="list-style-type: none"> The only thing that I believe needs to be enhanced is the provision of areas where visitors can stay. Areas for camping, whether in tents or vehicles, need to be provided in order to control what is currently ad-hoc camping that is happening in the area, with its inherent health and safety risks. 	<ul style="list-style-type: none"> Unfortunately I feel that the council and government have missed opportunities in the past to establish improved access to the public lands and amenities that attract visitors to the area. High country walking tracks, hunting and fishing and general vista, flora and fauna appreciation have all become more and more inaccessible due to private land owners closing off prior accepted access routes. In any future land transactions where the council is able to influence accessibility, such as overseas investments, opportunities must be taken to ensure unimpeded access to back country public land is created/maintained. 	<ul style="list-style-type: none"> The Canterbury high country is the playground, not only for people of Selwyn, but for all of Canterbury and passing tourists. Attracting people to amenities, current and future, provides growth and opportunity across the district. 	
S2.	R. Boyce	Springfield	<ul style="list-style-type: none"> Springfield - Gateway to the Southern Alps I have mentioned this caption previously in submissions, what a great idea for tourism advertising. 		<ul style="list-style-type: none"> As an interested property owner in Springfield for in excess of 10 years now, I believe 2 lots of land which I own could have a significant impact on how the development of Springfield is implemented under Selwyn Malvern Area Plan 2031. The land is 2 x 10,000 M2 lots on the western end of town heading towards Arthur’s Pass and Porters Heights Ski Fields. If you look at the History Page on the internet http://springfieldnz.com/history.htm they are located between the first, second and third telegraph/power posts on the left hand side of the road and have been for some 55 + years with in the “accepted boundary of Springfield Village “ e.g. NZ Transport road sign. It is evident from the length of ownership that I am not a “ jump in now property developer” but feel the Springfield Community has been screaming out for Commercial Outlets . 	
S3.	R. Ruddenklau	Arthurs Pass	<ul style="list-style-type: none"> Selwyn has a great opportunity to help us promote the Park as a day trip from Christchurch and as a tourist destination. I (sic) think the great alpine highway is a good branding tool and should be promoted more. 	<ul style="list-style-type: none"> We currently operate on a septic tank, what would be the chance of the Store connecting to the Council scheme? I am concerned with the amount of traffic that stop with us and the ability long term to cope with the sewage in such a sensitive environment. 		<ul style="list-style-type: none"> Concerns that DoC has scaled bac operations in the Park. Being one of the larger parks in NZ we fel that resources are stretched to the limit. Any support that you (sic) can give to continued services is appreciated. We rely considerably on international pack-packers (sic) on working holiday visas for our summer seasonal staff. We try hard to attract kiwis but this is not always easy. The government applies certain restrictions on visas from some countries i.e. visa holders can only work for one employer for a maximum of 3 months. This mans we put a lot of effort in to training for a short time. Our summer staffing levels need to be 15, half of which are kiwi full timers. If there is any way this message can be conveyed to central government it would be appreciated.
S6.	E & J Johnstone	Springfield	<ul style="list-style-type: none"> Provide good Information Board(s) in suitable location to advise “Things to do in Springfield” and 	<ul style="list-style-type: none"> Provide angled parking on shops side of road and a wider foot path 	<ul style="list-style-type: none"> Restrict “shops” to north side of main road - at least for some years. 	

			<p>surrounds, including e.g. walks, horse treks, jet boat rides, etc. and accommodation in event of road closure, or desire to stay, etc.</p> <ul style="list-style-type: none"> Provide a walkway around Springfield (including Railway Station) and down to Camp Ground on a formed footpath off the road – though it could go down beside the road. (Many campers walk to the village.) 	<ul style="list-style-type: none"> Retain reserve area behind shops and make it a kind of recreational area with more picnic tables. A public “Bus Service” providing transport to Darfield, Hornby, Bush Inn or Westfield once or twice a week would be helpful to some who do not have their own transport (any more!) with space provision (baskets or boxes in the back?) to bring “shopping” back. The lowering of the speed limit through the township (to 50 kph) has been very beneficial but a pedestrian crossing from shops to toilets is now desirable – in the first instance like those provided in Darfield – i.e. an “island” midway. 	<ul style="list-style-type: none"> Keep “set back” of buildings on main road to provide for future widening Provide for multiple residential dwellings on same section to provide for “retired” housing, etc 	
S8.	Malvern Business Association (Ann-Maree Ozanne)	Darfield		<ul style="list-style-type: none"> <i>What are the barriers (if any) to development of business (both retail and industrial types) in Darfield/Malvern?</i> The main issue raised is around internet and mobile connection and the barriers this is causing to businesses in the area surrounding the town centre, but this is being addressed it appears and starting with the meeting tonight at the high school. 	<ul style="list-style-type: none"> there is a lack of flow and the township is spread out all over the place with little continuity, however appears to be address in the consultation process by the council as in point 3 below. 	<ul style="list-style-type: none">
S9.	A Richards	Darfield	<ul style="list-style-type: none"> Landscape the reserve between trinity Church and the school (primary school). The large macrocarpa trees are dangerous. This could be an attractive walking track. 	<ul style="list-style-type: none"> Angled parking along the shop fronts in Darfield. The two layers of parallel parking at present does not make the most of space and is not safe for pedestrians. The once a day Christchurch service is essential. What about a Malvern service connecting the small towns to Darfield so people can visit the library or Council offices, doctors or supermarket 	<ul style="list-style-type: none"> More medium density housing available on 800m2 sites to attract medium income families Rezone Ross Street a Business Zone The Business Zone needs to be increased to attract more industry 	<ul style="list-style-type: none"> The Council have (sic) focused on promoting the east Selwyn area. More needs to be done to promote west Selwyn.
S10.	C. Stevens	Whitecliffs and beyond	<ul style="list-style-type: none"> Like: Lifestyle, no shop or pub, a retreat, history and sacredness. Must know where we come from to successfully move forward. Preserve enrich and honour ancestral remains, taonga, whenua, awa, maunga, all of which have been renamed and disrespected 			<ul style="list-style-type: none"> Beneficial if we are included in the consultation to the area moving forward. Asks if SDC will be forward thinking as Councils in Oamaru, Waitaki & Timaru, to include Waitaha in the process as Tangate whenua working in partnership with Te Taumutu Runanga.
S11.	B Elder	Coalgate		<ul style="list-style-type: none"> Would like to see the Malvern Hills historic walking track/train trip revived. Train dropped passengers at Springfield, walk the hills track at the back of Homebush, then train back to CHCH from Whitecliffs. 		
S12.	Castle Hill Township Committee	Castle Hill	<ul style="list-style-type: none"> Concerns about design controls. In the past, residential development had a restrictive covenant on each title to ensure that the design controls concepts for the village were carried through with plans being submitted for approval. The Business 1A zone and the bulk of the residential zone to the north of Castle Hill Drive do not have a restrictive covenant on the title and unless the developer is prepared to carry this practice on, the village will have to rely on the Council staff to maintain these standards The site of the old historic hotel beside SH73 should be designated as a place of historic importance 	<ul style="list-style-type: none"> Current development proposals for the Village depart from the village concept in that it allows the bulk of the residential lots to have direct access to the roading system rather than being serviced by sealed lanes as they have in earlier stages. This will be particularly noticeable on Castle Hill Drive 	<ul style="list-style-type: none"> The current Business 1A zone makes provision for the future business needs of the village and therefore allows for the development of growth management strategies for the township. There is still room for growth in the land zoned for residential use within the Living 1A zone on either side of Castle Hill Drive New sections are being developed as needed to meet the demand. It seems that our attention at this time should be directed to the design and shape of the existing zones especially the Business 1A zone which holds the key to the eventual structure of Castle Hill Village and to consider the future potential of land adjoining the village. The Business 1A zone grew from the original master plan for the Village – the balance of the village land that was not to be subdivided for residential allotments was zoned Business 1A It was always envisioned that there be apartment development in and around the village centre to provide visitor accommodation close to the amenities. Allowing for this type of density is something that needs to be thought about. The future use of the freehold block of land running down towards the oxidation pond needs 	<ul style="list-style-type: none"> The village neds to play a role in the location and future management of the various trail extensions required to gain access to DoC parklands. An arrangement could be made with Castle Hill Station at some time for part of the lease for a luge or slide on the hill above Enys Drive and possibly for the golf course extension on the terrace to the right of the highway.

					consideration (currently grazed by Castle Hill Station).	
S13.	Coalgate Township Committee	Coalgate	<ul style="list-style-type: none"> Like: community spirit, peace and quiet, green spaces, river, walkways (Bluff and Reserve), school bus run to Glentunnel, volunteer Fire Brigade, rural setting (but not too isolated), mountains, attractive township. Natural values: clean air; rural character must be preserved. Rural outlook: very important. Need to maintain riverways, Managing algal bloom and keeping water quality safe for swimming (no swimming for last two or three years due to contamination). Selwyn River at Coalgate bridge needs maintenance, clearing and beautifying – used to be an attractive recreation area. Support development of Coalgate Reserve. Would like more space for horse riding (river track?). Would support investigation into getting Indoor Cricket centre going again. Public toilets and BBQ area would be useful amenities (are these in the Reserve plans?). Would like to keep section sizes as they are – it's a rural area, we like the space and privacy. Types of housing: family homes; retirement cottages; homes that can be self-sufficient in natural disasters, power cuts, water shortages. 	<ul style="list-style-type: none"> Create bridge/alternative route across culvert on SH72 at boundary between Coalgate and Glentunnel – to provide safe route for children biking/walking to school. (Project is in the Council's plan for 2015-2016.) Ensure roads are gritted in icy conditions. Maintain existing footpaths. Support Malvern Community Bus initiative. Council should support and promote this, along with any others. Need for more accessible green waste disposal. Continue monitoring of water quality – history of sub-standard condition. Drainage issues associated with water races – maintenance required in places where water tends to accumulate. Icy roads and trees/shelter belts – what are obligations of landowners? Pruning of hedges and grass areas at intersections and roadsides in general – what are obligations of landowners? What does Council do to communicate issues to them? 	<ul style="list-style-type: none"> Support minimal development within already existing infrastructure. Additional land for business, housing, open spaces – not needed. Existing spaces need enhancing. Don't anticipate significant growth. Location is a constraint limiting businesses from establishing in the township. Would like to keep section sizes as they are – it's a rural area, we like the space and privacy. 	<ul style="list-style-type: none">
S15.	J Pascoe	Darfield	<ul style="list-style-type: none"> Need to retain the open spacious feel of a country township e.g. reserves and parks and larger sections. While there should be some provision for sections of 4-500sqm for townhouses these need to be integrated into new developments to retain an open feel. Under no circumstances should infill housing (subdivision of existing house and section) be allowed, the results are ugly and intrusive and would destroy the country character of the township. 	<ul style="list-style-type: none"> Commuter rail! 	<ul style="list-style-type: none"> We need to ensure sufficient commercial land is zoned (or remains zoned) for future growth. Growth of residential housing areas should be concentrated around existing township services with larger sections extending to Creyke Road in the South, similarly on the North side of the township in the Kimberley Road area. A greater range of larger section sizes are needed, currently only 5000sqm and 1 hectare are commonly available and while many people appreciate a larger section these can be too large to manage easily. Sections of 2500sqm would retain the open feel of the township and provide for more concentrated development. A range of housing needed, a few smaller sections in every subdivision plus some larger sections to give variety. Do not allow land zoned commercial to be changed to residential. Concentrate commercial activity in the town centre if possible. 	<ul style="list-style-type: none"> New, well-planned residential developments will bring new people into the district and ensure the future of Darfield as a rural service town.
S16.	R. Koppe	Sheffield/Waddington	<ul style="list-style-type: none"> The water race / railway line area is a mess. It needs a nice walkway and cycle track through the town with lots of native shrubs / trees planted around it to encourage wildlife to the area. Community is strong but feels divided physically due to gap between Waddington and Sheffield, and poor access across one side of state highway to other. Relocatables should be ok, with more emphasis on landscaping to encourage an established look to the township 	<ul style="list-style-type: none"> SAFER CROSSING POINTS NEEDED! Between school and swimming pool is the main one. There is no level crossing for pedestrians. The blind corner is too fast. Speed limit entering township needs to be 50km with one of those speed flashing lights. Cars come through at well over 70km and everyday all the children from the school cross the road to use the pool during the summer is very dangerous. Also, a level crossing for either pedestrians, or even a road put in outside the fire station / town hall to give an access point to main highway in the centre of the town instead of at either end. 	<ul style="list-style-type: none"> The area between Sheffield and Waddington needs to be developed as residential (both sides of Curve Road) to connect the two townships. There needs to be an area for retirement housing. Possibly in the area behind Vogel street, already zoned residential. We need an area for a kindy / early childhood facility around the school somewhere. The old town hall should be removed and replaced with a new shopping centre for a dairy, food outlets, local craft / business etc A new larger town hall and sports centre built at the domain. 	<ul style="list-style-type: none"> The council needs to stop treating Sheffield as a suburb of Darfield or Springfield and recognise it as an independent township with potential for growth and development. We are the first stop for people travelling from the Oxford direction, and also from Christchurch via Old West Coast Rd, and as such deserve to be able to offer locals and tourists alike the same facilities available in these other towns

				<ul style="list-style-type: none"> • Curve road and Wrights road through the town both need to be reduced to 50km for the safety of the children and locals. • The area directly outside the school entrance is in need of attention. Currently where the road meets the grass it is a ditch, there is no road edging or adequate drainage. This is always full of leaves and muck. When it rains it fills with water and in winter it ices over making it both dirty, and dangerous. The pooling of water turns the grass to mud so when children get out of their cars they jump out into mud and get wet feet. • The town hall needs to be bigger and combined with the sports centre at the domain. • We need enough water connections and land available for housing for families and elderly, along with basic shops/food/business to develop. 	<ul style="list-style-type: none"> • Business / industrial land to be allowed in the area behind and around the swimming pool / Taege engineering. • No high density, all sections should have a minimum of 1000m2 except for the retirement housing of course. • • There is evidence in the schools growing roll that people are moving out this way and we need to feed on this growth and encourage it to continue rather than just carry on the way it is.. 	
S17.	RJ & CE Wright	Darfield		<ul style="list-style-type: none"> • As Darfield continues to grow over the next 15 years, the township centre will become increasingly cramped with some industrial category businesses operating within the centre. • SECT 1 SO 1227 Valuation No. 2420009402 is ideally positioned to provide extra space for some of these and other new business to expand, offering employment and opportunities for businesses to continue to grow locally with new modern premises. • Excellent access onto main highway • Situated on eastern outskirts of Darfield not far from Christchurch • Adjacent to existing business zoned block that is rapidly filling up • Flat and good shape for development • At 30.7561ha has scale for development and screening/landscaping. Allowing for an attractive approach to Darfield • Ideally situated to cope with the extra traffic that new businesses would bring without spoiling the character and identity of the township centre • We would like to have this section considered for rezoning to 'Business' as we feel that over the next 15 year period this would fulfil a need in Darfield for expansion in this category of land. 		
S18.	Sarah Bennett Principal Kirwee School	Wiki Model Kirwee		<ul style="list-style-type: none"> • I guess my concerns are raised under Community Well-Being. As the Principal of Kirwee Model School, I have had grave concerns around the increase of traffic in the close vicinity of the school. I understand that in develop stage it is always difficult to get a happy medium between neighbours, road-users and developers. However, it would seem to make sense to put in good crossings so that parents have the option to not have to drop their children off so close to the school. • This solution would allow a lot of benefits to unfold. These benefits include: • Students travelling in cars adding a little more exercise to their day. • Students increasing their self management and independence. • Less traffic on the road close to the school drop off, driveways and development areas. • The School is fortunate that both developers have been contact with the School and would like to work out a happy medium for the future. I would now like for the 		

				Council to be more future focused and even though we might not generate the correct numbers now we will in the near future – so put in the infrastructures so that we can keep our community safe.		
S19.	Sylvia Townshend	Springfield & Darfield		<ul style="list-style-type: none"> • Because there is no suitable transport the elderly are forced to move to Darfield or Christchurch • Housing Types: Need suitable housing for the elderly. A lot of older houses in the area which need updating with help from Council or Government ie: insulation • Water quality in Springfield is very poor Not enough connections for future expansion • Telecommunication pathetic- no broadband • Medical services in Springfield/Darfield will need to increase as the population increases • Arts in Malvern not greatly supported by Council needs to expand - not everyone enjoys sport 	<ul style="list-style-type: none"> • Will need to expand when Chrystal Valley goes ahead • Darfield.....will need to expand greatly particularly commercial to the east • Other feedback: 	
S20.	Reed	Darfield			<ul style="list-style-type: none"> • We seek that the Malvern Area Plan and Selwyn District Plan review re-instate the Living X zoning (or equivalent) for our property at north Darfield (legally described as Pt RS 27204 and Pt RS 2703) which applied under the notified 1995 Selwyn District Plan. 	
S21.	B Redfern	Darfield			<ul style="list-style-type: none"> • I seek that the Malvern Area Plan and Selwyn District Plan review make provision for Living 2 zoning (or equivalent) of land adjoining and close to the western boundary of Darfield where the existing pattern of subdivision is smaller lots of 6 ha or less, including my property at x Clintons Road (legally described as Lot 1 DP 50891). The existing pattern of subdivision here is well below the permitted minimum of 20 ha in the Rural Outer Plains Zone. 	
S22.	C Buttle	Darfield			<ul style="list-style-type: none"> • I seek that the Malvern Area Plan and Selwyn District Plan Review rezone the Area 4 Living 2A Deferred zone at north Darfield (as shown in District Plan Appendix 25) to a zoning that provides for an average allotment size of 5000m2 (as opposed to the 1 ha average that applies under the current L2A zoning). • Note: the deferred status of the current L2A zoning no longer applies to the land because a potable water supply is available which is capable of servicing the subdivision and an Outline Development Plan (ODP) for Area 4 is included in the District Plan 	
S23.	G Chambers	Glentunnel	<ul style="list-style-type: none"> • The character of Glentunnel needs to be preserved as it is how NZ was about 40 years ago 		<ul style="list-style-type: none"> • Glentunnel has no commercial property zone.As the owner of the Glentunnel Store I feel that the zoning of the property that my business stands on should be looked at for rezoning to commercial,as it has been designated residential.Rezoning would help in the future usage of the property and ensure that there is at least 1 commercial zone in the township.The Shop has been operating for over 110 years. 	
S27	M Hide (Fonterra)	Darfield		<ul style="list-style-type: none"> • It's important that we protect our transport links around the area. 	<ul style="list-style-type: none"> • At a high level our issues would be around ensuring that future development proceeds in a manner that supports and enhances our industry rather than conflicting with it. For example we want to see a strong and vibrant Darfield township that helps us to attract and retain staff, but we don't want it to expand recklessly and take up valuable production land or end up too close to the factory that we get reverse sensitivity issues. 	
S28	R & M Goldring	Darfield			<ul style="list-style-type: none"> • We would like to see retirement homes being built in Darfield. There is medical and ambulance facilities in 	

					<p>the town along with all the normal services available in the cities. The climate in Darfield is more pleasant than in the city – less pollution along with great views of the mountains. Its close enough to the city for hospital facilities if required.</p> <ul style="list-style-type: none"> It is certainly a retirement facility we would use ourselves if it can be built within the next ten years. 	
S29	B Elder	Darfield	<ul style="list-style-type: none"> Does not want to lose strong sense of community to dormitory subdivisions where people live most of their lives elsewhere. A balance between enough employment and a country pace of life is desirable Darfield is a country town and its essential character is country There should be country amenities – dog park and horse trails – in evidence, and public spaces should be attractive with trees/gardens and wildlife corridors The Growing Healthy Communities toolkit, if adopted would describe and mandate the Council Community partnership for these developments 	<ul style="list-style-type: none"> Parked cars should not dominate the main street – put car parking out back. We still have railtracks. Could we have a railcar service (Springfield – City) once a day? Can Council have dialoguer with ECan around supporting community vehicles (cars & vans) under local trusts, to serve the needs of elderly, isolated, ill and disabled folks. Regular inspection and schedule of upgrading of footpaths in Darfield for mobility scooters and prams – it depends on someone noticing and reporting any problems at the moment. We need regular checks on 50kph sign placement, as subdivisions grow. 	<ul style="list-style-type: none"> We need small affordable easily maintained units/houses for elderly folk, but do not want ghettos. A community development scheme that integrated housing would be best, 	<ul style="list-style-type: none"> A green waste facility is needed now and will be even more necessary in the future. Recycling opportunities need to be increased.
S30	G Hunter	Sheffield/Wadding ton		<ul style="list-style-type: none"> Would rather the existing infrastructure is maintained to prevent our roads reverting back to shingle(?), and driveways paths put in for our pedestrian traffic Waddington is divided by a main road (Waimakariri Gorge Road) with a 50km/h restriction. Residents are concerned that despite Council and other authorities being made aware of our concerns, nothing is done to reduce risk to residents. A recent mirror was installed but does nothing to reduce speed It encourages it. 	<ul style="list-style-type: none"> Not interested in growing or developing Waddington or Sheffield. 	
S31	HS Patterson	Sheffield/Wadding ton	<ul style="list-style-type: none"> More could be done to improve its visual appearance at varying times of the year. The gum trees are a very ambiguous feature of the Sheffield township. They have outgrown their purpose and have become a nuisance (shading) and a potential danger if blown over in a nor West onto SH 73, or a Sor west onto the railway lines. They should be removed and replaced with more appropriate trees. 		<ul style="list-style-type: none"> It is difficult to see any industrial development in the two townships, but there is potential for development of both domestic and overseas tourism. The current enthusiasm for cycle trails could be a great boost to the two townships. Begin in Rolleston and cross the plains alongside the rail corridor. Infrastructure along the trail and into adjoining townships (such as trails in the various reserves, ecological plantings) could be established. 	<ul style="list-style-type: none"> A regular collection of green waste would be appreciated. It is unrealistic to expect us to take such rubbish to Rolleston
S32	K Brown	Sheffield/Wadding ton		<ul style="list-style-type: none"> A grater supply of water is required before any expansion could be seriously considered 		
S33	G Hunter	Sheffield/Wadding ton		<ul style="list-style-type: none"> A safe crossing point or slower speed at school times for the kids to cross the main road 		
S35	C Bascand	Glentunnel	<ul style="list-style-type: none"> Consider covenants that maintain the current ‘flavour’ of the area built in a style 			<ul style="list-style-type: none"> Rename golf course South Malvern or Glentunnel
S36	A McAndrew			<ul style="list-style-type: none"> SH77 between Coalgate and Glentunnel - overgrown hedging trees force people off paths onto roads Consider wheelchair use and access for all. Accessibility for wheelchairs – footpaths not suitable (potholes and curbs are difficult to move over – needs better design and construction) 		<ul style="list-style-type: none"> Trees blown over in land adjacent to South Malvern cemetery – what’s happening? Its an eyesore
S38	B Elder	Darfield		<ul style="list-style-type: none"> Wide road berms could be planted as food walkways for children to enjoy, for flowring and attractive palntings Community is keen to have a community garden based at Almond Park 		

S42	Anon	Sheffield	<ul style="list-style-type: none"> Beutify main road (remove gum trees and tidy water race) 	<ul style="list-style-type: none"> Road crossing from primary school to pool Public toilets on Main Road Not enough water connections left for town to grow Reduce speed limit from 70km/h to 50km/h Seal across the road from the Bakery 	<ul style="list-style-type: none"> Township needs to grow north side of town 	<ul style="list-style-type: none"> Update outfdated map of township eliminating ongoing problems e.g. two sets of house numbers of Wrights Road for all houses Complete the rapid numbers for the town. Most recent houses can't get them
S43	Glentunnel Township Committee	Glentunnell	<ul style="list-style-type: none"> Like the lack of Council interference Like the heritage character of the Village, fresh air, rural aspect Like the Life of the Glentunnel School, open spaces, river facilities, ready access to recreational areas The people make Glentunnel special, the school being beside the Selwyn River Quite rural feel, old world charm 	<ul style="list-style-type: none"> Want footpaths in Union Street, Vitoria Street and Albert Street Want walkway, and cycleway linking the three villages Would like green waste disposal, chipper up in the area when required Regular bus service to Christchurch More legal street lighting in the village because of snow outages Complete underground wiring – job only half done Want an aquatic centre in Glentunnel Want increased capacity in the Glentunnel Hall 	<ul style="list-style-type: none"> Township should grow There are some irregular zonings in the township A variety of housing options and variance in section sizes is needed More industrial land is needed to encourage business growth Business should go in the business area in Coalgate 	
S44	B. Pilarczy	Darfield	<ul style="list-style-type: none"> Thereis a great chance to keep country town feel and structure and combine with well planned parks and recreation areas in walking distance Would love to see tree lined roads, resting areas with picnic benches, playgrounds and park like jogging areas 	<ul style="list-style-type: none"> At the moment there is limited bus service to Christchurch. Sees a better connection in the future Bus stops need to be planned for in the town centre as well as the main arteries leading into towns Lack of safe walk or cycle ways to school, with main problem being very busy crossing of Bray Street (almost impossible to cross at corner of Bray/South Terrace as an adult let alone children) Alternative crossing on Cardale Street is extremely dangerous as sight lines are blocked by hedges and trees 		
S45	V Dockerill	Darfield		<ul style="list-style-type: none"> Street lighting in Cardale Street from Bray to Mathias is non existent. Surely there is a minimum requirement for lighting in order to enforce a 50km/h speed limit A ring road for heavy traffic would remove heavy trucks from main street parking 	<ul style="list-style-type: none"> Development and planning of Darfield in the past has been ad-hoc and some serious planning must be undertaken so that the town can obtain maximum benefit in the years to come. Town centre would be ideal for 60+ housing before suitable sites are used up. 	<ul style="list-style-type: none"> Need to plan for a swimming pool near town centre before all available sites are used.
S46	Mrs Dockerill	Darfield		<ul style="list-style-type: none"> Lack of parking is becoming a problem for locals in town for shops. Road is busy and trucks are parking taking up many car spaces. This is not good for elderly who cannot walk far Would be good to see a new small indoor all year round swimming pool and small learners pool built in area close to town. Not practical or affordable for Malvern residents to use Rolleston pool. 	<ul style="list-style-type: none"> Would not like to see Darfield grow overlarge so that it loses its close community feel Would like to see senior housing area for small units set aside fairly central where they can feel safe and able to use mobility scooters to shops etc. 	<ul style="list-style-type: none"> Not happy that a bottle store is being opened in Darfield. People have not seen an notification so objections could be raised. We have a 4 Squire where it can be bought also a pub.
S47	C Foote	Darfield		<ul style="list-style-type: none"> Need a new sewage scheme to allow Darfield to grow. This should be subsidised. Parking around shops needs to be addressed Greater use of railroad as a commuter resource in the future needs to be explored. Clock tower area needs an update/revamp as is rarely accurate Greater use of Tussock Square. 		<ul style="list-style-type: none"> Railway Station developed
S50	N Croy	Sheffield/Wadding ton		<ul style="list-style-type: none"> Need to upgrade our present nwater supply if the village is to expand Safety issue with footpath on Wrights Raod 	<ul style="list-style-type: none"> Need more land available for sections, on north side of tramway and Wrights Road Council policy has stopped Sheffield from expanding 800m2 to 1000m2 sections only 	<ul style="list-style-type: none"> Gum trees on main road are a health and safety issue
S51	S & K Molloy	Darfield	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> Darfield has benefited from the original wide street design and the trees that line it. Would like to see this developed further How long do you continue with septic tank systems before reticulated sewerage becomes both more difficult and expensive? Would be good to see the path beside the water race between North Terrace and Horndon Street (on the 	<ul style="list-style-type: none"> There is no middle ground on section sizes for new development. There is a jump from city sized sections to lifestyle block size. Unusable size and a waste of good farmland Having one entrance to huge developemnts seems crazy considering liong term potential for subdivision and in-fill housing. Provision should be made in the Long Term Plan 	<ul style="list-style-type: none">

				<p>way out to McHughs Plantation) marked out or signposted</p> <ul style="list-style-type: none">• Would like to see improvements in pedestrian crossings. The 4 Squire refuge in particular is the main one affected by truck and tanker traffic from TelegrAPH Road. This one is used most by school children and is not very safe at busy times.• Parking at 4 Squire is great, but entrance is badly thought out and too narrow• Change street parking in town centre. Angle parking as the road is wide enough. Would increase the number of parks very easily.• Section of SH73/South Terrace between 4 Square and Clinton Street very busy. Lots of traffic and congestion	<ul style="list-style-type: none">• Why box in town with yet more huge sections on the periphery, rather than creating higher density closer to the town centre?• There is little in the way of developments for smaller houses on manageable pieces of land close to the town centre for elderly• Rezone whole area at eastern end of town, adjacent to Creyke road/SH73 dedicated to industrial development. The other main industrial areas (ITM/Mill & frews areas) are all now pretty boxed in.	
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