

Ellesmere Specific Submissions

	Submitter	Forum	Township	Communities & Character	Transport & Infrastructure	Growth & Development	Other
	Vox Pox Thursday 13 August – Leeston.	Vox Pox	Leeston	<ul style="list-style-type: none"> “We have a strong community connection in Leeston. The library is great- but there needs to be better transport options into the city. I think we also need a restaurant or more bistros.” 			<ul style="list-style-type: none"> “We need more activities for young adults. Also we need more frequent and affordable buses. The price and the time it takes to reach the city isn’t worth it.” “There aren’t many things to do for kids. We have to drive to Rolleston or Christchurch if we want to do things with the kids, which is costly.”
	Facebook	Facebook	Leeston		<ul style="list-style-type: none"> ‘It would be nice to have simple footpaths linking the 4 new subdivisions off Manse road with about 100 plus new homes to the rest of Leeston. An awful lot of money has been paid to Selwyn Council from developers contributions over the past 5 or 6 years with nothing much to show from it’ ‘I have long felt that a cycleway circling Leeston would be great. So many people walk around the block and either walk on the road or get wet shoes’ 		
	Facebook	Facebook	Southbridge		<ul style="list-style-type: none"> It would be fantastic to see a cycle and walk ways between Southbridge and Leeston and Doyleston, kids could bike to school safely, the roads between these towns are 100km zones and there are no safer alternatives’ 		
S4.	J Cochrane	Email submission	Leeston	<ul style="list-style-type: none"> Leeston is a lovely town to live in so please keep us up to spec like other bigger towns and will encourage people to join us 	<ul style="list-style-type: none"> Please please please more decent footpaths and safe walkways / bikeways , especially Manse Road on left, back of hospital, also parking in Main Street needs addressing like a 2 hour limited, as staff park all day opposite where they work ,and that’s outside someone’s business, even a couple park outside there place of work, they should be encouraged to park back of work property or Station Street/Selwyn Street, 	<ul style="list-style-type: none"> We need a mixed type of sections big and small for old and young, 	
S5.	E. Love	Email submission	Southbridge	<ul style="list-style-type: none"> More residential housing around the 1000 Sq/m range would be good but it’s still important to provide a range of property sizes and densities. Removal of Silver Burch trees on street frontages would be nice as these make a mess and can cause health concerns. Get businesses to ensure their properties meet a presentable standard as some are currently untidy messes that detract from our community’s character. A mix of types is important with there being almost no medium density (B2) currently and not enough available residential (A). I would not want to see much of the type c rural residential put too close to the town center. 	<ul style="list-style-type: none"> Better lighting on some streets. It would be good to see a cycle way between Leeston and Southbridge; this could be incorporated with the partially developed Cemetery pit reserve on Southbridge Leeston Rd Also support or continued support for our current facilities as to keep them functioning and good condition eg Town hall, pool, sports clubs 	<ul style="list-style-type: none"> Residential growth in Southbridge should be encouraged as this will help to support what business, school, fire brigade and sports clubs we still retain and to encourage the likes of a dairy to come back. There are many areas that could be developed into residential properties such as the sections on High, Hastings, McKenzie, St Johns, Bowen and Taumutu Rd/St’s. These are all located within walking distance to the town center. Growth in Southbridge will also be beneficial to nearby Leeston with its more extensive range of service. Why not just promote growth in Leeston then? Because people are still looking to live in the smaller towns like Southbridge with its cheaper house prices, 	

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				<ul style="list-style-type: none"> There could be more infill properties as there are already sections that would be suited to this but not many people have the expertise or want to divide off part of their section. There should be increased support for those who do. It would be nice to have a plan in place to make our town center look better e.g. underground horizontal infrastructure. Additional it would be good to pressure businesses to keep there frontages in good condition and tidy 		<p>quiet environment and good community atmosphere. Although this is not possible for some and is causing others I know to leave due to the lack of available sections for building and houses for sale especially at the modern end of the scale. I myself may be forced to move away due to lack of suitable houses for my soon to be young family.</p> <ul style="list-style-type: none"> More support to encourage some growth for our town from the council and a plan on how this will be done. 	
S7.	H. Rawstron	Email submission	Leeston	<ul style="list-style-type: none"> New car parking around super value supermarket has no bike stands. Leeston is the perfect sized town for biking and walking but there is little in the planning to encourage this. 		<ul style="list-style-type: none"> I have been disappointed at the lack of walkways in new subdivisions. It would have been great to have one between Woodville and chapman streets. 	
S14.	Russell Dalzell	Emailed Submission	Dunsandel	<ul style="list-style-type: none"> Our township is typical of small townships anywhere with a main highway running through the middle. Blink and you miss it. The two big focal points are the School and the Sporting Clubs and now also the proximity to major industrial complexes like Synlait etc. Housing Types: The only comment I make here is that we need to have some provision for low cost retirement type housing some where in the township. I would also like to see some provision for land zoning to change to allow motel, camping site type accommodation Town Centres: Would like to see the speed limited to 50km and for more dedicated parking in the town centre 	<ul style="list-style-type: none"> We need to look at whether we have enough centralised recreational space put aside. If our township was to get the reticulated waste system sorted or be forced to do so by ECAN and the township became much larger would just the existing Domain plus the Rugby Club land be enough. I doubt it and then we could end up like Rolleston with the recreation area split or completely shifted. The land next door remains undeveloped so maybe that needs to be put on a watch list for purchase or whatever the procedure is. 	<ul style="list-style-type: none"> Growth is restricted in the township due to the lack of a reticulated waste system. Should this change or new simplified cost effective waste systems become available then growth is going to be static. I believe however that the Council needs to look at strategic purchases of land in Dunsandel especially land between the Hotel and the Township. This land along the Main Road is the most logical area to expand for light Industrial/Retail developement. This area could be serviced with a slip road running parallel to ST HW1 and the area behind that could become residential. There is no dedicated future industrial land available so that also needs to be addressed 	
S24.	K Norton	Emailed	Selwyn township Dunsandel	<ul style="list-style-type: none"> Strong sense of rural community Dunsandel provides a rural service centre not only for those living in the townsjhip but the rich rural surrounds The provision of amenities for all to utilise would significantly enhance the social and economic wellbeing of all those within the community and nurture the sense of community wellbeing and pride. Any development of the commercial area along the main south road could be encouraged to be in keeping with such design e.g. a restricted complementary colour palate and design templates. Significant effort has been put into planting on either side of the main south road, the growth of which has slowly improved the visual amenity of the Township. This landscaping should be further developed and enhanced to create a visually aesthetic Township 	<ul style="list-style-type: none"> Expansion of amenities should be focused in and around the current sports centre and future community centre and Dunsandel School The design of a safe crossing over the main south road e.g. traffic lights to allow easier access between the two halves of the township or a lower speed limit through the Township. The design of a safer crossing outside the Dunsandel Primary School. The school's sports and playground are across the road from the school. We feel that absolute priority should be given to the creation of a safe crossing (e.g. zebra crossing) between the school and its fields. Currently there are no footpaths on the side of the road adjacent to the sports fields and no clear demarcation between the road and the verges at points along the school side of the road. The creation of safe walk and cycle ways in 	<ul style="list-style-type: none"> The recognition of the Selwyn township as a low density 'Special Character Area' or Existing Development Area Dunsandel With the future anticipated growth of the Selwyn District and the arrival of CPW irrigation there needs to be more focus on the future growth of the Dunsandel township Expansion of the commercial zone to accommodate growth in the dairy and farming sectors in the surrounding areas and any future residential growth. A limited amount of residential growth within the township to accommodate the predicted growth Model Dunsandel on Rolleston i.e. have a 'commercial area' and a 'residential area' on either side of SH1. The commercial area could be focused to the West of SH1, expanded north along SH1 to 	<ul style="list-style-type: none"> Additional revenue from rates should be allocated to enhancing amenities in Dunsandel for all in the rural community to enjoy

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				<ul style="list-style-type: none"> The development of the "residential" East side of the township could be designed with quality of living in mind i.e. focused around the amenities available at the domain and community center facilities with safe pedestrian and cycle access to the facilities. 	<p>and around the residential area of the township to the East of the Main South road. Providing a recreational cycle route and safe access to the school, sports center and future community center.</p> <ul style="list-style-type: none"> The extension of the bus network to include the Dunsandel Township. This would improve connectivity between Dunsandel and its main service center, Rolleston and decrease people's reliance on cars. This would also allow people to live in Dunsandel and commute to Christchurch city for work and schooling. 	<p>include the Tavern and West along the triangle area formed by Dunsandel Hororate Road and Browns Road.</p> <ul style="list-style-type: none"> The residential area developed on the east side of SH1 focusing on the land around and between the sports centre and future community centre and Dunsandel School 	
S25.	B Nahkies	Emailed submission	Dunsandel	<ul style="list-style-type: none"> The character of Dunsandel is clearly that of a small rural service town but one that falls within the commuter belt of Christchurch and Rolleston. The town has a small number of iconic buildings that give it character It would be good to see the 'old sod ruins' restored and integrated into the new Community Centre complex being built to provide tangible link to the townships early pioneer settlement. 	<ul style="list-style-type: none"> A car parking area at the south end of town, similar to the one ilocated at the north end of town would be useful. There are insufficient transport connections in the town in the form of walking tracks and cycling tracks. Walking/cycling/jogging asround the Tramway Road block is a popular pastime but this is not particularly safe due to high speed traffic going down Tramway Road. It would be possible to create a walking track around the perimeter of any land rezoned on Tramway Road which could link up with the landscaped strip along the railway line The town lacks a reticulated sewer system which is an impediment to growth due to uncertainty regarding the position of Environment Canterbury to the subdivision of land in the town. Growth in Dunsandel is necessary, to make reticulation viable, but growth appears to be prevented due to lack of a reticulated scheme (a 'chicken and egg' scenario) 	<ul style="list-style-type: none"> The township should grow as it is a logical node as it is an established community with existing community infrastructure To allow growth to occur land fronting onto Tramway road should be rezoned rural residential (Lot 1 DP 74807 and Lot 1 DP 305456) There should be a range of section sizes available, but small sections and medium density housing is precluded by the lack of reticulated sewerage with the minimum section size currently set at 850m2 for Living 1 There is limited demand for business growth. Any new business growth should be accommodated within the existing B1 and B2 zoned land which tends to be inappropriately utilised at the moment. 	
S26.	H Reilly	Emailed submission	Dunsandel		<ul style="list-style-type: none"> A safer crossing needs to be looked at, at the intersection of Main South Road and Browns Rd. A cycleway/footpath round Tramway Rd, Irvines Rd connecting to Leeston/Dunsandel Rd. A designated recycling depot at the Domain possibly would be helpful. 	<ul style="list-style-type: none"> Would like to see a zoning change that accommodates a business area from the Main South Rd - Hororata/Dunsandel Rd intersection north along the Main South Rd to the 70km sign north of the Dunsandel Tavern. The Dunsandel Tavern zoning should be changed to allow accommodation to be built in the future as this would be a perfect site with a hospitality business already in that area. 	
S34	L Brehaut	Leeston Drop in Session	Leeston	<ul style="list-style-type: none"> Keep it a rural image/character Community use seating in main street 	<ul style="list-style-type: none"> Easy access for mobility scooters use and prams Footpaths on both sides of roads – everywhere Community hall urgent Make route north to Akaroa off Main South Road sign posted at Rakaia turnoff 	<ul style="list-style-type: none"> Keep business area compact Vary housing density 	<ul style="list-style-type: none"> Be mindful of growing elderly population Improved public toilets at east end of Anderson Square Build relationships with neighbouring towns Be mindful of keeping people safe

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					<ul style="list-style-type: none"> Heavy vehicle by pass a good system. Walk and cycle paths a priority Transport between Leeston and city Looking forawar to cycleway between Doyleston and Leeston 		
S37	R Stewart	Postal	Dunandel		<ul style="list-style-type: none"> Traffic lights at Browns road/SH1 intersection Pedestrian overhead bridge over SH1 and railway line 50kph speed limit on SH1 Speed bumps to slow traffic down on Highfield Drive 		<ul style="list-style-type: none"> Playground for children on west side of SH1
S40	C Barnett	Leeston Drop in Session	Southbridge	<ul style="list-style-type: none"> Beautification of main street but keep in mind that it is a working street. 	<ul style="list-style-type: none"> Walkway/cycleway around town Walkway to Leeston Ultimately a walkway linking Southbridge, Leeston and Lake Ellesmere 	<ul style="list-style-type: none"> Provision for higher density housing such as compact units with common land as part of it. 	
S49	Gaye Lilley	Posted	Southbridge	<ul style="list-style-type: none"> Town has become a dormitory town. Town is rather dead, boring wee township. So many activities gone ie Scouts, guides, church groups. No employment so people must travel, distance can wear thin after a time & people move on. Like having half acre section w good soils for garden Likes quiet rural view but understand younger people don't share the older traditions of a small town. 	<ul style="list-style-type: none"> No shops for necessities. A café, not up to much, fish and chips shop 7 butchery. No Infrastructure for retirees like access to transport, entertainment, shops, medical, aged care. She shops in Leeston or Ashburton where I will retire. No public transport. I don't see public transport paying out here, been there, done that. 	<ul style="list-style-type: none"> Don't support development of land for residential purposes Does support in-fill housing as spreading out would not improve town situation but would increase demands on sewage, roading. Broad Street surface abandoned. After sewer pipes were laid. Street is dangerous with cars almost bottoming out on edges of road. See no improvement in the town over the next 15 years Playgrounds are boring compared to others. 	
S52	C Fairburn	Emailed submission	Doyleston	<ul style="list-style-type: none"> Doyleston has a good village feel and is well served by Jacks service centre and shop. the park is excellent. 	<ul style="list-style-type: none"> Infrastructure is improved with reticulated sewer and water. transport links are great 	<ul style="list-style-type: none"> Additional growth is needed of rural residential sections of approx 5000m2. smaller sections along petticoat lane and railway terrace with rural residential sections either side of osbourne park along drain road. existing development has been good with some infill but growth has become static. the town is fractured with some development occurring on the east side of leeston road which is removed from the town Doyleston needs to be allowed to grow. The town needs more population. The village used to have tennis clubs and netball and these activities dropped off with a changing demographic. Current zoning greatly restricts growth. Allow market demand to provide growth. Make the land available and set development levies to allow the town to have residential along the existing streets and rural residential along drain road. 	
S53	L Doubleday	Email	Southbridge?		<ul style="list-style-type: none"> Level of service – There are important policy issues which need to be thought through more 	<ul style="list-style-type: none"> What is the risk that the township will fail/die over time and what causal factors are involved or what do you need to avoid? 	<ul style="list-style-type: none"> Is there any merit in having a risk assessment included in the process (similar to a SWOT analysis)?

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					carefully particularly with respect to resource/infrastructure location.	<ul style="list-style-type: none">What is the critical mass required to achieve a sustainable township. Has any research been done on what sustains townships and needs to be in place as a minimum bottom line?	<ul style="list-style-type: none">District wide rate – how do you know who will be first in the priority queue to get work done. It is highly probable that the large population centres, who have larger voting blocks will ensure they have priority.What services and standards of service should ratepayers in Southbridge enjoy compared to ratepayers in Rolleston? Is there any way you can compare the two, particularly if the rating burden is similar?