

Stage 1 consultation

Summary of submissions and drop-in session feedback

September 2015





Malvern Area Plan

Stage 1 Consultation Summary of Submissions & Feedback from Drop in Sessions

Stage 1 consultation for the Malvern Area Plan ran from Monday the 27th of July to Friday the 28th of August. A key aspect of Stage 1 consultation was face to face 'Drop in Sessions' hosted at a number of venues throughout the Malvern area. The 'Drop in Sessions' were informal, interactive and hands on consultation events where the community could share their thoughts and ideas on local issues that are of concern and interest to them. Key issues and themes that the consultation sought feedback on included:

Communities & Township Character – Questions asked included the following:

- What do people like about your township and the wider area?
- What natural values and qualities define the character of your township and the wider area? Which of these are important to retain as your township develops?
- Are there sufficient areas or services for recreation and/or community events and gatherings in your township? Where should they go?

Growth & Development – Questions asked included the following:

- Do you think your township should grow, and if so, where should/could it grow?
- Is additional land for businesses, housing or open space/recreation needed?
- What are the constraints limiting business from locating in your town?

Transport & Infrastructure – Questions asked included the following:

- Are there sufficient transport connections (i.e. footpaths, cycleways, and roads) within your township?
- Are the connections with adjoining townships and communities adequate? If not, to what extent should better connections be provided?
- Do you have any comments to make about other infrastructure issues, such as water supply and wastewater?

In addition to the **Drop in Sessions**, the community was also able to provide feedback by posting in submission forms, lodging submission via email or through the Council's website, or by scheduling a meeting with Council staff.

The feedback received from Stage 1 consultation will complement the technical information that is being gathered and will help to form the basis for the Draft Area Plan and township specific growth strategies currently being developed. It is important to note that the information contained in this Summary of Submissions document will assist the Council in making decisions on the development of the Malvern Area Plan **but is not a final decision on where growth will or will not occur, or on what services may or may not be provided**. Those decisions will be made subsequent to receiving submissions on a Draft of the Malvern Area Plan. The Draft Malvern Area Plan is anticipated to be publicly notified in late February 2016. It is anticipated that a final Malvern Area Plan will be adopted by the Council towards the end of June 2016.

A detailed summary of submissions is available on Council's website at www.selwyn.govt.nz/areaplans or by requesting a copy from the contact details provided below. The summary of submissions document, along with other information about the Area Plans can also be viewed online at any Council library or service centre. Council staff are also available to discuss any queries you may have. Queries can be directed to:

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MALVERN

STAGE 1 CONSULTATION FEEDBACK

ARTHURS PASS

5 Waters/Infrastructure

- The Store 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.

Tourism

- Selwyn has a great opportunity to help us promote the Park as a day trip from Christchurch and as a tourist destination.
- The great alpine highway is a good branding tool and should be promoted more

CASTLE HILL

Communities and Township Character

- 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

Growth & Development

- 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
- 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.
- 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 consideration (currently grazed by Castle Hill Station).

Transport

- 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

Recreation, Reserves & Open Space

- The village needs 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.

COALGATE

Communities and Township Character (see also Figure 1 – Coalgate Summary of Submissions)

- Like the 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.
- Clean air; rural character must be preserved.
- Rural outlook is very important.
- Support Malvern Community Bus initiative.

Growth & Development (see also Figure 1 – Coalgate Summary of Submissions)

- Support minimal development within already existing infrastructure.
 - Additional land for business, housing, open spaces is not needed.
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- Existing spaces need enhancing.
- 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.
- Rezone land to north of Homebush Road

Transport (see also Figure 1 – Coalgate Summary of Submissions)

- Create bridge/alternative route across culvert on SH72 at boundary between Coalgate and Glentunnel – to provide safe route for children biking/walking to school.
- Ensure roads are gritted in icy conditions.
- Maintain existing footpaths.
- Icy roads and trees/shelter belts – what are obligations of landowners?

5 Waters/Infrastructure (see also Figure 1 – Coalgate Summary of Submissions)

- Drainage issues associated with water races – maintenance required in places where water tends to accumulate.
- Continue monitoring of water quality – history of sub-standard condition.
- Need to maintain riverways,

Recreation, Reserves & Open Space (see also Figure 1 – Coalgate Summary of Submissions)

- Selwyn River at Coalgate bridge needs maintenance, clearing and beautifying – used to be an attractive recreation area.
- Would support investigation into getting Indoor Cricket centre going again.
- Public toilets and BBQ area would be useful amenities.
- Support development of Coalgate Reserve.
- Would like more space for horse riding (river track?).
- Would like to see the Malvern Hills historic walking track/train trip revived.

General (see also Figure 1 – Coalgate Summary of Submissions)

- Need for more accessible green waste disposal

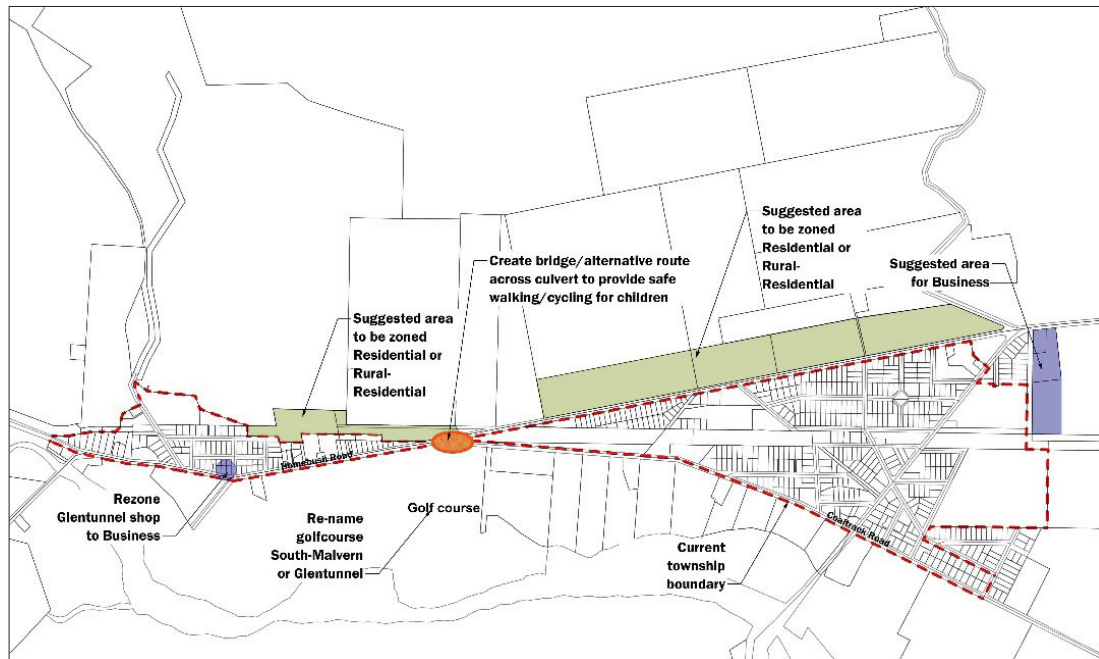


Figure 1: Coalgate Summary of Submissions

DARFIELD

Communities and Township Character (see also Figures 2 & 3 – Darfield Summary of Submissions)

- Need to retain the open spacious feel of a country township e.g. reserves and parks and larger sections.
- I hope it maintains its rural feel.
- Does not want to lose strong sense of community to dormitory subdivisions where people live most of their lives elsewhere.
- Would love to see tree lined roads, resting areas with picnic benches, playgrounds & park-like jogging areas.
- Darfield is a good retirement town and I feel pretty lucky to live here.

Growth & Development (see also Figures 2 & 3 – Darfield Summary of Submissions)

- Darfield will need to expand greatly particularly commercial to the east
- 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.

- 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.
- More medium density housing available on 800m2 sites to attract medium income families
- The Business Zone needs to be increased to attract more industry
- There is a lack of flow in the town centre and the town centre is spread out all over the place with little continuity.
- Need a retirement village with studio units and full rest home care

Transport (see also Figures 2 & 3 – Darfield Summary of Submissions)

- We need better transport options into Christchurch city for older people without cars. Could be bus or investigate train options.
- 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 (bus) 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
- Milk tankers need to use Creyke road to Tramway Road and into the Fonterra factory
- Plan to constantly check footpaths for mobility scooters suitability
- Parked cars should not dominate the main street – put car parking out back.
- Can Council have dialogue with ECan around supporting community vehicles (cars & vans) under local trusts, to serve the needs of elderly, isolated, ill and disabled folks.
- Lack of safe cycle and walk ways to school with the main problem being the very busy crossing of Bray St/South Terrace. Nearly impossible to cross as an adult, let alone younger school children. Six directions need to be checked for traffic.
- Alternative crossing on Cardale St is extremely dangerous as sight lines are blocked by trees & hedges and traffic not slowing to 50km.
- A ring road for heavy traffic would remove heavy traffic from main street parking.
- More sealed/formed footpaths.
- Wide berms could be planted as food walkways for children to enjoy, for flowering and attractive plantings etc.

5 Waters/Infrastructure (see also Figures 2 & 3 – Darfield Summary of Submissions)

- Septic tank issues for industrial areas.

- Sewage system needed in order for town to grow. Should be subsidised. Will allow greater diversity in the size of sections that can be developed & will attract growth of the town.

Recreation, Reserves & Open Space (see also Figures 2 & 3 – Darfiled Summary of Submissions)

- Landscape the reserve between Trinity Church and the school (primary school). The large macrocarpa trees are dangerous. This could be an attractive walking track.
- Keep all our greenspaces
- Swimming pool facilities need to be upgraded to cater for all ages. Often too cold for elderly or young to use. Going to pool in Rolleston or Christchurch is unrealistic
- Develop a plan to replace silver birch trees with fruit trees on berms so kids can access fruit going to/ from school
- There should be country amenities – dog park and horse trails – in evidence, and public spaces should be attractive with trees/gardens and wildlife corridors
- Clock Tower needs an update/revamp. Time is rarely accurate.

General (see also Figures 2 & 3 – Darfiled Summary of Submissions)

- The Council have focused on promoting the east Selwyn area. More needs to be done to promote west Selwyn.
- Internet and mobile connection and the barriers this is causing to businesses in the area surrounding the town centre is a problem
- A green waste facility is needed now and will be even more necessary in the future. Recycling opportunities need to be increased.
- Darfield needs aged care facilities- up to and including hospital care.
- When issues relating to this community are to be discussed, meeting should be held in this community and widely advertised in this community. The issuing of an alcohol licence is a classic example, who knew!!

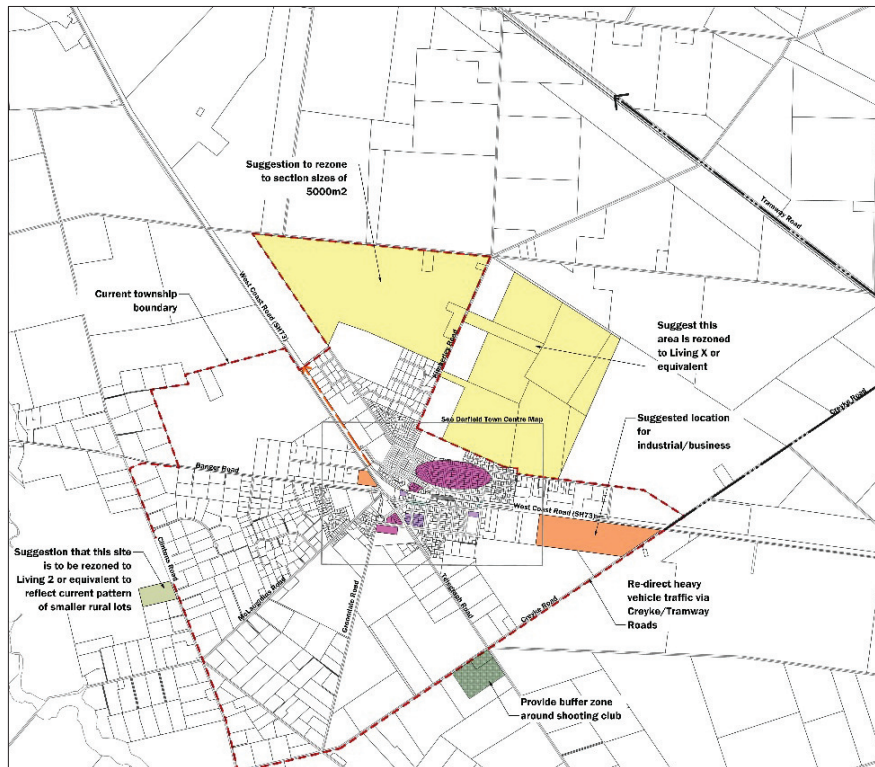


Figure 2: Summary of Submissions – Darfield

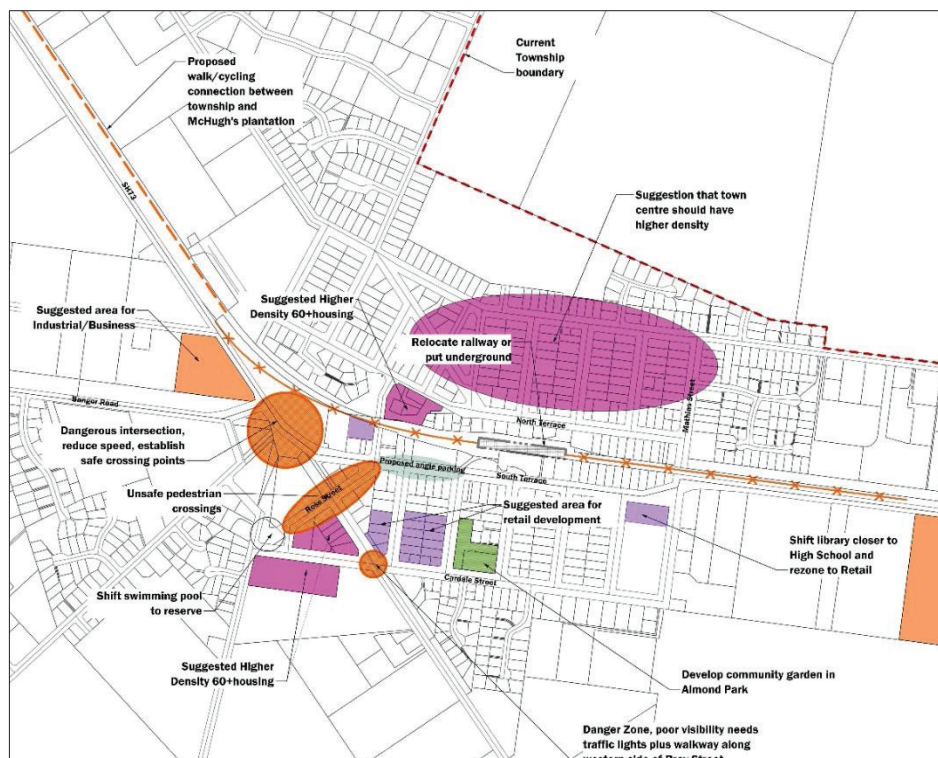


Figure 3: Summary of Submissions - Darfield

GLENTUNNEL

Communities and Township Character (see also Figure 4 Glentunnel Summary of Submissions)

- The character of Glentunnel needs to be preserved as it is how NZ was about 40 years ago. Consider covenants that maintain the current 'flavour' of the area built in a style
- Like lack of Council interference, character of villages, fresh air, rural aspect, school, open spaces, river facilities, access to recreational areas, school being beside the river, old world charm

Growth & Development (see also Figure 4 Glentunnel Summary of Submissions)

- Glentunnel should grow. Coalgate has more provision to grow. Some irregular zonings in the townships.
- A variety of housing options needed
- Open up more industrial land to encourage business growth.
- Business should go in the business area in Coalgate.

Transport (see also Figure 4 Glentunnel Summary of Submissions)

- 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)
- Footpaths in Union St, Victoria St & Albert St. Cycle & walkway to linking the three villages.
- Regular bus service to Christchurch.
- More legal street lighting in Glentunnel because of snow outages.

Recreation, Reserves & Open Space (see also Figure 4 Glentunnel Summary of Submissions)

- Trees blown over in land adjacent to South Malvern cemetery – what's happening? Its an eyesore
- Increase capacity of Glentunnel Hall.
- Aquatic centre in Glentunnel

General (see also Figure 4 Glentunnel Summary of Submissions)

- Green Waste disposal, chipper up into the area when required.
- Underground wiring completed as only half done.

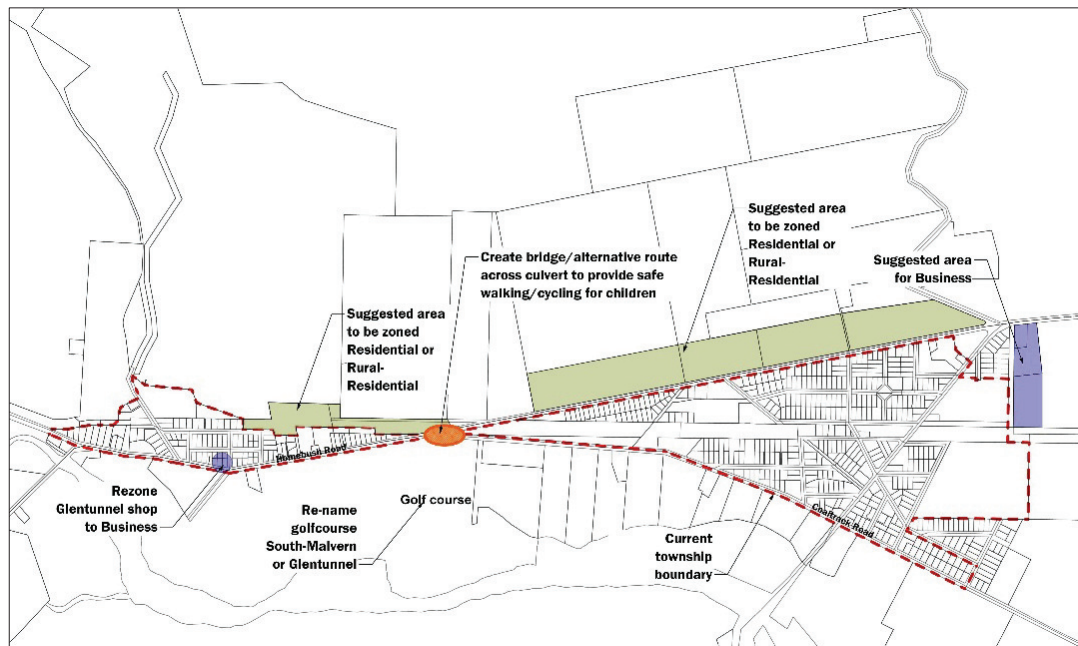


Figure 4: Summary of Submissions – Glentunnel

HORORATA

General

- Existing residential land between Hawkings Road and Bealey Road is swamp
- Springs to south of Bealy Road

KIRWEE

Transport

- Grave concerns around the increase of traffic in the close vicinity of the school. 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.

- Issues with transport network in close vicinity to the Kirwee School - Lack of space for car parking, and lack of bus turning circle (bus has to reverse out onto Courtenay Road)
- Walkway to link residential areas on opposite sides of SH73/West Coast road
- Make provision for a passing lane on SH73 to provide space for people who want to turn right into the township

SHEFFIELD/WADDINGTON

Communities & Township Character (see also Figure 5 Sheffield/ Waddington Summary of Submissions)

- Community is strong but feels divided physically due to gap between Waddington and Sheffield.
- Relocatables should be ok, with more emphasis on landscaping to encourage an established look to the township

Growth & Development (see also Figure 5 Sheffield/ Waddington Summary of Submissions)

- 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
- No high density, all sections should have a minimum of 1000m² except for the retirement housing of course.
- Not interested in growing or developing Waddington or Sheffield. Would rather the existing infrastructure is maintained to prevent our roads reverting back to shingle, and driveways paths put in for our pedestrian traffic

Transport (see also Figure 5 Sheffield/ Waddington Summary of Submissions)

- 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.
- 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.
- 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.
- 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.

- Footpath on Wrights Road is a Health & Safety issue.
- Regular bus service to Christchurch.

5 Waters/Infrastructure (see also Figure 5 Sheffield/ Waddington Summary of Submissions)

- A greater supply of water is required before any expansion could be seriously considered
- Would like to see the current infrastructure (i.e. roads, water supply) maintained to a higher standard.
- Community facilities hall, combined sports pavilion adequate. Seen as key assets of the town.
- Public toilets on main road

Recreation, Reserves & Open Space (see also Figure 5 Sheffield/ Waddington Summary of Submissions)

- 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.
- The town hall needs to be bigger and combined with the sports centre at the domain.
- Hall is vital for the school

Tourism (see also Figure 5 Sheffield/ Waddington Summary of Submissions)

- 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.

General (see also Figure 5 Sheffield/ Waddington Summary of Submissions)

- A regular collection of green waste would be appreciated. It is unrealistic to expect us to take such rubbish to Rolleston
- For civil defence and emergency services and ongoing delivery problems – update outdated map of township eliminating ongoing problems, such as two sets of house numbers on Wrights Road for all houses
- Complete the rapid numbers for the town – most recent houses can't get them.

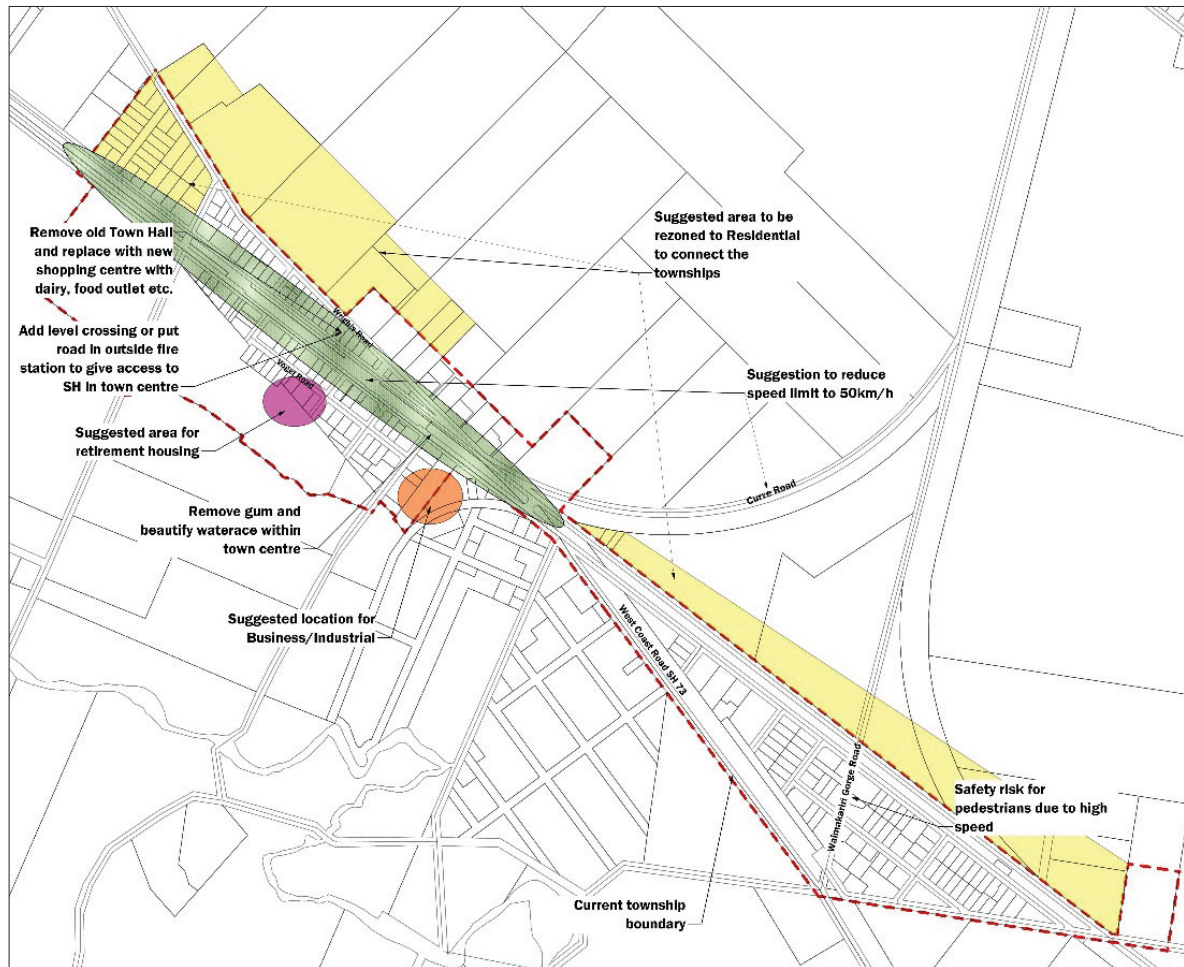


Figure 5: Summary of Submissions – Sheffield/Waddington

SPRINGFIELD

Communities and Township Character (see also Figure 6 Springfield Summary of Submissions)

- Provide good information board(s) in suitable location to advise “Things to do in Springfield” and surrounds, including e.g. walks, horse trecks, jet boat rides, etc. and accommodation in event of road closure, or desire to stay, etc.

Growth & Development (see also Figure 6 Springfield Summary of Submissions)

- Restrict “shops” to north side of main road - at least for some years.
- Provide for multiple residential dwellings on same section to provide for “retired” housing, etc

- Need suitable housing for the elderly.
- Will need to expand when Chrystal Valley goes ahead

Transport (see also Figure 6 Springfield Summary of Submissions)

- Provide a walkway around Springfield down to Camp Ground on a formed footpath off the road
- Provide angled parking on shops side of road and a wider foot path
- 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!).
- The lowering of the speed limit through the township (to 50 kmp/h) has been very beneficial but a pedestrian crossing from shops to toilets is now desirable – like those provided in Darfield – i.e. an “island” midway.

5 Waters/Infrastructure (see also Figure 6 Springfield Summary of Submissions)

- Township not able to develop due to lack of water
- Water quality in Springfield is very poor
- Can the township tap into the CPW on farm water storage dam being developed ‘down the road?’

Tourism (see also Figure 6 Springfield Summary of Submissions)

- Springfield - Gateway to the Southern Alps, what a great idea for tourism advertising.

General (see also Figure 6 Springfield Summary of Submissions)

- Arts in Malvern not greatly supported by Council needs to expand - not everyone enjoys sport
- Telecommunication pathetic- no broadband
- Medical services in Springfield/Darfield will need to increase as the population increases

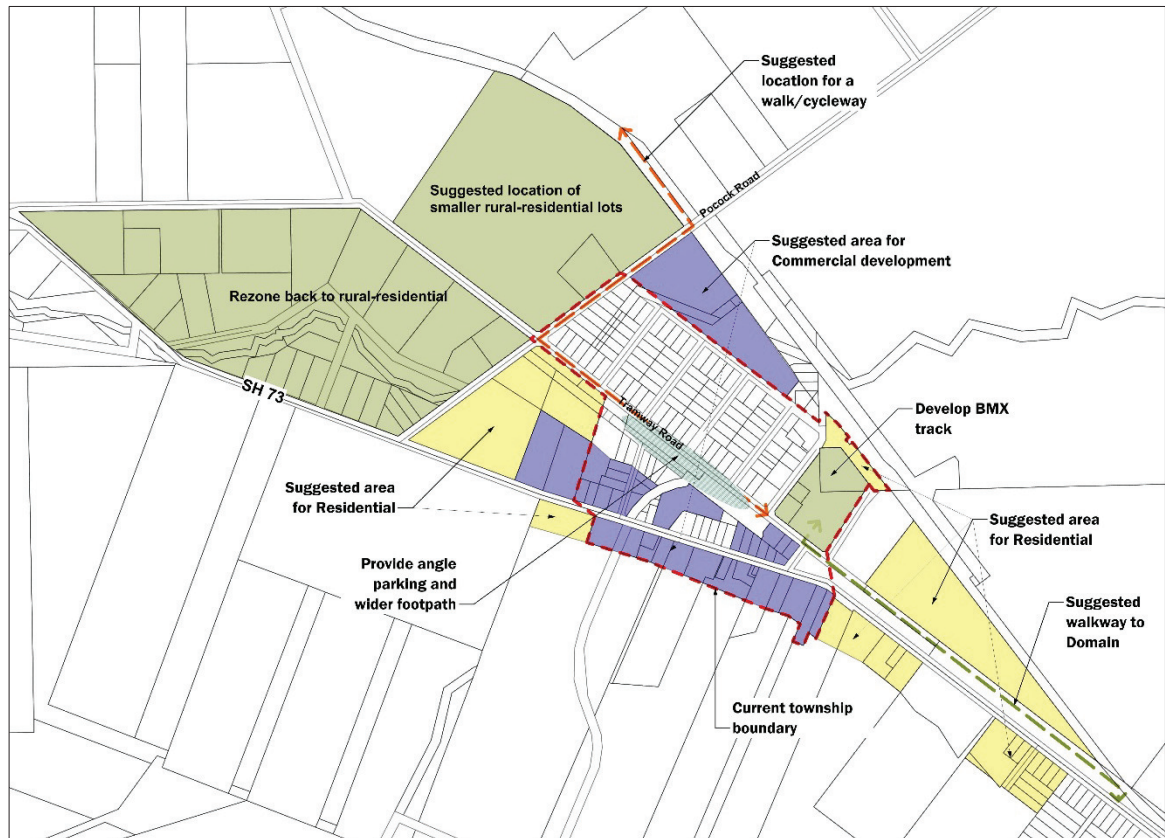


Figure 6: Summary of Submissions - Springfield

WHITECLIFFS

Communities and Township Character

- 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

Transport

- Develop walkway through township on roadside, up paper road to link up with Millennium Walkway

5 Waters/Infrastructure

- Drainage on Whitecliffs Road to collect water off hillside (reinstate waterway(?) drain)

Cultural

- Beneficial if Waitaha are included in the consultation to the area moving forward.
- Will S DC be as forward thinking as Councils in Oamaru, Waitaki & Timaru, to include Waitaha in the process as tangata whenua working in partnership with Te Taumutu Runanga

WIDER MALVERN

Growth & Development

- The Canterbury high country is the play ground, 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.

Recreation, Reserves & Open Space

- 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.

Community Infrastructure

- 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