

DO YOU WISH TO SPEAK IN SUPPORT OF YOUR SUBMISSION AT THE HEARING?

Council Chambers 131 Havelock Street on 11 May 2021. The hearing will be live-streamed through our online channels.

✓ Yes

I am able to attend

- Morning
- Afternoon
- Evening

INTEND TO ATTEND

✓ In-person

PERSONAL DETAILS

Ken Leadley

DO YOU AGREE WITH OUR PREFERRED OPTION OR DO YOU SUPPORT ANOTHER OPTION?

DRINKING WATER METERS

Spread over 3 years - Our preferred option

All in 1 year

Don't install meters

WATER METERS.

None of the above options offer opportunity of fair cost resolution for a perceived problem that may not be of the extent suggested. By all means take steps to identify leaks, but in any event there are better ways; --- using external flow sensors at strategic points on the network electronically transmitting for office interpretation by competent staff will produce the data required; - besides, for many rate payer's, - to take \$90 over any period amounts to theft or double dipping by Council. Those living in areas of "infill subdivision housing" or "new development precincts" created since 1998 are already serviced by water meters provided and installed as per council demand, - at private Developers' cost.

ELDERLY PERSONS HOUSING

- Self-sustaining in 2 years - our preferred option
- Self sustaining in 7 years

✓ *Status quo - inflationary rent increases + general rate*

WHAT DO YOU THINK ABOUT OUR PLANS FOR OUR OTHER PROJECTS AND ACTIVITIES?

Any other comments?

ADMINISTRATION BUILDING AND LIBRARY.

Broadest possible concepts for the Council Admin building and Library continue to need exploration of dreaming and vision to include, -- a prominent Visitor Booth Precinct, -- an Information Centre, -- a Ticketing Office, -- and free fast Wifi services. These

natural operatives of local Government in the town centre, will in themselves positively impact and influence much other infrastructure of operational habit in our town. The Town centre redevelopment precinct is supposedly addressing and welcoming a reroute of community custom to East Street shopping; -- that in isolation, is change that remains to be proven. However, the whole gambit of growth programmes including the second bridge has by a logical zoning approach and loop operative become part of the new Administration / Library complex. Key to easing the main road burden, is, to exploit tourist interest by incentive and diversion through -- availability of free fast Wifi, -- state-of-the-art Information Centre, -- up-to-the-minute Visitor and Ticketing Services, -- all offered in Baring Square East and the shopping precinct.

Those add-ons of Civic Service will introduce for us and the travelling public an immediate pressure release off the highway 1 corridor as they deliver convenient amenities compatible to East Street retail. Local, tour, and travelling patrons availing themselves of those niceties will also be back in the main St shopping zones. Those aspirations must be supported and enhanced by provision of specialised parking; -- completion of Baring Square town centre development design therefore comes behind the Admin build with additional provision for Bus and Camper Van parking. Available real estate for 8/10 "angle parking pads" dedicated for camper vans exists on East St among the trees between Havelock Street and the drive through Post box; -- that convenience, places users of information services on the cusp of central retail amenities also. And of course; -- on the same street as the new "Liquid Laundry" service and the "waste dumping station" -- all, away from the highway 1 corridor. We have to be assured that the new build includes the essentials of free Information, Wifi, Visitor and Ticketing services.

Lastly on the Admin build, -- when the CEO publicly announced the Admin/Library submission result and Council's preferred option cost, he declared it resolved as the \$50m alternative; -- and expressly used the term "a no surprises budget" to assure ratepayers all contingencies were covered off. Council now plans to add another \$5m; that is unacceptable, that too is default on an administrative pledge and commitment; any business knows costs must be contained within the budget framework and criteria.

THE SECOND BRIDGE.

Don't over engineer or intellectualise a simple solution. It's an easy matter to execute four lanes of highway through Ashburton into Tinwald and beyond on East / Archibald and West / Malcombe, -- with the key operative junctions being a split of traffic flows via Racecourse Road rail crossing to the north, and Crompton St Crossing to the south. Those corridors of roading exist through Ashburton and Tinwald and do not need changing; -- suffice to say, only denied and lacking of a left turning "slip lane" at Archibald / Crompton St crossing and a 2nd bridge. A definition plan produced in 2008 and attached is more urgent than ever; it contains lights and round-about options and overhead walkways configured to augment flow, and includes a new link for inland traffic via a West / Dobson St round-about through Riverside industrial estate and onto a new connection, (also on a round-about) into Alford Forest Road on the inland side of the "EA Network Stadium"

Given the simplicity of this concept coupled with the potential of the afore mentioned prospect of restored tourist focused initiatives drawing local and tourist traffic to the Admin/Library Centre and shopping -- the logical, most sensible, cost effective second bridge option is in West / Melcombe streets. And, directly impacts just one property. Council should already be talking with the Army to establish a "Bailey" Bridge in West / Melcombe streets -- it is the easiest, best, and immediate solution for our congestion. Such configuration would initiate an option to permanently lower the Kermode St rail crossing barrier arms thus eliminating the problematical bottle neck between South and Moore St's Route dedication

of four lanes in town that encompasses through traffic West of the rail line incorporating sensible strategic exiting corridors, and on the east local and tourist activity enhanced by Wifi, Information Services and shopping on the town centre platform will ease congestion in the highway 1 pressure points.

PARKING BUILDING.

Any long-term planning for Ashburton should be foreseeing a strategically placed “Car Parking Building.” Such central location is in the yard areas bounded in the space behind Sparrows, D&E Marine, and Harcourts and would be a ground floor arcade of shops / offices under a multi storied car park building serviced by ramped accessed off Moore and Tancred St’s.

COMMUTER RAIL SERVICE.

When new business entrepreneurial proposals relocate the rail head to Fairton, -- Council must plan for a future that incorporates a “Commuter Train” boarding platform opposite the Museum and Art Gallery for the day of the high speed commuter rail service; -- integrating too, adjacent parking and pedestrian crossing to service rail station and Museum / Art Gallery patrons.

SUMMARY.

The long-term plan on isolated piecemeal concepts and programmes is not the answer. There is a compelling need for a durable, -- continually evolving, -- farsighted vision and forethought that brings together all the facets / essentials of our community; we would be well served to have a Mayoral appointed community focused citizens think tank to dream sensible, practical, and big for the next 50 years to bring in the best solutions for us all !!!

Ken R. Leadley

