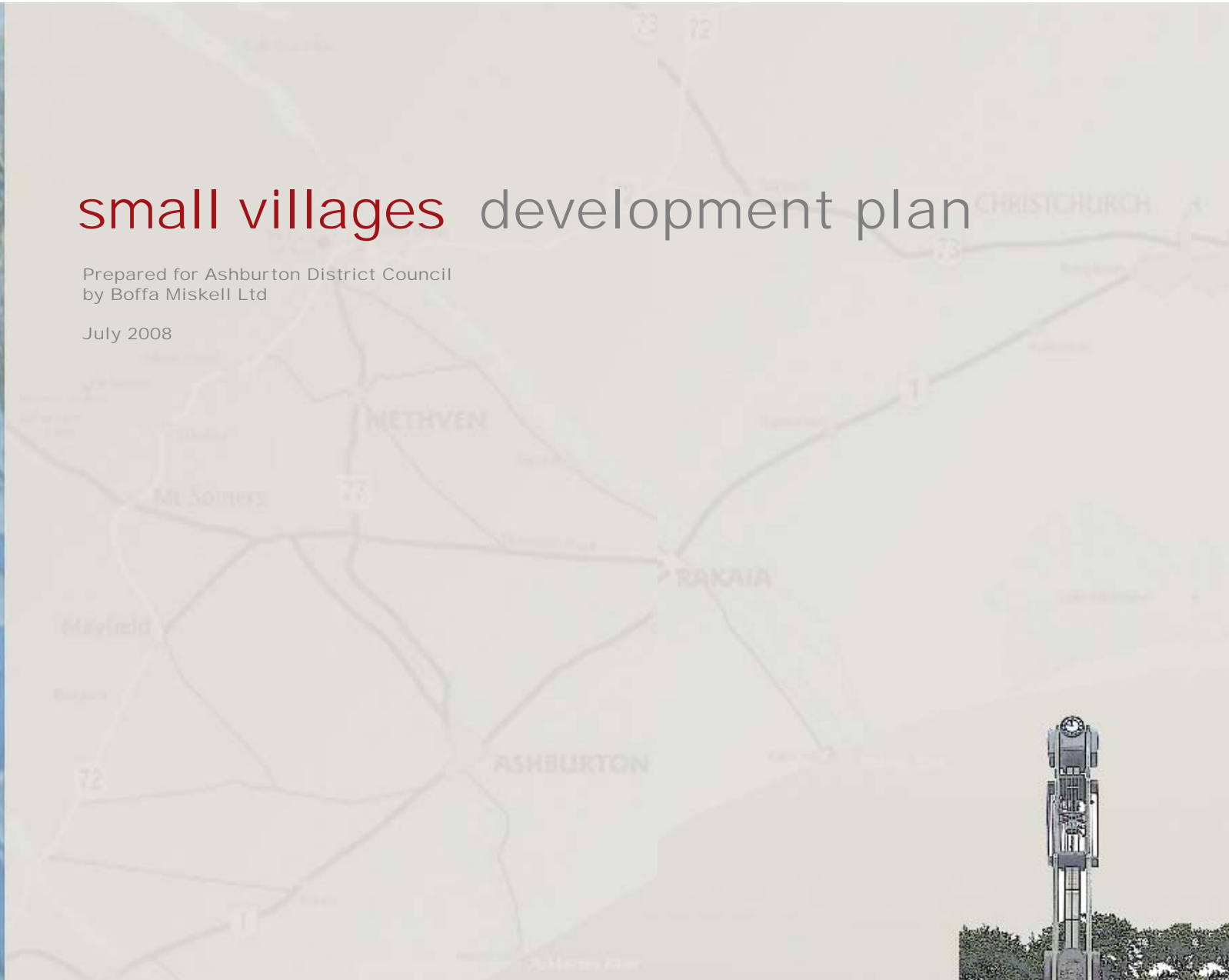


small villages development plan

Prepared for Ashburton District Council
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Ashburton
District Council

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INTRODUCTION

This document - the Ashburton Small Villages Development Plan - is an extension of the overall Ashburton Development Plan (2005). The need for this specific small villages Development Plan derives from:

- the expectation and recognition within the overall Development Plan that there was a need to look at the smaller villages in more detail
- the need to address the specific issues and opportunities for the smaller villages of the District
- the need to engage with the specific communities of interest within these small villages more closely than could be achieved through the overall Development Plan process.

The small villages addressed by this document were identified through the overall Development Plan process and the consultation undertaken with the communities of interest. The villages addressed by this Small Village Development Plan are:

- Hinds
- Mayfield
- Mt Somers
- Barrhill

BACKGROUND

The Ashburton Development Plan was adopted by Ashburton District Council on the 30 June 2005. The Plan is a blueprint for the development of the overall district in the future, and contains information on the impact of growth and how growth and the change that would come with this could best be managed in the future.

The Development Plan is also aspirational. It has a set of principles and spatial strategies for what the District can be like in the future recognising that there are opportunities to influence the quality of the place (and so what its like to live there, operate a business or what attracts visitors) by deliberately planning for it.

The Plan identifies that if current levels of growth continue, there could be 29,000 people in the district by 2011 (up from 26,000 in 2001) and 32,000 people by 2021. The Plan involved consultation with the community from which a good level of feedback was received and considered.

In order to implement Plan a series of actions were identified in it. Some of those actions will be achieved by the District Plan review which is beginning this year (2008). Other actions included the need to address small villages in more detail. The implementation actions with respect to those villages from the Development Plan are appended (refer to Appendix 1).

PLANS RELATIONSHIP

The Ashburton Small Villages Development Plan should be read and used in conjunction with the overall Development Plan. The content of the Development Plan is not repeated within this document. However, key points for the small villages which derive from the overall Development Plan are noted as follows:

- A There are several small villages within the District where there is an identifiable residential land use and some local amenities such as a school, shop(s), playing fields/reserves and other facilities which make them relatively self sustaining.
- B Aerial photography and cadastral patterns show reasonably large amounts of existing capacity within these villages for standard residential development. It is expected that the take up of this land has not occurred due to the combination of lack of demand for that type or location of property and a land availability constraint factor (the owners may not wish to sell the land for development for example).
- C There are various different infrastructure constraints in the small villages which have been a limiting factor to date - some have limited water supply and none have waste water treatment systems. The need for treatment of waste water and secure water supply will continue to be a limiting factor for some villages.
- D For the rural area as a whole, which includes the villages, the Census based projections (under a high growth scenario) are for an additional 560 resident by 2021 (from population in 2001 of 7760). Most growth in the District is expected to occur in the larger towns and settlements especially Ashburton (such as in conjunction with new employment opportunities in North-East Ashburton business park), as well as the smaller towns like Methven.

Although the above four points above suggest a modest future growth in the four villages, each has their own growth opportunities which are generated by its particular characteristics. These characteristics will variously affect the type and scale of development growth that could naturally occur or be encouraged to occur.

It is important to recognise that some growth (within the parameters of what the village can sustain while retaining its essential character) will assist the villages to at least remain viable and hopefully offer new opportunities for the future. This will allow them to continue the valuable function of sustaining current communities, but also providing services and amenities for people in the wider rural parts of the District, as well as playing their part in making the District a visitor destination. All of these village functions have economic, social, cultural and environmental benefits locally as well as for the District as a whole.



VILLAGE PLANNING PRINCIPLES

The four villages addressed within this Small Villages Development Plan (Barrhill, Hinds, Mayfield and Mount Somers) are distributed at various points through the rural area of the Ashburton District (see Figure 1).

Each has its own particular characteristics, but there are some specific principles which the Small Villages Development Plan has focussed on that are generally common to each place. These principles are refined from the overall Ashburton Development Plan principles to reflect the nature and scale of the villages.

SETTLEMENT PRINCIPLES

- Plan for some growth of villages to enhance future sustainability
- Encourage growth by widening the range of residential types of living available
- Ensure villages have a focal point or 'heart' which is a people friendly place
- Maintain the 'village' scale of smaller settlements of the district
- Encourage employment and day to day services in villages
- Distinguish the village edge in the rural context and recognise value of rural views
- Encourage relationships between villages as a network across the District.

OPEN SPACE PRINCIPLES

- Provide for the recreational needs of people living and visiting villages
- Provide networks around and between settlements for walking cycling
- Ensure that open space is safe and comfortable for public use
- Define the village rural boundary to protect productive values of open rural land
- Provide for natural values and biodiversity on land and in waterways.

INFRASTRUCTURE PRINCIPLES

- Consider provision of services with the community and relative to Council strategies
- Plan for stormwater management and overland flow by environmental design
- Recognise that any infrastructure will reflect the cost of its provision and maintenance.

MOVEMENT PRINCIPLES

- Provide safe roads and streets for walkers, cyclists, cars and other transport
- Provide for walking and cycling as ways of moving within and between villages
- Ensure roads are interconnected to assist movement between places within villages
- Use street trees for scale and amenity to define villages within the road network
- Ensure that the village informal road types are retained.

IDENTITY PRINCIPLES

- Recognise historic village landscapes, buildings, spaces and places
- Protect and enhance valued landscapes and recognise rural aspect from villages
- Provide opportunities for distinctive features to be recognised and added
- Create locally appropriate and inspiring architecture, spaces, and places
- Enhance village identity through consistent treatment of entrances and main streets.

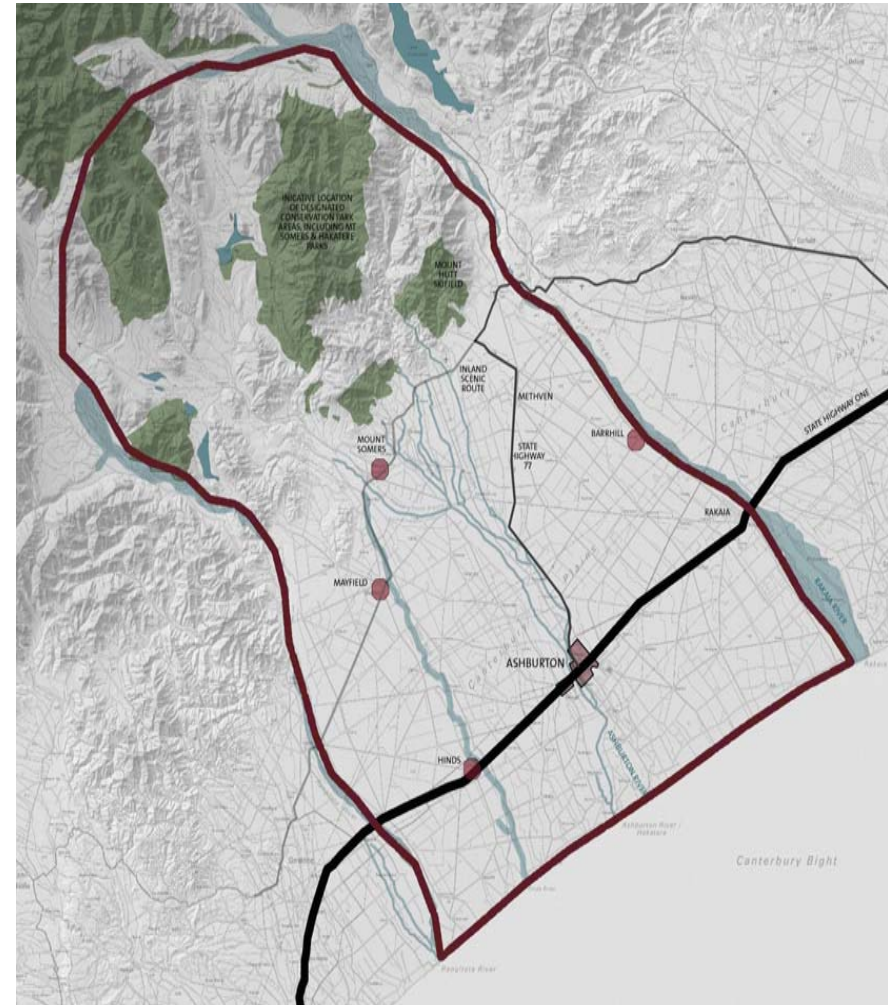


FIGURE 1

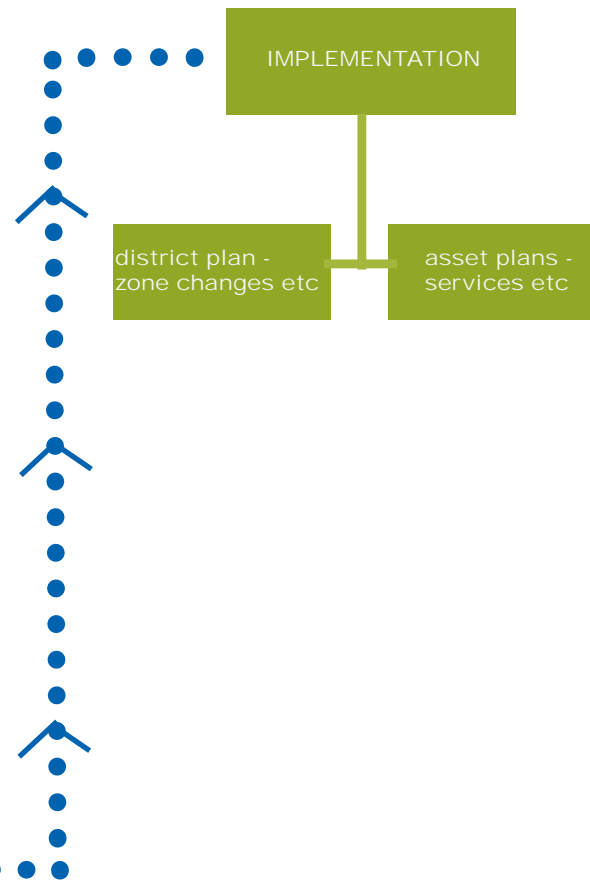
PROCESS

To prepare the Asburton Small Villages Development Plan the process (see Figure 2 below) has included analysis, community consultation (see Appendix 2 notes), feedback review, and decisions by Council. In its consideration of the feedback Council has not accepted all of the actions requested. It is noted that the preparation of the Development Plan is a non-statutory process, but much of its implementation will occur through the statutory process of District Plan zone changes - this provides another opportunity for public participation.



VILLAGE DEVELOPMENT PLANS

The following section of this Small Village Development Plan provides for each village: an assessment of key considerations for the places' future development, suggested spatial growth plan, and key actions for implementation.



HINDS



MT SOMERS



MAYFIELD



BARRHILL

FIGURE 2

HINDS DEVELOPMENT PLAN

Hinds is a small village which straddles State Highway 1. It is 13 kilometres south-west of Ashburton and well located for employment within the surrounding rural area, but also for people working in Ashburton. The village's location on the State Highway generates some opportunities for business growth, but also some issues for local people crossing from houses and amenities on opposite sides.

KEY CONSIDERATIONS

A FOCAL POINT

There is currently a dispersed set of local businesses along the highway on the south side. There is a lack of a core or heart to the village. A shop and pub provide for some local day-to-day needs. The domain is a key feature of the village physically as well as socially and has amenities which are used by residents and the school at times. The views of the mountains to the west are valued by the community.

Strategic Action A

To define a clearer village heart by consolidating local amenities around the domain. This can include zone provision for some local shops oriented to the north west and with seating and parking, improving connections for walking and access to the heart, and maintenance of the view aspect from the area out to the west. It is recommended that the design for this heart area should be planned and recognise the public/private partnership required for a successful outcome.

B EMPLOYMENT AND BUSINESS

There is an opportunity for Hinds to increase its capacity for business growth and provide local employment opportunities through provision for a limited amount of light industrial activity as well as service commercial activity. These business opportunities are seen as supporting and servicing rural activities rather than competing with central Ashburton commercial or retail activities. The relationship of the village to the highway provides opportunities to improve the 'face' of Hinds with new business growth with highway frontages, but accessed via a slip lane arrangement to prevent issues with highway traffic interference. The extent of this rural service area has been considered and several hundred metres of road frontage between both sides of the highway identified at this time in the Development Plan. In the future this frontage for these types of activities could be extended depending on demand and considering the effects on Ashburton as the main location for these types of activities.

Strategic Action B

To include zone provision for light industrial service activity at the highway frontage with design guidance as to visual quality and in consultation with Transit NZ. The extent of this provision will need to be staged and it is recommended that the south side of the highway section be proceeded with initially. Also it is proposed to include provision for light industry in the area of the current fertiliser works and cell phone mast on Isleworth Road with buffers to the north, west and south boundaries for visual amenity.

C LINKAGES AND ACCESSIBILITY

The split of the village by the State Highway is a barrier to people moving from one side to the other, including school children moving backwards and forwards to the school on the west side. The width of the highway as well as the rail corridor make the provision for safe and functional under or over passes difficult. The community does not support the changing of the school location. There are works underway to provide highway crossing thresholds.

Strategic Action C

To comprehensively design a safe and effective crossing point between the west and east side of the village in conjunction with Transit NZ and Ontrack and in consultation with the community. It is recommended that this design includes 'at grade' crossing thresholds, visual clues to highway drivers that they are passing through a village (such as street trees) and by road edge treatment such as berms.

D RESIDENTIAL LIVING

The attraction of living in a small village community is an opportunity for Hinds and the proximity of the village to Ashburton may enable reasonable levels of accessibility at more affordable levels for some people. Although there are a number of vacant lots within the village currently, anecdotally it is understood these lots are not available to the market in part due to the size and waste water disposal needs as well as dues to owner aspirations. There is an opportunity to increase the residential living options in Hinds by the additional land for 'greenbelt residential' which is for larger type lots. These would allow for larger houses and gardens. It is also intended that these areas would have some pre-planned structure as part of the subdivision process to make public walking accessways and efficient street layout and provision for stormwater management.

Strategic Action D

To enable greenbelt residential living through the zone provisions and to provide a range of choices of location. A structure plan will need to be provided as part of zoning that sets out key roads, linkages to the existing road network and walking paths such as between the river and domain.



HINDS DEVELOPMENT PLAN



HINDS DEVELOPMENT PLAN

KEY CONSIDERATIONS

E VILLAGE DEFINITION

The State Highway location for the village generates some issues as noted above. In order to address the speed of traffic, to signal to drivers that there maybe people crossing, and to secure its identity as a village with a start and a finish point some landscape treatment on the highway corridor is proposed.

Strategic Action E

To define a clearer village identity by marking the entrance and exit points at the two bridges/culverts over waterways and with an avenue of street trees between these two points. It is recommended that the design for this section of the village be undertaken in close consultation with Transit NZ as requiring authority for the land in question.

F FLOOD HAZARD

There is known to be some history of flooding in the Hinds village. There have been some improvements to relieve this hazard, but the extent of the hazard will need to be further quantified as part of any future development provision.

Strategic Action F

To undertake further investigations with ECAN of flood hazard in advance of, or in conjunction with, the rezoning of additional areas for development.

G INFRASTRUCTURE

The provision for waste water treatment at Hinds will assist the level of development that can occur for smaller sites. At this time no specific site for waste water is identified. This will require further investigations by ADC in consultation with the Hinds community recognising the cost and site location implications of this infrastructure provision.

Strategic Action G

To undertake further investigations and consultation with the community regarding the provision for waste water treatment and the location for such infrastructure. It is recommended that no further additional residential land (greenbelt residential can proceed) be zoned until such time as waste water infrastructure provision is determined.



MT SOMERS DEVELOPMENT PLAN

Mt Somers is a small village with distinctive attributes which derive from its location at the foothills of the mid-Canterbury high country, village scale, community, and visitor destination popularity. The village has the benefit of being on the Inland Scenic Route in an area which is benefiting from tourism. The attraction of the village is likely to be further enhanced by the establishment of the Haketere Conservation Park to the west.

KEY CONSIDERATIONS

A FOCAL POINT

At Pattons Road there is a store, petrol pump and now closed post office. A village green is being developed between this location and the Mt Somers school. There is also a domain, camp ground, hall, church and pub on Hoods Road. There is an opportunity to link the two hubs of activity to consolidate the social and commercial heart of the village.

Strategic Action A

To define a clearer village heart by consolidating local amenities at and between Hood and Pattons Road. This will provide growth opportunities as a small village 'street' (see Figure 3) where in the future some retail activities can be established in conjunction with residential uses above and behind. It is recommended that design guidelines are incorporated into zone changes to enable the appropriate village scale of development. It is also recommended that the design for this heart area should be planned and recognise the public/private partnership required for a successful outcome.

B EMPLOYMENT AND BUSINESS

As noted above there are some existing small businesses in Mt Somers that provide for a level of day to day needs as well as provision of some rural service activity. The strategic action A will increase the opportunities for smaller commercial business. However, there are some service activities which are not compatible with the qualities sought in the village heart but which assist the viability of the village and surrounding rural activities. It is proposed to make provision for a light industrial service area close to but away from the village heart and residential area.

Strategic Action B

To include zone provision for light industrial service activity near the highway on Tramway Road with buffer planting on the north and west boundaries.



FIGURE 3

C LINKAGES AND ACCESSIBILITY

The village is off the main roads and has a network of streets which provides a good level of potential accessibility by walking and cycling within the village area. It will be important to include within the design of any new development areas provision for continued inter connectedness. As noted in strategic action A the link between the two focal point areas is an opportunity in the future development of the village.

Strategic Action C

To comprehensively design new growth areas to provide for walking and cycling and efficient traffic movement as well as to secure long term a quality street edge link between the two focal points at Patton and Hoods Roads. A structure plan will need to be provided as part of zoning that sets out key roads, linkages to the existing road network and walking paths.



MT SOMERS DEVELOPMENT PLAN



- Existing Vegetation
- Proposed Vegetation
- New Residential
- Future 'Greenbelt' Residential
- Future Business
- Open Space
- Entry Point
- New Road (Indicative)
- Light Industrial



MT SOMERS DEVELOPMENT PLAN

KEY CONSIDERATIONS

D RESIDENTIAL LIVING

The attraction of living in a small village community is an opportunity for Mt Somers and the proximity of the village to recreational features such as Mt Hutt and the Haketere Conservation Area will add to the attraction. Although relatively remote for commuting purposes, the village offers opportunities for people looking for holiday second homes as well as people wanting a rural village lifestyle. There is an opportunity to increase the residential living options in Mt Somers by the addition of land for 'greenbelt residential' which is larger type lots. These would allow for larger houses and gardens. There are also opportunities to increase the standard residential living opportunities close to the heart of the village. It is also intended that all of these areas would have some pre-planned structure as part of the subdivision process to make public walking accessways and efficient street layout and provision for stormwater management. There are several locations for new residential development and its release will need to be staged.

Strategic Action D

To enable greenbelt residential living and standard residential development through the zone provisions. It is recommended that the two greenbelt residential areas either side of the school (some 20 ha) be proceeded with first. In respect of standard residential this will need to be considered in terms of infrastructure servicing in advance of proceeding with rezoning. A structure plan will need to be provided that sets out key roads, linkages to the existing road network and walking paths.

E VILLAGE DEFINITION

The scenic highway route location for the village means that within the village there is less severance than places where the village straddles a main State Highway. However, with the several entry points to the village there can be through traffic adverse effects especially from traffic that moves between the scenic route and Ashburton Gorge Road. The school has particular concerns about the safety of children crossing this road. Accordingly it is proposed that thresholds be established at key points together with street trees and landscape treatment to encourage through traffic to use the Ashburton Gorge Road. It is also proposed that the connection from the proposed town square area to the school be designed to provide a safe crossing point.

Strategic Action E

To define a clearer village identity by marking the entrance and exit points with an avenue or line of street trees between these points to signal to drivers that they are in a village environment. A tree planting strategy should be prepared to address tree types, their position and spacing to achieve the effect sought. A threshold crossing point to the school is also to be designed. It is recommended that the design for this section of the village be undertaken in close consultation with the community.

F INFRASTRUCTURE

The provision of a secure water supply and waste water treatment at Mt. Somers would assist the level of development that can occur for smaller sites. At this time no specific site for waste water is identified although there is an opportunity below the village on the opposite side of the highway. Water supply is being improved through a new gallery in the adjacent river bed. Additional infrastructure improvements will require further investigations by ADC in consultation with the community recognising the cost and site location implications of its provision.

Strategic Action F

To undertake further investigations and consultation with the community regarding the provision for waste water treatment and the location for such infrastructure. It is recommended that no further additional residential land (greenbelt residential can proceed) be zoned until such time as waste water infrastructure provision is determined.



MAYFIELD DEVELOPMENT PLAN

Mayfield is a small village located at the point where two of the main roads across the Ashburton District intersect (Rakaia Gorge Road and the Lismore Mayfield Road). It is a distinctive place as a result of a combination of its cross roads location, views, village scale, community and amenities such as the domain. Its location on the Inland Scenic Route is an opportunity for some limited growth, as is the potential for people seeking a village lifestyle.

KEY CONSIDERATIONS

A FOCAL POINT

At Gorge Road is a store, pub, domain, rural supplies business and at the cross roads the Mayfield School. There is an opportunity to consolidate a focal point of activity here. This will require a long term plan and design to realise a place which benefits from a combination of passing traffic (but is not adversely affected by it), as well as public open space and new commercial or community facilities that are viable and contribute to the life of the place. Providing opportunities for additional residents as well as creating an environment people passing through are attracted to stop at will be important to the future of the place. A potential issue is severance if the highway becomes busy - this will need to be mitigated through the design of the road to encourage low speeds. It is considered that although the highway may cause some severance, overall it is a benefit to Mayfield as it is a major factor in bringing people to the village and this will in turn assist its maintenance of some day to day services and enable a small level of growth.

Strategic Action A

To define a clearer village heart by consolidating local amenities at the point around the pub, store and with a focal public open space. This will provide growth opportunities for future retail activities to be established. It is recommended that design guidelines are incorporated into any future zone changes to enable the appropriate village scale of development and also that the design for this heart area should be planned and recognise the public/private partnership required for a successful outcome.

B EMPLOYMENT AND BUSINESS

The strategic action A will increase the opportunities for smaller commercial business. This will require careful design to ensure that new building faces to the road with ground level facades that have windows and doors - parking should be at the rear or as on-street parking. Buildings should have village scale. It is noted that there are service and light industrial activities that are not compatible with the qualities sought in the village heart. It is recommended these be located outside the immediate village if there is a demand in the future.

Strategic Action B

To include zone provision for increased commercial activity on the Rakaia Gorge Road and incorporate design guidelines or a development concept plan which addresses scale, street frontages and parking.

C LINKAGES AND ACCESSIBILITY

The village is located on two key local roads and practically all existing development has a frontage to these roads. This layout and the relatively small size of the village area provides a good level of accessibility within. It will be important to include within the design of any new development areas provision for continued inter-connectedness.

Strategic Action C

To comprehensively design new growth areas to provide for walking and cycling and efficient traffic movement. A structure plan will need to be provided as part of zoning that sets out key roads, linkages to the existing road network, and walking paths.

D RESIDENTIAL LIVING

The attraction of living in a small village community is an opportunity for Mayfield and the proximity of the village to the recreational features in the wider area accessed via the scenic highway on which it is located may assist this attraction value.

Although relatively remote for commuting purposes, the village offers opportunities for people looking for a rural village lifestyle. There is an opportunity to increase the residential living options in Mayfield by the addition of land for 'greenbelt residential' which is larger type lots. These would allow for larger houses and gardens. There are also opportunities to increase the standard residential living opportunities close to the heart of the village. It is intended that all of these areas would have some pre-planned structure as part of the subdivision process to make public walking accessways through and at the rural edge and efficient street layout and provision for stormwater management. There should also be some consideration given to tree planting at the rural interface if there are reverse sensitivity issues that may arise. There are several locations for new residential development and its release will need to be staged.

Strategic Action D

To enable greenbelt residential living and standard residential development through the zone provisions. It is recommended that the greenbelt residential area to the north of the village centre (some 12 ha) be proceeded with first. In respect of standard residential this will need to be considered in terms of infrastructure servicing in advance of proceeding with rezoning. A structure plan will need to be provided that sets out key roads, linkages to the existing road network, buffers to any incompatibly different land use types, and walking paths.

MAYFIELD DEVELOPMENT PLAN



- Existing Vegetation
- Proposed Vegetation
- New Residential
- Future 'Greenbelt' Residential
- Future Business
- Open Space
- Entry Point
- Future Visitor Development Opportunities
- Building Frontage

MAYFIELD DEVELOPMENT PLAN

KEY CONSIDERATIONS

E VILLAGE DEFINITION

To assist village function and safety it will be important to encourage a low speed traffic environment within the village. Accordingly it is proposed that thresholds be established at key points of entry to the village together with street trees and landscape treatment to encourage drivers towards low speeds (see Figure 4). Lower speeds will also encourage people to stop if they see features they are attracted by or to use local amenities.

Strategic Action E

To define a clearer village identity by marking the entrance and exit points with an avenue or line of street trees between these points to signal to drivers that they are in a village environment. A tree planting strategy should be prepared to address tree types, their position and spacing to achieve the effect sought. It is recommended that the design be undertaken in close consultation with the community.

F INFRASTRUCTURE

The provision of secure water and waste water treatment at Mayfield will assist the level of development that can occur for smaller sites. Additional infrastructure will require further investigations by ADC in consultation with the community recognising the cost and site location implications of its provision.

Strategic Action F

To undertake further investigations and consultation with the community regarding the provision of water and waste water and the location for such infrastructure. It is recommended that no further additional residential land (greenbelt residential can proceed) be zoned until such time as infrastructure provision is determined.



FIGURE 4

BARRHILL DEVELOPMENT PLAN

Barrhill is a small and historically significant village located on the bank of the Rakaia River and on the Rakaia Barrhill Methven Road. The village is very distinctive given its layout (cross), mature exotic trees, lanes, views to the hills to the west and historic church and hall buildings. There are currently no local services and about half of the existing sections are built on. Its location in relation to the recreational features of mid Canterbury and its historic value makes it a place of interest for visitors and for people seeking a small village lifestyle.

KEY CONSIDERATIONS

A FOCAL POINT

Barrhill has an ordered layout with a clearly defined centre - 'Market Place'. At this centre point is a grassed open space and the church and hall. This focal point is an essential element of the village and it is important it is retained in this format. The emphasis on this centre as a 'civic' albeit modest space demands that buildings which front to it - such as those corners to the north west and south east - are (like the church and hall are) either amenity type functions or contribute positively (perhaps commercially) to the quality of Market Place. Design guidelines for these sites are proposed. It is also important that the open space qualities of the focal point which derives from the mature trees, grass space and informal surfaced lanes is protected and maintained.

Strategic Action A

To maintain the essential qualities of the Market Place square and establish rules and guidelines for the development of sites facing to the square that require new uses and buildings to address its civic nature.

B EMPLOYMENT AND BUSINESS

There are currently no businesses of a commercial nature in Barrhill and it is very unlikely that the village will ever accommodate the range of services provided there originally. However, as noted above there may be some activities such as home stays or small food and beverage functions which could be appropriate in the longer term. These activities may be well suited to the locations at the square. Buildings should have village scale and parking should be located either behind or away from the square frontage. It is noted that there are some service and light industrial activities which are not compatible with the quiet, small scale qualities sought in the village and it is recommended these be located away from the village should there be a demand for these in the future.

Strategic Action B

To include zone provision for new activity on the square and incorporate design guidelines or a development concept plan which address scale, frontages and parking.

C LINKAGES AND ACCESSIBILITY

The village is well designed for connectivity within the existing street network - all existing development has a frontage to these streets. This layout and the relatively small size of the village area provides a good level of accessibility within. It is not proposed to enable any new large development areas that will require new streets to be constructed.

One aspect of accessibility is with regard to the visitors that come to Barrhill. Its historic interest and attractive setting makes it popular venue for weddings as well as being increasingly visited by tourists. Camper vans, occasional buses and visitors cars are currently accommodated within the village and drive through without restriction. Although currently the level of activity is considered manageable by residents, the likely increase in visitor frequency and the scale of vehicles should be planned for. Although the community has signalled it does not wish to establish any areas for visitor parking, it should be considered for the future. The area should be loose gravel surface and carefully designed to suit the historic qualities of the village. The time to activate the parking area will be determined by the level of damage and maintenance required for the internal streets within the village. The nature of these internal streets as informal loose surfaced spaces needs to be retained - if at some future point the level of use for visitor traffic requires sealing, kerbs and channels then the visitor parking area should be developed and visitor vehicle use of the internal streets restricted.

Strategic Action C

To undertake an investigation to define an area near the entrance to the village that can be used for visitor parking in the future and when visitor vehicle usage increases to the point of adversely affecting the village street character. The design and location of this visitor parking area will need to reflect the qualities of the existing village and enable safe use with respect to the main road traffic movement



BARRHILL DEVELOPMENT PLAN

KEY CONSIDERATIONS

D RESIDENTIAL LIVING

The attraction of living in a small village community and the place's historic qualities is an opportunity for Barrhill to fulfill its residential development potential, limited as this is. Its proximity to the recreational features in the wider area may assist this attraction value.

Although relatively remote for commuting purposes, the village offers opportunities for people looking for a rural village lifestyle. There is very limited opportunity to increase the residential living options in Barrhill as its scale and layout is very sensitive to change. Only a small additional area for development is proposed towards the Rakaia River. This will need to be defined by the geotechnical conditions and to limit visual effects from the river itself. Within the village only about half of the sites are developed and it is proposed that no further subdivision of any lots be permitted to retain the relatively open nature of the village.

It will be important for the future of village that residential development is managed as to its scale, mass, external appearance and siting to maintain the characteristic qualities of the village. New buildings should be designed to respect the setting and the heritage of the place, but be contemporary in respect of their comfort and sustainability.

Strategic Action D

To enable a small extension of residential development toward the river through the zone provisions and to develop rules and guidelines that manage use and development within the village to reflect the qualities of the place. A framework of provisions to inform the preparation of these rules and guidelines is provided in Appendix 2.

E VILLAGE DEFINITION

The village is very well defined in its current format. The large trees and simple streets or lanes create the type of public street environment often desired for small village settlements - it is a model in this respect. Maintaining this quality will require careful conservation of existing trees and a plan for succession as the current trees begin to age. As noted above, retaining the quiet and easy walking environment within the village will require vigilance with respect to visitor traffic activity.

Strategic Action E

To support a strategy for maintenance and conservation of the existing trees including succession planning.

F CONTAINMENT AND OUTLOOK

The village extent is part of its character - it is contained to a discrete area and as already noted, its layout is very distinctive. One of the attributes for village residents is the outlook to the surrounding rural area and the mountains to the west - this outlook provides a context and 'sense of place' to Barrhill. It will be important for the village to retain this outlook and its contained area. Accordingly large additional development areas being added to the village extent are not considered appropriate. It is also important that the development of buildings (even rural structures) is restricted where this may impact on the wide open spaces around the village.

Strategic Action F

To establish a buffer area around Barrhill that restricts any form of building development that may affect the quality of the outlook from the village. The extent of this buffer will need to be ascertained as part of the implementation process for the Development Plan.

G HERITAGE VALUES

The heritage values of the Barrhill village are significant - this has already been noted within the other key considerations for Barrhill in several respects. Because of this significance and the fact that the heritage values derive from a combination of factors (contained area, layout, trees, street form, special buildings, outlook) it will be important that appropriate provision is made for these values together and development in the future is carefully managed to maintain them collectively and in a coordinated way. It is also important that the community of interest at Barrhill (residents and others) are recognised and provided for in that process.

Strategic Action G

To have a Conservation Plan prepared by heritage experts which identifies key features and establishes a basis for their long term management and that District Plan provisions are established to protect the values of the place. A framework for new building assessment criteria is provided in Appendix 2 which can be used address new development in the village.

H INFRASTRUCTURE

The provision of water and a waste water treatment facility at Barrhill will enable development. Infrastructure provision will require further investigations by ADC in consultation with the community recognising the cost and site location implications.

Strategic Action H

To undertake further investigations and consultation with the community regarding the provision of water and waste water and the location for such infrastructure. It is recommended that no further additional residential land be zoned until such time as infrastructure provision is determined.



BARRHILL DEVELOPMENT PLAN



APPENDICES

ASHBURTON DEVELOPMENT
PLAN ACTIONS

CONSULTATION FEEDBACK

BARRHILL GUIDELINES FRAMEWORK

MT SOMERS

In consultation with the local community prepare a Village Development Plan to address:

Residential land areas at the town centre and greenbelt residential at the edge behind the school as shown on Figure in respect of the zone changes required
Consideration of infrastructure needs and the cost to the residents and to any new development in respect of financial contributions
Improvements to the gateway areas to enhance the experience of arrival and to trigger passing traffic to visit
Development of the village green concept
Consider location for new mixed use/business area
Concentration and encouragement for additional commercial activities in the village centre.

HINDS

In consultation with the local community prepare a Village Development Plan to address:
Most appropriate location for additional residential land – currently suggested at domain edge with visual relationship between.
Consideration of infrastructure needs and the cost to the residents and to any new development in respect of financial contributions
Improvements to the gateway areas to enhance the experience of arrival and to trigger passing traffic to visit
Development of the village centre concept at the domain – recognised issues from domain board to be worked through
Concentration and encouragement for additional commercial activities in the village centre
New industrial land opportunities on the north side of SH1

SMALL VILLAGES

In consultation with local community prepare Village Development Plans (eg Chertsey, Mayfield, Lyndhurst, Lauriston, Barrhill) that address:

community aspirations
have regard to information provided on changes and growth in the District
a set of standards for service provision and to address cost collectively with the community
opportunities to assist growth through rezoning
opportunities for village improvements such as tree planting
identifying employment generating activity locally.

HINDS FEEDBACK

Submitter	Summary of Submitter Comment
Barracudas on the Beach Ltd	In full support of the proposal and the need for Hinds to have a growth plan. Submitter owns property in the D2 area and has approached Council in the past to subdivide this land so would welcome new residential zoning which would help enable this.
Baughan, J & L	Agree with underpass idea and the need to better define entry into Hinds. Supportive of actions A-G. Submitter considers that the potential wastewater treatment area is unsuitable- too close to main route to Lowcliffe, flooding/ high water table issues, compromises existing lifestyle block. More discussion is needed. Annoyance that recently an industrial type building was erected in a David Street. Concern expressed about number of properties used as dumping sites for old cars and waste.
Bennett, R	Underpass not supported. Lights like Rolleston suggested. Frustration at recent erection of large industrial type building in a residential area.
Calles, L & L	wants to see more greenbelt residential to the southeast side between Chisnell Rd and highway and south of Cracroft Street
Chisnall, R	Concerns about proposed Industrial area as land subject to high water table. Ground unsuitable for traffic and can't be drained, spring field drain crosses the area. Similar comment for wastewater site- unsuitable due to high water table & too close to private residence & pylons.

Hitchcock, C & Morten, R	Submitters concerned that they did not receive a mail copy of the draft plan or attached letter. Although outside the town boundary they wish to be on mailing list - Ratepayers Ass. not representative of their interests. Support a town wastewater treatment plant but not in proposed location as it is on our 2.84ha property. Homestead is well developed with well developed trees, nursery business and property value would also be affected. Water table high in proposed wastewater treatment area, within 1km of Hind River, is elevated above north end of Hinds so would require pumping, general impacts on neighbouring properties. Concerns expressed about heavy industry affected long term appeal of town as satellite community for Ashburton. Oppose Industry at F due to northern drain which runs through the area, high water table, & location outside town boundary. Suggested alternative for Industry development: alongside railway line & within town boundary so acknowledged as apart of town. Supports bridge/underpass
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Kirk, I & C	Submitter has a residential property in area for future business and is concerned that would adversely affect the resale value of their property. Submitter also doubts whether there will ever be the growth in Hinds to realise the plans stating that nothing seems to have changed over the last 11 years.
Low, J	Submitter supports an efficient sewage treatment system for the village. There also needs to be a safe alternative for elderly and children crossing SH1, a culvert or bridge is recommended.
McFarlane, D & B	Ecan has a 7+m exclusion zone for drain cleaning – note for G. This area has a permanently high water table and is prone to flooding.
Millward, J	Submitter frustrated that a large industrial type building has been erected as a non-notified consent within the existing residential zone. An underpass under SH1 would be flooded.
No name given	Submitter concerned by the recent development of a "massive" shed within the current residential zone
NZ Historic Places Trust	Before any further town development is undertaken the submitters recommend an archaeological assessment be undertaken at the areas of proposed development.

Hinds Ratepayers Group	<p>Submitters expected to be consulted prior to release of draft plans for public comment. Submitter comments summarised on website and in paper not felt be representative of group views. Submitter reminded Council of obligations under Sec 32 RMA of publicly notifying submitter comments.</p> <p>Support the establishment of a commercial centre, although suggest provision of a larger area. Support establishment of business area within town centre. Underpass under SH1 has been declined by transit so instead would like to see pedestrian islands and reduction of speed to 50km/hr within commercial town zone. Support extension of residential into D1 but also suggest extension to include land adjacent to Bennett St. Preference to develop north of railway for residential due to school location there. Although support is shown for residential at D2. Definition of 'greenbelt residential' is sought, submitters recommend lifestyle (low) density. Suggest area northwest of railway also be established as lifestyle residential. Do not support location of industrial area south of town greenbelt due to water logging, would prefer west of Cracroft Street & adjacent to SH1 for service type activities. A buffer between the industrial and adjacent residential is recommended. Support for enhancing entry points</p>
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HINDS FEEDBACK

Smith, A & C	Concerns about children having to cross SH1 to get to school is expressed. Submitter favours either moving the school or domain so that use of these facilities can be maximised. It is suggested that the domain move to D1 and domain rezoned as residential.
Transit NZ	Submitter supports future residential development to the north-west and south. A preference for development to the north-east is expressed to minimise the need for school children to cross SH1. Submitter supports consolidation of future business areas and a slip-lane to SH1 commercial frontages to be designed in consultation with Transit. Installation of an underpass under SH1 is not seen as a viable option, pedestrian protected refuge is preferred.
Wilson, A.D; E.J	Submitter believes that the proposed residential area D2 would be better on the north west side of the railway line (diagonally opposite the domain) because it has a more attractive outlook. The industrial area is currently occurring in proposed area D2 where submitters think its should stay. The submitter's agree that D1 is a good area for residential development but it should be extended across the Lismore-Hinds Road as this would help enhance the entry along this route.



MT SOMERS FEEDBACK

APPENDIX 2

Submitter	Summary of Submitter Comment
Annand, A & P	Submitter noted that township still awaiting water supply upgrade. Annoyance that ratepayers will have cover costs associated with upgrading the wastewater and potable water systems. Concerns that if Comyns Street is opened up from SH 72 quiet amenity values associated with area may be affected.
Apse, M	General approval & appreciation of consultation process.
Cox, G	Interested in the implications of the proposal on rate increases and to what extent new sections/developments will contribute to upgrading services and infrastructure. Need to look at consolidating existing infrastructure i.e. sealed pathways & driveways.

NZHPT	Before any further town development is undertaken the submitters recommend an archaeological assessment be undertaken at the areas of proposed development.
Phillips, V & D (1 & 2)	Submitter owns 2 residential houses in the proposed business area and visits for holidays & wishes to know implications of zoning on their property, rates, quality of lifestyle etc.
Ravenscroft, P	Submitter owns residential property is proposed business area & wishes to know implications of zoning on plans to build a residential house into his area.
Schikker, R	Submitter owns proposed area E1 and fully supportive of suggested rezoning. Proposed new roads should include walk and cycleway provisions.

Edgar, R	General support. There seems to be a large number of visitors to Mt Somers so this might be something to build on in time. Acknowledge that the town needs additional residential, commercial and industrial areas.
Environment Canterbury	Future development planning approach generally supported. Any future development in these small settlements will require adequate services of network systems and are likely to be affected by groundwater quality. The groundwater is very shallow at Mt Somers which may have implications for wastewater treatment and flooding.
Giffkins	Unclear as to what purple lines represent and existing/proposed vegetation reads the same. Greenbelt needs further explanation and creek through village is not shown. Submitter doesn't support trees along frontage from Gorge Rd from corner Hoods Rd to Bruces Rd. Question as to whether the proposed residential area has access to Ashburton Gorge Road.



MAYFIELD FEEDBACK

Submitter	Summary of Submitter Comment
Baker, S	Concerns regarding potential effects on property value as a result of rezoning land from residential to commercial.
NZHPT	Before any further town development is undertaken the submitters recommend an archaeological assessment be undertaken at the areas of proposed development.
Johnson & Simpson	Enhancement of Mayfield is positive. However, the current proposal is implemented the councils need to evaluate existing infrastructure. Mayfield needs clean water and a sewerage scheme.
Fleming, A	Submitter rents property and is frustrated that wasn't consulted. Supports idea of a plan to enhance amenities and provide for future growth. Recent entry works at Mayfield. Klondyke Rd do not match those in the plan. Supports idea for future commercial/residential growth but infrastructure needs upgrading. Buffer may be needed between B and C.
Environment Canterbury	Future development planning approach generally supported. Any future development in these small settlements will require adequate services of network systems and are likely to be affected by groundwater quality. The groundwater at Mayfield is shallow and may pose issues for sewage treatment facilities/ flooding.
Emmerson, A	Proposed residential development should be extended further eastwards towards Ashburton. Residential development along Lismore/Mayfield is much safer and more practical than developing B1 and there is also considerable development on this road.
Palij, P	Greenbelt residential needs explaining. Questions regarding who will pay for infrastructure in new development areas, viability of proposed commercial areas and timescale. Submitter is support only if these developments can be self-supporting and environmentally sensitive. Submitter opposes all proposed zone changes due to resale concerns.



BARRHILL FEEDBACK

Pegg, & King	<p>Desire expressed to maintain status quo with respect to development, would destroy ambience, peace and mystery. Would question need for more accommodation and whether it would be possible to build it within design controls.</p> <p>No build zone should include back cliff paddock which has old remnants of abattoir. Shingle, slate and roller doors should be permitted.</p> <p>There are no records of picket fences in Barrhill, historically gorse hedges high enough to break wind. Maintenance of existing trees important. Building shape shouldn't be too limited as with height as this would exclude a number of period correct designs.</p> <p>Concrete driveways should be acceptable for practical reasons and also because they would have been a natural progression from metal.</p>
Hempseed, S	<p>Parking is a good idea but is it really needed yet? There is already an oversupply of accommodation in Methven 20km away. Most visitors stop at the market place.</p> <p>Idea of business development discouraged, doubtful that it would be viable or would compete with market place. Proposed wastewater system not needed as current septic tank systems work fine. The priority for Barrhill should be: good potable water, existing specimen tree enhancement; and tree replacement programme.</p> <p>Submitter had a number of ideas about materials, on the whole felt they were too restrictive and practical given the climate. For instance, a building height of 7.5m needs to be permitted to achieve <u>a roof pitch which will allow snow to drop off in winter.</u></p>
Environment Canterbury	<p>Future development planning approach generally supported. Any future development in these small settlements will require adequate services of network systems and are likely to be affected by groundwater quality. The groundwater at Barrhill is sufficiently great in minimise contamination risk from most land uses.</p>

Stevens, G	<p>A good replica timber cladding should be permitted on residential houses. Post and wire fencing and grazing should be permitted to retain rural look. Accessory learn to buildings should be permitted. Concern expressed that locals generally feel that tourism will never take off in the area and become a problem that requires a management strategy. Submitter states with the need to plan ahead for this i.e. to provide toilets, parking etc.</p>
NZHPT	<p>Barrhill has significant historical value for early farming Canterbury. A conservation plan for the entire town (not just church and hall) should be developed to acknowledge setting. Barrhill should be identified in the Ashburton District Plan as a heritage precinct with appropriate rules for protection. Submitter advocates that the scale and height of new buildings is a significant factor in the design of the historic town and should be limited to single storey.</p>
Nell, M	<p>Concerns include: policing designated parking area, need to provide visitor information, encouragement for owners to enhance their properties. Agreement with discrete commercial activities within village boundaries. Careful control over housing materials, landscaping and building forms/ accessory buildings is necessary. Barrhill is idyllic, peaceful and tranquil and should not be turned into a theme park for visitors. Visitors should be secondary to residents. <u>Exit roads are dangerous.</u></p>
Maw, C	<p>Water supply needs to be addressed first.</p>
Maw, C (2)	<p>Future development is not rejected but it must have strict guidelines and not undermine the church as the focal point of the community. Concerns about the state of some of the heritage trees.</p>
King, C	<p>Newer materials such as aluminium should be permitted as long as it replicates or is in keeping with older styles. A variety of materials should be acceptable for fencing as long a compatible with original styles. Building forms needs to consider aspect, privacy etc.. and shouldn't be regulated too much. A formal car park not desired and commercial operation sites should not be prescribed but judged on individual merits. Strong agreement with no build zone around village.</p>



BARRHILL FEEDBACK

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Environment Canterbury	<p>Future development planning approach generally supported. Any future development in these small settlements will require adequate services of network systems and are likely to be affected by groundwater quality. The groundwater is at Barrhill is sufficiently <u>great in minimise contamination risk from most land uses.</u></p>
Nell (2)	<p>Submitter had a number of comments on suitable materials, landscaping, and building forms. A number of additional materials are suggested for inclusion as well as more modern necessities in this environment such as double glazing. Replanting of trees needed. Building heights up to 8m should be permitted. Village inform should be located in centre market place. In stead of a visitor car park sealed roads with informal edges would be more of <u>a priority.</u></p>
Tinkler, S & A	<p>Plan format too rigid. Serious thought needs to be given to the proposed materials/building restrictions as residents do not feel it not desirable to be forced to comply with impracticable rules. Modern, environmentally friendly houses need to be encouraged. Picket fencing is inappropriate in the wind, and exception is taken <u>to the idea of being on show for the visitors.</u></p>



History

John Cathcart Wasson - a Scotsman – came to New Zealand in 1869 with the dream of becoming a farmer and building a village for his workers to live in. He designed the village around avenues of trees – many of which remain today and named it Barrhill, a place near his home in Scotland. The avenues were named for the tree types – Oak, Lime, Sycamore, Poplar and Birch. The plan laid out 28 sections within four blocks. Some 50 people lived in the village between 1877 and 1885 and soon after business problems occasioned his disillusionment and he returned to Scotland in 1900.

Some of the original buildings at Barrhill remain and several newer homes have been built. Although a small village and relatively quiet still, the interest in development and from visitors suggests a period of change.



Barrhill Church



Barrhill Cottage



Barrhill Hall

Framework Purpose

There is potential for new development within the existing subdivision pattern – many of the sections are not built on (although there may be some remnant archeological values to consider).

The development changes are likely to come in the form of new residential properties. However, there may be opportunities for limited visitor accommodation and other small business at appropriate scales.

Care must be taken to ensure that development fits within the village without detracting from the strong heritage values. The development plan suggests a spatial direction and also some strategies for addressing the

The following are suggested content for new District Plan assessment criteria for use in considering applications for building and development in Barrhill. The following are key actions:

To recognise the heritage significance of Barrhill a Conservation Plan will be prepared and will inform the significant aspects for conservation and management.

The District Plan will be amended to incorporate new rules that require resource consent for alterations and additions and new structures with reference to the assessment criteria noted here. Those rules and criteria will require further detail to be added.

The Township Area for Barrhill in the District Plan will be slightly extended (towards the river) and the rules and assessment criteria will be applicable to this area.

A restriction on building around the outskirts of the village will be added to the District Plan to limit new development that could affect the village context.

No further subdivision of the existing lots will be permitted.

Applications for alterations or additions or new structures will be required to be accompanied by verification of the outcome of consultation with the Barrhill Village Residents Association.

Materials

The materials from which original buildings at Barrhill have been constructed are concrete, brick, stone (walls), timber (cladding, fences and joinery) and iron (roofing). Accordingly, the materials for new building and changes to existing buildings are to follow:

Exterior Building Walls

Smooth, rendered concrete/plaster finish solid walls [no sheet products], stone or weatherboard

Exterior Joinery

Timber with painted finish, or alternative material with similar profile

Roof

Iron painted or bonded colour finish with corrugated or flat profile [not square profile or tiles] or slate

Building Forms

The buildings at Barrhill are simple and houses are relatively modest cottages. The church and hall need to be seen as more 'important' civic buildings than the houses and other buildings.

Roofs

Gable end or hipped roofs are to be used, but not fly or wing roofs, or rounded shapes.

Height

Up to 7.5 metres

Openings

Windows are to be taller than they are wide in proportion. French doors, but not wide sliding doors are allowed. Roof openings such as dormers are appropriate.

Setback

Buildings are to be set back by at least 3 metres from boundaries

Site Coverage

Up to 20% of the site area can be used for buildings including accessory buildings

Accessory Buildings

Accessory buildings and garages should be seen as lesser in scale than the main building (house).

Location

Garages and accessory buildings should be back from the front wall of the main building and accessed by a metalled driveway (not a wide concrete pad).

Size

Garages and accessory buildings are to be a maximum of 50m² and maximum height of 3 metres.

Materials

As noted above with doors to be separated – each garage bay to have a separate vehicle door.

Energy Conservation

These items, such as water tanks or solar panels, should be located where they will not be visually dominant

Landscape

The village is characterised by mature trees, grassed open spaces, and informal lane surface treatment. The interface between public and private needs to define the boundaries, but retain the openness of the place.

Fences

Maximum height 1.2 metres on avenue frontages

Hedges

Hedges can be used to define all boundaries, but the front boundary height to be low (1.2 metres)

Driveways

A loose metalled surface is permitted – no hard surfaces such as concrete pad or unit paving is appropriate.

Tree Types

The order of the existing mature avenue trees (and their replacements) should dominate - new tree planting should not overtake those trees or cause damage.