

# **Draft Methven Strategic Community Plan 2025**

## **Summary of feedback**

To support feedback workshops 28<sup>th</sup> April 2025

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## Summary of feedback received

Public consultation on the Draft Methven Strategic Community Plan was undertaken from Monday 10<sup>th</sup> March 2025 – Sunday 6<sup>th</sup> April 2025.

- A total of 26 submissions were received.
- 5 submitters indicated they wanted to be heard at the submission workshop, 3 confirmed as attending on 28<sup>th</sup> April 2025.

### Other sources of feedback

- A total of 26 students from Methven Primary School submitted ideas
- Approximately 80 people engaged with the activity run at the Methven A&P Show

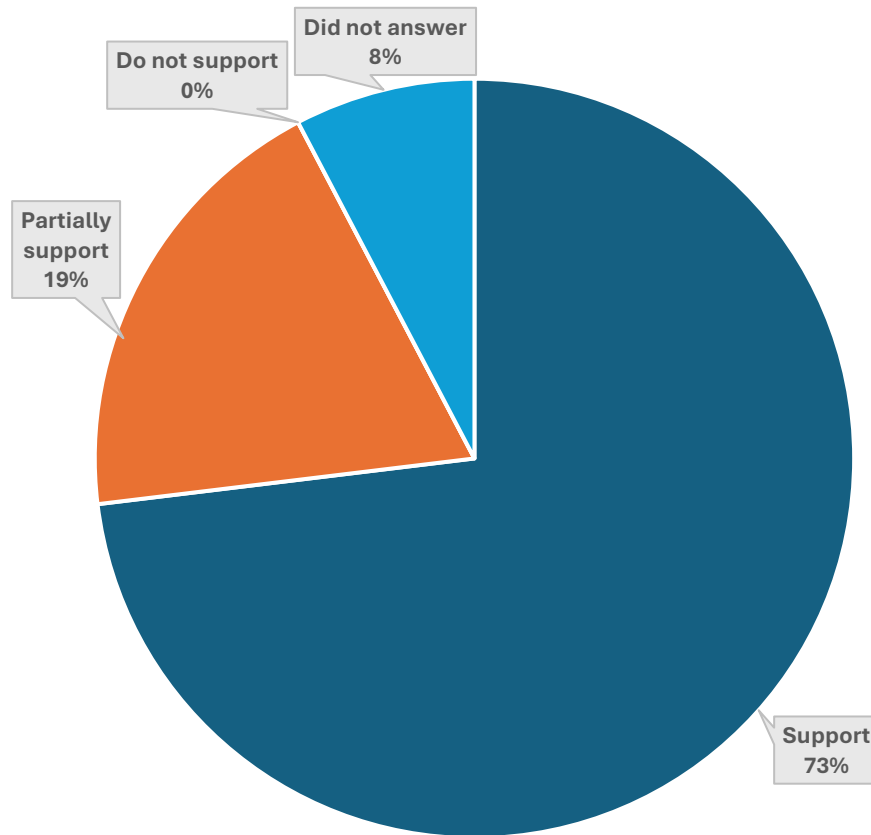
### Summary of submitters

Submitter type	Number
Individual	22
Organisation	4
	<b>26</b>

Top Five Themes	
Theme	Number of comments
Pedestrian safety	12
Footpaths and accessibility	5
Education and youth	4
Supporting business activity	3
Recreation	2

## 1. Feedback on Full Draft Plan

Based on the question “What is your overall opinion of the draft Methven Community Strategic Plan?”



Full Support	
Reasons for full support	Specific ideas mentioned
<ul style="list-style-type: none"><li>• Good plan</li><li>• Moving in a positive direction</li><li>• Helpful</li><li>• Well researched</li><li>• Clear and focussed</li><li>• Responsive to feedback received</li></ul>	<ul style="list-style-type: none"><li>• Retaining surface water sources such as Mt Harding Creek</li><li>• Use of RDR for kayaking, walkway extensions and heritage benefits</li></ul>

Partial Support	
Reason for partial support	
<ul style="list-style-type: none"><li>• Unachievable goals</li><li>• Missing land zoning inclusion for business activity</li><li>• Not enough in the plan to retain youth</li><li>• Helipad objective needs further consideration</li></ul>	



## 1.1 Submitter comments

Submitters who support the full draft plan			
Submitter name	Page	Summary	Staff comments
Contributor 2626	26	In support of safety for our children, absolutely extra safety by way of extra marked crossings essential.	Additional crossing points marked pedestrian crossings, median islands, etc. to be included in a forward programme of work. Currently no subsidised funding for local road improvements in the approved 2024-27 Land Transport Programme. Crossings can be considered for unsubsidised funding as part of the Annual Plan process. Work on SH77 is for NZTA State Highway team and they have the same funding issues for these improvements.
Contributor 2585	42	Good plans	Noted.
Megan Watene	72-73	Moving in a positive direction	Noted.
John Corbett	65-66	I think all the ideas listed have merit and all suggestions helpful.	Noted.
Nigel Birt	36-37	A well-researched and played out plan that presents the ideas very well for easy understanding.	Noted.
Sue Furdorfler (Methven Primary School)	24-25	This plan provides a balanced approach to supporting the residents and businesses of Methven. We think it is essential that the young people of Methven are prioritised, and their needs as outlined below are met as 'Short Term' goals. Our school would like input on projects that are of priority to us. Our students would like to be involved in helping solve community problems through investigation and sharing their ideas.	We note the inclusion of education providers as a possible stakeholder for objective one (goal one). We encourage schools and students to get in touch with the Methven Community Board to discuss input on this, and other objectives that are a priority to the school community.

Janine Holland (Methven Care Trust)	15-21	<ul style="list-style-type: none"> <li>• Clear &amp; focused – Four goals are enough</li> <li>• Responsive to community concerns</li> <li>• Simple and accessible</li> </ul> <p><b>Mt Harding Creek</b></p> <ul style="list-style-type: none"> <li>• Does not provide direction/view on Mt Harding creek/stockwater races</li> <li>• We support the four goals and objectives but ask for a more ambitious approach to Goal Four and consideration of supporting efforts to maintain a water flow in Mt Harding Creek.</li> </ul> <p><b>Bird life &amp; Native Planting</b></p> <ul style="list-style-type: none"> <li>• Aspirations around increasing bird life and native plantings would be more achievable with surface water sources retained and engaged landowners who have already successfully planted this water way.</li> </ul>	<p>Mt Harding Creek and its existing interaction with the stockwater network is being considered as part of Council's stockwater exit transition planning as it is outside the scope of the community plan.</p> <p>Open Spaces consider native planting options whenever permanent planting sites are being renovated or new sites planned.</p>
Tony McCormick (Rangitata Diversion Race Management Ltd)	11-14	<p>I'd like to congratulate the Board on the process to date on the Draft Methven Community Strategic Plan. The draft Plan is an excellent production, well done. The purpose of this submission letter is to express our willingness to engage with the Board to explore opportunities to utilise potential amenity values of the RDR and also the rich heritage that the scheme has within the district.</p> <p>There are three areas within the draft Plan where I have noted either specific mention of the RDR, or else see some synergies:</p> <p><b>Kayaking</b> - Objective 2 of Goal 1 mentions kayaking in the RDR. We believe there may be scope to utilise designated areas if appropriate control and management measures are in place. For example, our initial thoughts are that organised events, where a safety plan is agreed and in effect, are certainly feasible. However, at this point, we are not comfortable with the concept of unmanaged, casual access by recreational kayakers. There may be something in between these two scenarios that provides more amenity value while ensuring the safety of paddlers and protection for RDRML, but we would take a very precautionary approach in considering any opening up of access.</p> <p><b>Cycleway/walkway network</b> – the RDR already forms part of the Methven Walkway, and we have supported the development of this in recent years, mainly through support to the Lions on their projects. We are aware of the rekindling of the Ashburton District Cycle Trail project and have engaged with the current consultants on that. We are willing to be part of any further expansion of cycling and walking activities.</p>	<p>Noted. The Board may wish to consider whether the wording for Objective 2 is still relevant.</p>

		<p><b>Heritage promotion and celebration</b> – we are proud of the heritage of the RDR scheme, and we are willing to support facilities or activities that promote this feature of the scheme. We have recently completed the refurbishment of the Pipe Shed, and I noted the illustration of the completed work in the draft Plan (it isn't the prettiest of structures, is it!). There are some great stories to be told, pictures to be displayed and occasionally events to invite people to (the Surrey Hills Siphon, for instance). We will continue to collaborate with the Board and Council on heritage celebration opportunities.</p> <p>We look forward to working with the Board in the development and refinement of plans in these respective areas.</p>	
Jonathan Everist (Late Submission)	76-77	<ul style="list-style-type: none"> <li>• Support number 1, we need to keep in touch with the needs of our younger people for local recreation.</li> <li>• Therefore 2 also and 3 but maintenance is preferable before trying to develop new tracks.</li> <li>• 4 is important.</li> <li>• 5 and 6 should not involve much money 8,9,8, 11 are all important but the volunteers may require money rather than the active participation of the Council.</li> <li>• 10 must become a national project with the council following &amp; implementing the strategy and the rules imposed to achieve success.</li> </ul>	

Submitters who partially support the full draft plan			
Submitter name	Page	Summary	Staff comments
Murray Hawkes	43-44	The objective to ensure Methven is an attractive place to live is endorsed. The objective to become a leader in tourism is absurd, and branding suggestion is obviously provided by consultants, History suggests otherwise, to be a well-informed community is good as are safe and accessible, but both require private investment.	Noted.
Rob M.	70-71	<p>Most things seem good, what I can't see is any development plan for more land to be zoned as suitable for business activity, offices or accommodation yet people are looking to get exemptions in the existing residential zonings in Methven to perform commercial activity.</p> <p>Per point 1 above - I think the 10 year plan, or sooner needs some revamp of the</p>	Officers routinely monitor the performance of the District Plan to ensure that it remains fit for purpose and that sufficient land of the right types is available for future needs, this includes considering the

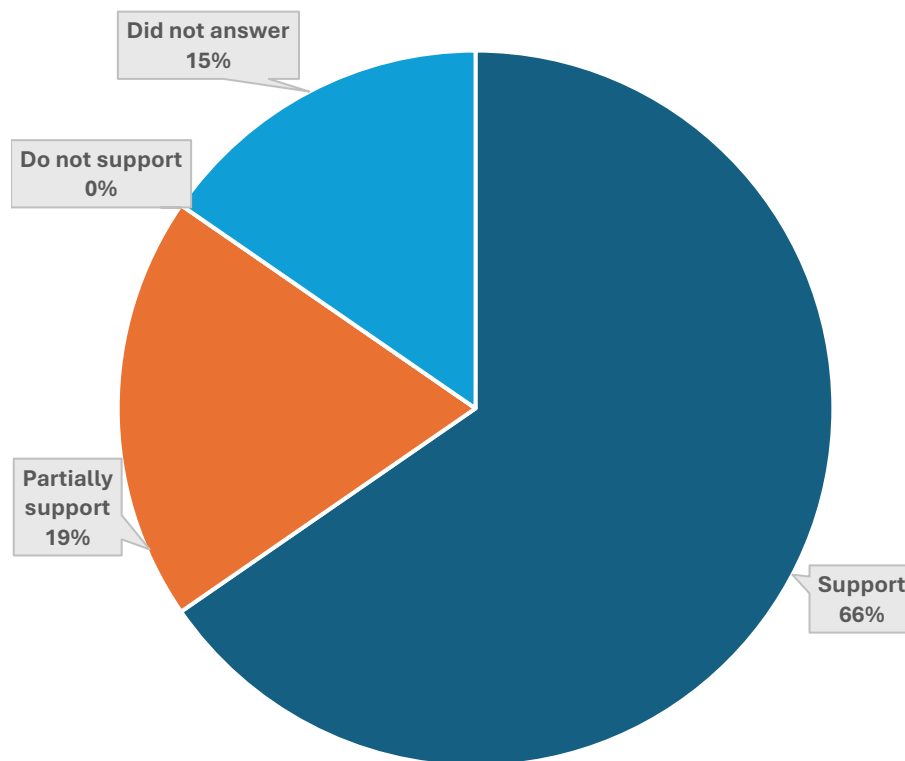
		business zonings. This probably needs to be done with a 20-30 year + mindset. Currently a lot of the land available to businesses seems to be locked up with very high rental/leases and other areas would require investors to also have a budget for decommissioning and removing old buildings.	outcomes of this process. Feedback is noted.
Katie Loten	9-10	Generally good but I have concerns that there is not enough in it to actually keep the younger, older and less mobile/less able people in our community safe when moving around town on foot or bike.	Noted.
Kelly Bisset	2-5	<p>I would like to express my general support for the Methven Community Board's Strategic Plan. The vision and goals outlined in the plan resonate with the aspirations of a thriving, connected, and sustainable community</p> <p><b>Helipad</b></p> <ul style="list-style-type: none"> <li>• However, I have specific questions and concerns regarding the proposed development of a helipad on the Domain. While I acknowledge the potential advantages, it is important to assess whether this facility is truly necessary or simply a "nice to have." Additionally, both the initial setup and ongoing operational costs must be carefully evaluated and taken into consideration to assess the ongoing cost to the ratepayer.</li> <li>• This submission outlines several questions and concerns regarding the proposed installation of a helipad in the Methven Domain. While there are potential benefits of this facility, it is essential to ensure that all relevant requirements, considerations, and implications are thoroughly examined before proceeding as any decision will likely impact the ratepayer. This submission aims to address compliance issues, the scope of use, management, costs, and the actual need for the helipad, while also proposing consultations with key stakeholders and exploring alternatives.</li> </ul> <p><b>i. Appropriate Consultation</b></p> <p>In addition to the agencies recommended in the draft Methven Community Strategic Plan (MCSP), both CAA and Fire and Emergency NZ should be consulted. CAA from a compliance and regulatory perspective and Fire and Emergency NZ (Methven Fire Brigade) as they land the helicopters and can provide information into the necessity of the helipad and potential benefits.</p> <p><b>ii. Scope of Use</b></p> <p>The scope of the helipad's use needs to be clearly defined:</p> <p><b>1. Emergency Use:</b> Will it strictly be reserved for emergency medical evacuations and accident response, or is there an intention to allow wider use?</p> <p><b>2. Public and Commercial Access:</b> Will there be potential for public and/or commercial helicopter operations? If so, this should be thoroughly</p>	Officers are working alongside the Methven Reserve Board, interested community members, the helicopter provider and CAA to assess and evaluate the possibility of a helipad on the Methven Reserve.

		<p>addressed, including the potential impact on the community, environment, and other users of the Domain</p> <p>iii. <b>Compliance with Reserves Act 1977</b> Any proposal must ensure compliance with the Reserves Act 1977. The Methven Domain likely classified as a reserve under this legislation, and the installation of a helipad must align with the requirements set out by the Act. This includes considerations regarding the protection of public access, preservation of the natural environment, and adherence to proper use of public land. Any deviation or failure to comply could lead to legal and community challenges.</p> <p>iv. <b>Ongoing Operational Costs</b> The ongoing operational costs (financial burden) of a helipad are an essential consideration in evaluating its feasibility and long-term sustainability. Understanding and analysing these expenses is crucial to ensure the helipad delivers value while remaining cost-effective for its intended purpose. Ongoing costs for consideration include, but are not limited to;  <b>a) Maintenance Costs:</b> Regular upkeep of the helipad surface, lighting systems, and markings to ensure compliance with safety standards. <b>(b) Compliance and Inspections:</b> Periodic inspections and certifications required by the Civil Aviation Authority (CAA) to meet regulatory requirements. <b>(c) Insurance:</b> Coverage for liability and potential damages associated with helipad operations. <b>(d) Staffing:</b> If the helipad requires personnel for management, coordination, or safety oversight, this adds to the costs. <b>(e) Landing Fees Management:</b> If landing fees are imposed, administrative costs for collection and enforcement may arise.</p> <p>v. <b>Research into Need</b> A thorough analysis of the need for a helipad is essential. Key data to examine include; <b>a) Helicopter Evacuations:</b> The number of emergency evacuations currently taking place from the Methven Medical Centre vs. direct evacuations from incident sites. If existing evacuations are infrequent, it may question the necessity of a dedicated helipad. <b>b) Cost vs Benefits:</b> Comparing the financial investment for the required installation and ongoing maintenance with potential advantages it offers. This should include valuation of alternative solutions. <b>c) Alternatives and Emergency Landing Powers:</b> Helicopters generally have the ability to land in an emergency without a dedicated helipad. Any evaluation should</p>	
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		<p>explore whether current provisions suffice, and if the proposed helipad would provide significant additional benefit that justifies the cost.</p> <p><b>vi.</b> In conclusion, while the proposed helipad in the Methven Domain has the potential to offer benefits, it is vital to carefully evaluate its necessity, adherence to legal requirements, and broader implications. The decision-making process should be grounded in transparent consultations with the CAA and Fire and Emergency NZ, alongside clear definitions of the helipad's intended scope, comprehensive research into its actual need, and consideration of viable alternatives. Even under these conditions, it remains critical to assess whether this represents the most prudent use of public resources</p>	
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## 2. Feedback on the draft goals and objectives

Based on the question “Do you support the four goals and their objectives?”



### Full Support

#### Reasons for full support

- Plan heading in the right direction
- Captures outcomes of consultation
- Supports the development of youth-based activities
- Supports keeping students safe when walking and cycling

### Partial Support

#### Reasons for partial support

- Needs to be more integrated with local schools

## 2.1 Submitter comments

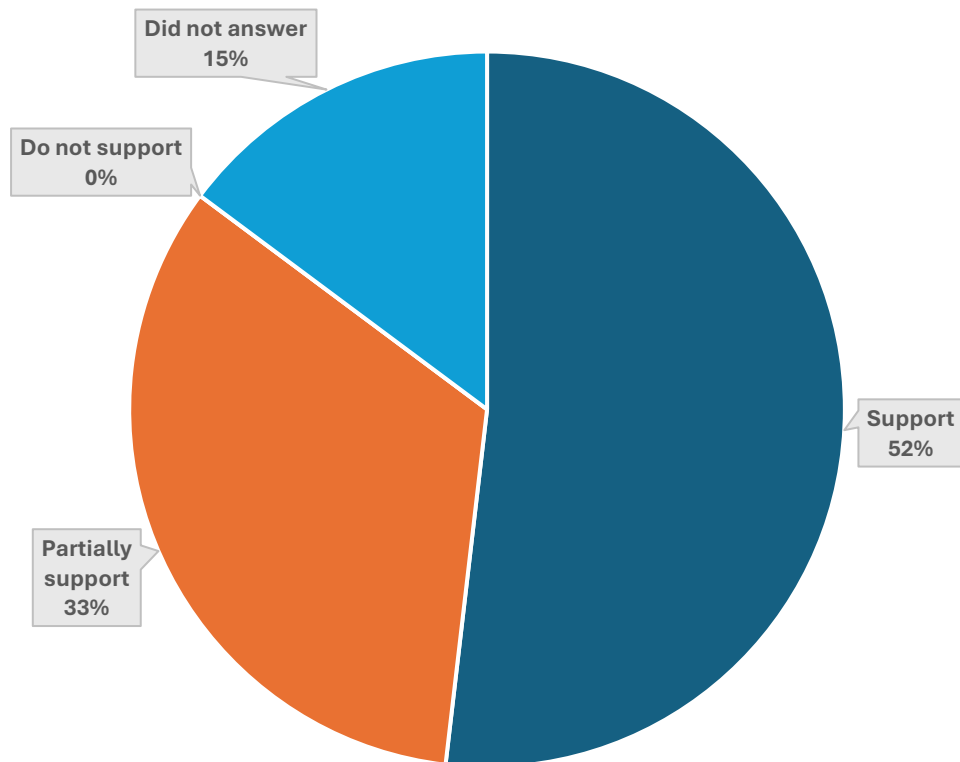
Submitters who support the four goals and objectives			
Submitter name	Page	Summary	Staff comments
Rob M.	70-71	All seem to be pointing in the right direction	Noted.
Nigel Birt	36	You have captured the outcomes of consultation well.	Noted.
Sue Furdorfler (Methven Primary School)	24-25	<p><b>Goal One</b> This goal is important for us. Methven being a leader in recreational offerings is very important to our tamariki and rangatira, including our future generations and we support the development of youth-based activities.</p> <p><b>Goal Four</b> This is a priority goal for us. We have major concerns about the safety of our students when they travel to and from school as pedestrians or cyclists.</p>	Noted.
Jonathan Everist (Late Submission)	76-77	<ul style="list-style-type: none"> <li>I cannot see the council having a role here. I consider the council needs to provide an attractive, tidy, well-maintained townscape – tourist &amp; adventure seekers will spread the word. Empty the rubbish bins, clear the footpaths, gutters and streets and leave businesses owners to get on with their tasks.</li> </ul>	Noted.

Submitters who partially support the four goals and objectives			
Submitter name	Page	Summary	Staff comments
Katie Loten	9-10	I agree with three of the points- 1, 2 and 3. In 3 way more needs to be done to integrate understanding and needs from local schools into community planning. For instance, Mount Hutt College must be one of Methven's largest employers. This means they should be a key stakeholder in your organisation and any work being done.	Noted.



### 3. Feedback on the draft action plan for Methven over the next 10 years

Based on the question “Do you agree with our draft action plan for the Methven Community over the next 10 years?”



#### Full Support

##### Reasons for full support

- Agree that footpaths are dangerous and need sorting

#### Partial Support

##### Reasons for partial support

- Concerned about impact of increased traffic and dogs using walkway along RDR on grazing stock. Also concerned that increasing native planting could become a fire hazard in summer
- 2 submitters mentioned that the plan should include a specific action to with NZTA to construct a pedestrian crossing on Chertsey Methven Road
- Concerned that the action plan doesn't prioritise youth

### 3.1 Submitter comments

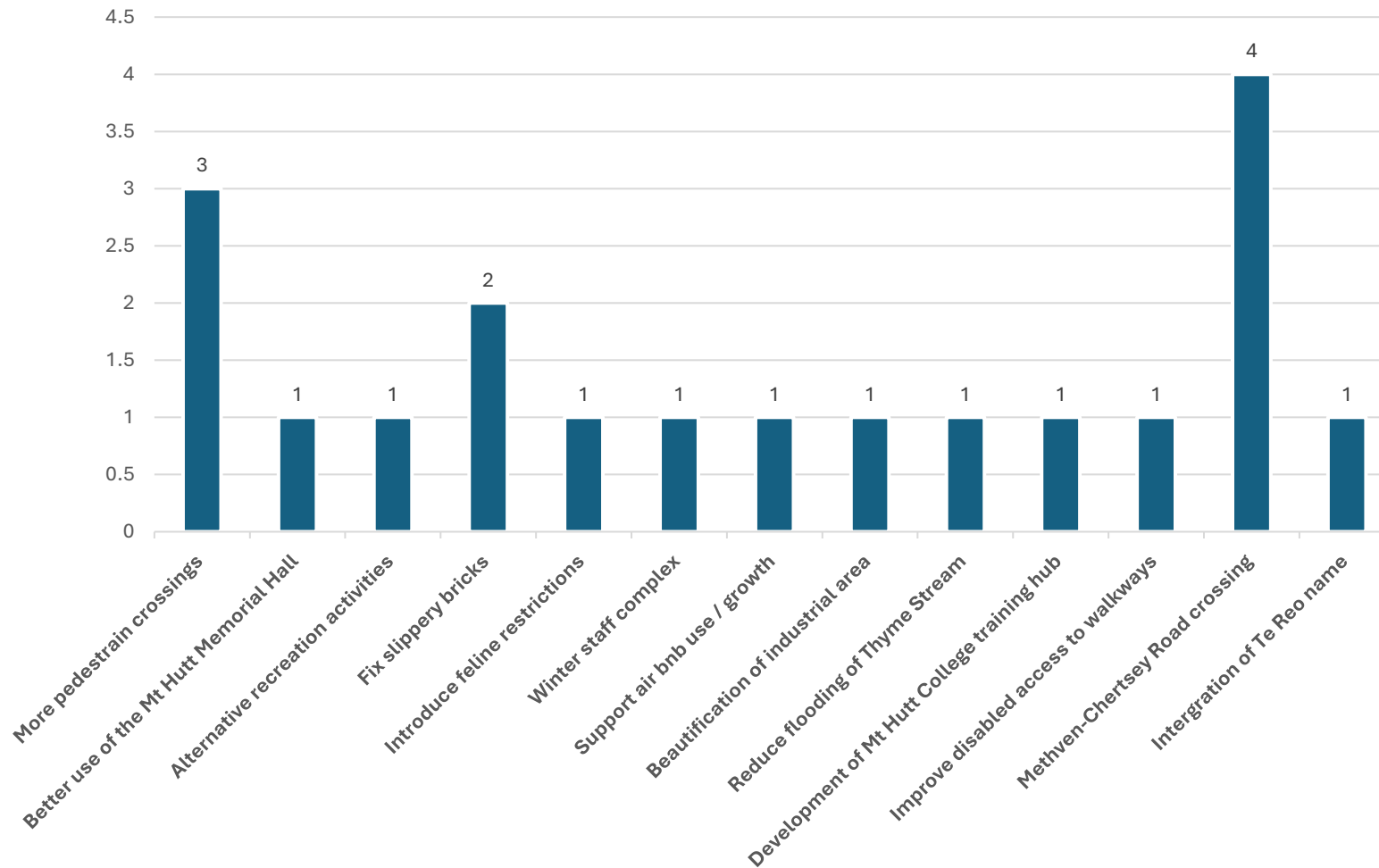
Submitters who support the draft action plan			
Submitter name	Page	Summary	Staff comments
Contributor 2585	42	Foot paths need sorting out. Dangerous at the moment. Uneven and slippery when wet.	Subsidised footpath maintenance and renewals funding is less than requested. Renewals are usually on sections of footpath at the end of their useful due to condition (cracked, uneven (tree rots), etc.). Renewal or replacement of existing pavers in good condition would need to be funded as a unsubsidised project. Would need to be considered as part of the next annual plan (2026/27) process.
Jonathan Everist (Late Submission)	76-77	<ul style="list-style-type: none"> <li>But these are somewhat woolly objectives. One assumes the Community Board is already doing its best to represent the needs it perceives the community need. And while I welcome newcomers being one myself, I wonder how the council will guide them surely that has to be done by knowledgeable local people possibly with some financial backing from the council.</li> </ul>	Noted.

Submitters who partially support the draft action plan			
Submitter name	Page	Summary	Staff comments
John Lloyd Wigzell	38-39	<p>Re long term bike trail investigation - this will impact my property as I have grazing rights to the RDR (my side)</p> <p>Of concern is the increase in traffic and dogs as I graze sheep and lambs here. A number of times the gates have been left open at either side with the risk of livestock on the road</p> <p>I think the bike trail/walkway would be better on the other side of the RDR as it links to the bridge going to Highbank</p> <p>Also, is there going to be native plantings alongside the bike trail? If so, who is doing this and who is maintaining them. In a dry season they are a fire risk. Will you fence this area to keep the sheep from eating them?</p>	<p>Any proposed plantings will take into consideration localised factors such as grazing rights and the risks posed to any proposed planting.</p> <p>The consultants working on the cycle trail concept are considering a variety of route options. This feedback has been provided to them.</p>
Maria	34-35	Please review the below for safety action plans and it would be great being done as soon as possible.	Additional crossing points marked pedestrian crossings, median islands, etc. to be included

		<p>1. The construction of a well-marked safe crossing area with a medium strip and barriers on both Chertsey Methven Road and Forrest Drive.</p> <p>2. Working with NZTA to install a second pedestrian crossing from the medical centre to the main shopping area (this will allow students to access their less congested back entrance to school that allows pedestrian access along paths and away from busy roads).</p>	<p>in a forward programme of work. Currently no subsidised funding for local road improvements in the approved 2024-27 Land Transport Programme. Crossings can be considered for unsubsidised funding as part of the annual plan process, the next opportunity for this is 2026/27.</p> <p>Work on SH77 is for NZTA State Highway team and they have the same funding issues for these improvements.</p>
<p>Sue Furdorfler <b>(Methven Primary School)</b></p>	24-25	<p>Goal One needs to prioritise our youth. We need to keep our young people engaged and connected in the community, so they have a reason to stay and add to the local economy. We think a major focus should be on how we make our community spaces easily accessible for all.</p> <p>Goal Four needs more rigour. We agree with the action to work with ADC &amp; NZTA to ensure pedestrian accessibility across the town is improved. This work is urgent, and we need a safe crossing area and safe crossing signage to be constructed across Methven Chertsey Road and Forest Drive. This will allow our students to cross safely when coming from our high-intensity housing areas at the far end of town to school.</p>	<p>As above.</p>

## 4. Other feedback

Based on the question “Do you have any other feedback on the draft Methven Community Strategic Plan?”



Improving Pedestrian Safety			
Submitter name	Page	Summary	Staff comments
Sharon Mcculloch	40-41	As we live at the opposite end of town to all the schools and have to cross the main town intersection on foot twice most days, watching school children navigate a safe place to cross can be very challenging, we really need more pedestrian crossings around that busy area!	Additional crossing points marked pedestrian crossings, median islands, etc. to be included in a forward programme of work. Currently no subsidised funding for local road improvements in the approved 2024-27 Land Transport Programme. Crossings can be considered for unsubsidised funding as part of the annual plan process, the next opportunity for this being the 2026/27 annual plan. Work on SH77 is for NZTA State Highway team and they have the same funding issues for these improvements.
J Woolsey	27-28	Methven needs the construction of a well-marked safe crossing area with a median strip and barriers on both Methven Chertsey Road and Forest Drive. There needs to be a pedestrian crossing from the medical centre across to the main street.	
Claire Mawle	32-33	We need more pedestrian crossing in Methven for school kids. Particularly on Methven Chertsey Road to get from school to the domain where all the kids have tennis, cricket, football, rugby most nights of the week. It's extremely dangerous without one as many trucks and tractors also use this road. It's an accident waiting to happen. We definitely need a crossing there. ASAP.	
Janine Holland (Methven Care Trust)	15-21	<ul style="list-style-type: none"> <li>With a retirement village now at heart of Methven, Methven Care Trust strongly endorses goal four of the draft plan, that Methven is a safe and accessible area which cares for the wellbeing of its community. We believe that "advocacy" for improved pedestrian accessibility does not go far enough.</li> <li>The trust requests that Methven Community Board takes a strong stance on keeping elders safe as they move about our streets. We would prefer a time-bound commitment with a defined outcome. Let's be ambitious and commit to introducing a new pedestrian crossing area in the Methven CBD within three years!</li> <li>By the end of 2025, Methven Central will be fully occupied with between 20 and 30 elderly residents in our carehome and six or more residents in the adjacent retirement apartments. Residents at Methven House, moving to Methven Central in October, are used to walking safely in the vicinity of their current home. They are excited about moving closer to cafes, the medical centre and hall, and we want to make their immediate environment equally safe. The strategic plan has the opportunity to front-foot foreseeable concerns.</li> </ul>	

		<ul style="list-style-type: none"> <li>It would be something to be proud of if we can create a truly safe and accessible community that prioritises the wellbeing of Methven's elders. Alongside Methven Primary School and other groups focused on pedestrian safety, we ask that the community board investigates one of these options; a new CBD pedestrian crossing, a median island or signage for a safe crossing space. Our understanding is that the easiest option may be a safe crossing area on: Methven Chertsey Road as this is controlled by Ashburton District Council.</li> </ul>	
Contributor 2620	29-30	A pedestrian crossing from the medical centre to the main shopping area allowing school children to cross safely. Crossroads intersection to be a stop instead of give way.	
Katie Loten	9-10	I have significant concerns about point 4. It is no-where near strong enough. I have a 9 and 6 year old, and am concerned that they cannot currently access school safely on their own in the morning due to a lack of safe crossing points within Methven Township (the current only crossing points is also incredibly poorly sited, and a hazard on its own in the morning and afternoon).	
Sue Furndorfler (Methven Primary School)	24-25	<p>It is imperative that our plan reflects the needs of our current primary school-age students, so they can benefit immediately from improvement initiatives. We have community members contacting us weekly to report near misses of our students crossing roads to get to and from school. The large intersection on State Highway 77 Crossing Forest Drive and Methven Chertsey Road has a high volume of tourist vehicles, trucks and work vehicles adding to the safety concern.</p> <p>Actions we support:</p> <ol style="list-style-type: none"> <li>1. The construction of a well-marked safe crossing area with a medium strip and barriers on both Chertsey Methven Road and Forest Drive.</li> <li>2. Working with NZTA to install a second pedestrian crossing from the medical centre to the main shopping area. This will allow our students to access our less congested back entrance to the school which allows pedestrian access along paths and away from busy roads.</li> </ol>	
<b>Other themes</b>			
<b>Submitter name</b>	<b>Page</b>	<b>Summary</b>	<b>Officer Comment</b>
Murray Hawkes	43-44	The Memorial Hall is in the physical centre of Methven and should be central to activities, The grain and snow centre was always a mistake, a monument to a few individuals, barely used and irrelevant. The hall should have been developed to include both library and museum making it a true community hub.	Noted.

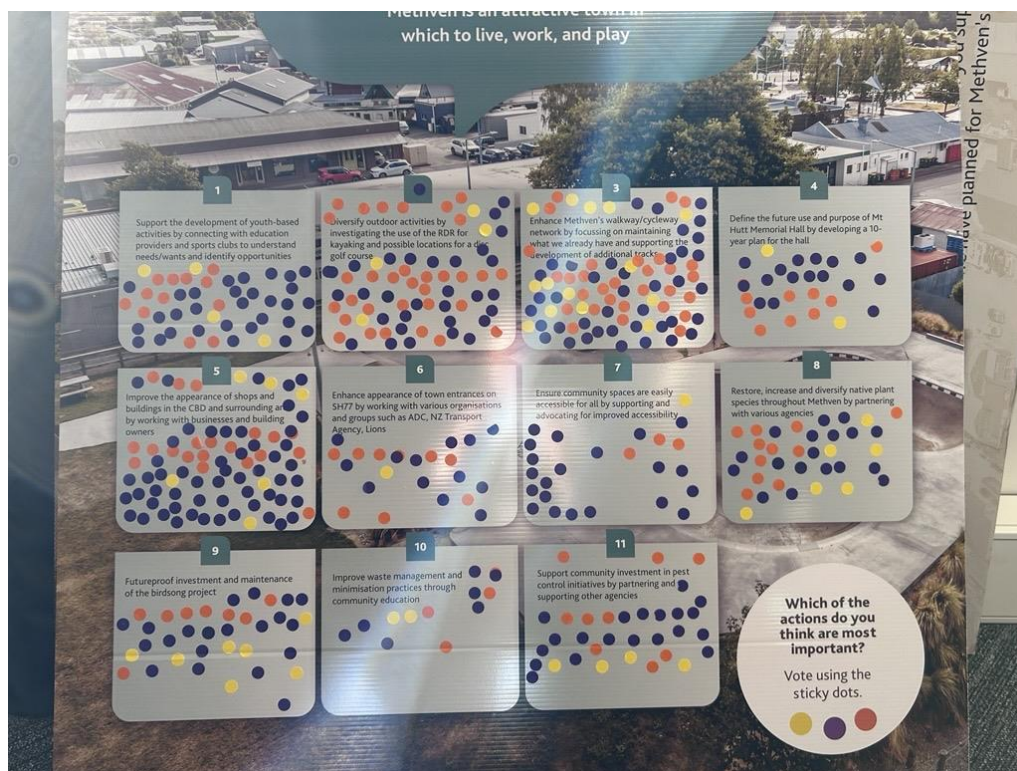
		There is no vision and no proposal to make a real change to Methven's future. low cost options, along the lines of the Staveley ice rink should be developed, the heat produced in cooling an ice rink could heat a swimming pool. A climbing wall , trampoline / jump park all possibilities	
Megan Watene	72-73	<p><b>Smooth Bricks:</b> Replacing the dangerously smooth bricks in the town sidewalks needs to be a priority. In damp or wet weather they are a very real hazard. I know a lot of older people avoid walking on them. I'm only in my 40s and I'm physically fit and I still take a lot of caution having succumbed to them many times. Perhaps they could be crushed and recycled into pathways in the new GOH extension.</p> <p><b>Walkways &amp; Cycleways</b> I strongly support additions to the walkways, to extend into cycleways that lead to the local gems, like Sharplin Falls, Awa Awa and Rakaia Gorge.</p> <p><b>Pest Management</b> I would also be in favour of increased pest trapping to help with the return of native birds. Also supportive of any plan to introduce feline restrictions in town, in support of the return of the birds.</p> <p><b>Tourism &amp; Accommodation</b> Agree with the goal of bringing more visitors and tourists to our town, we will need to also support more growth in the accommodation sector. I don't think restricting rent or AirBNB's is the answer. Landlords are not immune to rising costs just like the rest of us residents. A larger complex of sorts for winter staff would be ideal, something that is monitored. But this could/should be a private enterprise.</p> <p><b>Town beautification</b> Beautification of the central town buildings is a great idea. This should extend to the industrial area also, planting of native and hardy trees/plants in green spaces and along the lovely town creek. Incorporating the creek into an additional walkway/cycleway.</p> <p><b>Garden of Harmony</b> The most exciting part, the GOH extension. Can not wait to see this project start taking shape!</p>	<p>Subsidised footpath maintenance and renewals funding is less than requested. Renewals are usually on sections of footpath at the end of their useful due to condition (cracked, uneven (tree rots), etc.). Renewal or replacement of existing pavers in good condition would need to be funded as a unsubsidised project. Would need to be considered as part of the Annual Plan process. Feedback noted by Biodiversity Advisor in relation to pest control, both current and future.</p> <p>Accommodation for temporary workers is in very short supply, there are several developments at varying stages of readiness. This is a private sector issue though which Council will try and support through the regulatory process.</p> <p>Any additional plantings around industrial areas will need to be consistent with the local environs being careful not to compromise an area's primary purpose.</p> <p>The District Plan contains landscaping requirements for industrial areas.</p>
Charlie and Candy Eason	67-69	<p>We would like to see some action taken to reduce the flooding of Thyme Stream in heavy rain events. The flooding extends across land in the Thyme Stream development and across properties from 154 - 158 Forest Drive and across Forest Drive itself. This flooding has only occurred in the last 3 years and is becoming more frequent. Action could</p>	Council will be assessing stormwater in this area and the wider Mt Harding Creek catchment as part of the Stock water Exit Transition Planning.

		be taken to reduce the flow of water into the water race on Forest Drive which, in heavy rain, is unable to cope with the runoff from the fields and stream behind. The flooding is already causing damage to property. (See attachment)	
John Corbett	65-66	One area important to families is the quality of educational opportunities that exist in Methven. The college is being proactive in this regard and is developing a vocational training hub but it is important to acknowledge this at community level. It might also be helpful to consider what post high school educational opportunities are available.	This is being considered through the Learning Hub Initiative. Transport for post school education is also an issue.
Janet Cuttle	48-64	<ul style="list-style-type: none"> <li>Methven walkway needs to be more accessible to disabled. Bollards need to be the correct width to enable disabled users have better accessibility. for example, hand cycle is 900mm wide and has a large turning circle.</li> <li>All public buildings should be accessible for the disabled, not all buildings in Methven are.</li> </ul>	Noted.
Nigel Birt	36-37	Where possible, it would be beneficial to identify key outcomes or include space for them—particularly as the plan evolves. Incorporating KPIs into the process builds confidence in the plan by demonstrating a clear focus on measurable results, rather than simply presenting good ideas without a clear path to execution.	Noted.
Janine Holland (Methven Care Trust)	15-21	<p><b>Footpaths, Roads, CBD</b></p> <p>At the same time, we request that the surfacing of footpaths, roads and CBD paved areas, particularly the area outside Methven Medical Centre, is assessed for safety issues. The carehome will introduce residents with walking frames, wheelchairs and mobility scooters and these aids. require even and consistent surfaces so as not to impair mobility.</p> <p><b>Accessible Healthcare</b></p> <p>Our last concern is accessible healthcare. We are lucky to have Methven Medical Centre and Methven Pharmacy and encourage the community board to take a role in maintaining their viability. Given the importance of these providers to Methven Central, we believe it's vital to address their needs including measures to recruit skilled health care staff to the district, appropriate building space, and sufficient visiting rural health services.</p>	Subsidised footpath maintenance and renewals funding is less than requested. Renewals are usually on sections of footpath at the end of their useful due to condition (cracked, uneven (tree rots), etc.). Renewal or replacement of existing pavers in good condition would need to be funded as a unsubsidised project. Would need to be considered as part of the Annual Plan process.
Ally Crane (Aoraki Environmental Consultancy LTD)	74-75	<p><b>Te Reo Naming / Methven History</b></p> <p>Arowhenua is disappointed the Strategic Plan does not recognise the township sits within an area of significance to manawhenua. The strategy does not even provide the Te Reo name for the township of Piwakawaka. It is suggested the Strategic Plan is amended to include the following or similar in the Our History section:</p>	This is valuable feedback from Arowhenua and officers support inclusion and adjustments proposed for the plan. The Board may wish to consider including/strengthening an objective



		<p>Methven is called Piwakawaka in Te Reo Māori, after the fantail bird. Methven sits within the Ōuetō plain, which is between the Rakaia River and Hakatere (Ashburton River). The area being one of mahika kai where kiore (Polynesian rat), koreke (quail) and tiroki were gathered.</p> <p>Methven formed part of the Crown purchases in 1848 from Ngāi Tahu, the occupiers of the land. The Canterbury Purchase, also known as Kemp's Deed, has had long-term consequences for Māori and disenfranchised them from the land.</p> <p>Arowhenua recognises the communities' desires for the future of Methven and particularly those of improving the natural environment of the area. Arowhenua is pleased to see there is a desire to work with tangata whenua to make this happen and Arowhenua sees there is role across all the goals and many of the objectives.</p> <p>As a minor change to the goals table please remove reference to Iwi/AEC and use Kāti Huirapa instead.</p>	relating to the Te Reo Māori naming of Methven.
Jonathan Everist (Late Submission)	76-77	<ul style="list-style-type: none"> <li>• If there is a need for helipad, please advocate for it. And of course, continue to support medical services. And Community Board, ka pai to mahi, and keep it up please.</li> <li>• Sorry I see I have answered in a somewhat irregular way and have not responded to your prompts but rather rumbled on.</li> <li>• I considered that one town centre and the Township as a whole, one attractive and there is a range of facilities for both visitors and residents.</li> </ul>	

## Appendix 1 – Methven A&P Show engagement



Goal One – Methven is an attractive town in which to live, work, and play	
1.	Enhance Methven's walkway/cycleway network by focussing on maintaining what we already have and supporting the development of additional tracks.
2.	Improve the appearance of shops and buildings in the CBD and surrounding area by working with businesses and building owners.
3.	Diversify outdoor activities by investigating the use of the RDR for kayaking and possible locations for a disc golf course.
4.	Support the development of youth-based activities by connecting with education providers and sports clubs to understand needs / wants and identify opportunities.
5.	Restore, increase, and diversify native plant species throughout Methven by partnering with various agencies.
6.	Futureproof investment and maintenance of birdsong project.
7.	Support community investment in pest control initiatives by partnering and supporting other agencies.
8.	Define the future use and purpose of Mt Hutt Hall by developing a 10-year plan for the hall.
9.	Ensure community spaces are easily accessible for all by supporting and advocating for improved accessibility.
10.	Enhance the appearance of town entrances on SH77 by working with various organisations and groups such as ADC, NZ Transport Agency, Lions.
11.	Improve waste management and minimisation practices through community education.



Goal Two – Methven is a leader in tourism and business opportunities	
1.	Develop destination activities to attract visitors year-round by identifying annual event opportunities.
2.	Promote existing activities / offerings that are unique to Methven
3.	Develop branding to support the promotion of Methven as a recreational hub
4.	Support the promotion of Methven's business community
5.	Facilitate collaboration between existing businesses through initiatives like establishing a business leaders' group and working with the Mid Canterbury Tourism Advisory Group





Goal Three: Methven is a well informed and participating community
1. Ensure Methven's community interests are well represented by the community board.
2. Support active participation, volunteer partnerships, youth involvement, and community events.
3. Welcome our newcomers by guiding them to reliable community information sources and providing other opportunities.
4. Streamline reliable sources of community related information



Goal Four: Methven is a safe and accessible area which cares for the wellbeing of its community	
1.	Advocate for improved pedestrian accessibility across town.
2.	Support construction of a helipad in Methven to enable rapid emergency transfers.
3.	Advocate for improved accessibility to healthcare
4.	Investigate and support suitable public transport options
5.	Support community safety through enabling collective efforts of the community and key organisations

## **Appendix 2 – Methven Primary School Feedback**





# WHAT DO YA RECKON, METHVEN?



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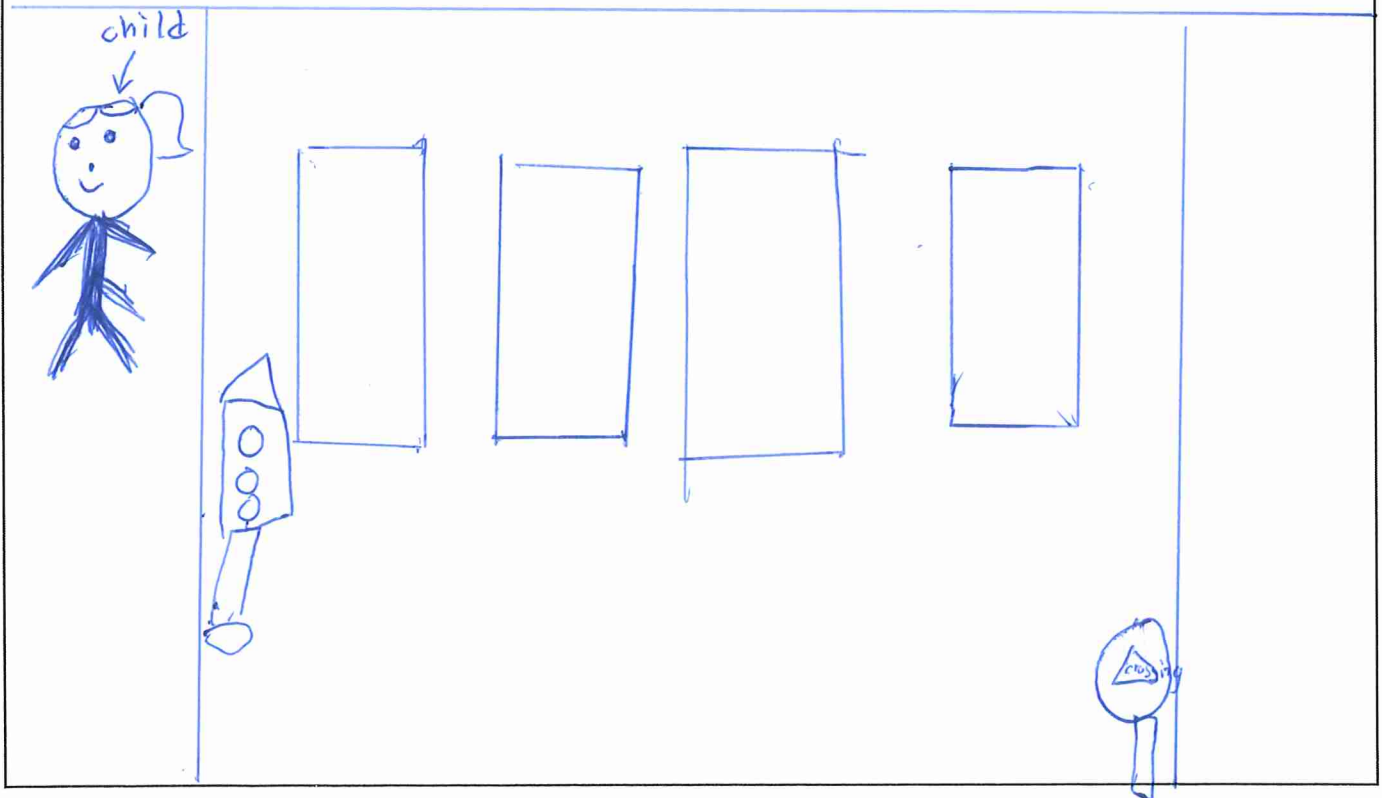
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**Write your idea in the box below. Feel free to draw your idea!**

My idea is to put traffic lights and to tell in a sign to slow down or children ~~cross~~ crossing ahead,



Name: Melisha Manamendra

Age:

9

School: MPS

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**METHVEN**  
COMMUNITY BOARD

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**Write your idea in the box below. Feel free to draw your idea!**

Put a traffic light's on the main road.  
more zebra crossings on the main road.  
Lower Speed limits to 30km.  
The most dangerous spot's by the Pub's.

Name:

Hugh

Age:

9

School:

MPS

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**Write your idea in the box below. Feel free to draw your idea!**

we need chrafick light's,  
and we need more Zebra crossing  
Lower speed limits to 45 km.  
The most dangous spots by the Pub's.

Name:

Angus

Age:

9

School:

MPS

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**Write your idea in the box below. Feel free to draw your idea!**

make cars slow down. Slow  
down  
~~stop~~  
more zebra crossings.  
more stop signs.  
make sure people look when they cross the road.  
make sure people look in drive ways before  
~~that~~ so if a car is coming out the person will  
stop  
the most dangerous place for us kids is ~~the~~ beside  
~~crossing~~ the crossing beside the blue Pub

Name:

Harper Lee

Age:

8

School:

mps

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**Write your idea in the box below. Feel free to draw your idea!**

When someone is crossing the road look  
twice. Traffic Lights. Stop Signs.  
cars & abrick around and if someone  
tries to run if/fo you you throw it at  
them. the dangerous place for me to  
cross is in between blue pub and  
hospital

Name:

Hudson, Brock

Age:

8

School:

MPS

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**Write your idea in the box below. Feel free to draw your idea!**

Traffic lites in the middel of town.  
sines that say slow down  
Whight lines befor driveways so people no that  
they are there. 101

Name:

Lily Turner

Age:

9

School:

MPS

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**Write your idea in the box below. Feel free to draw your idea!**

*A*

We need more zebra crossings for the children.  
we need speed signs to be put down to thirty as the limit  
we need traffic lights so cars know when to stop and go the  
same with children.

Name:

Annabelle Marr

Age:

9

School:

MPS

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# WHAT DO YA RECKON, METHVEN?



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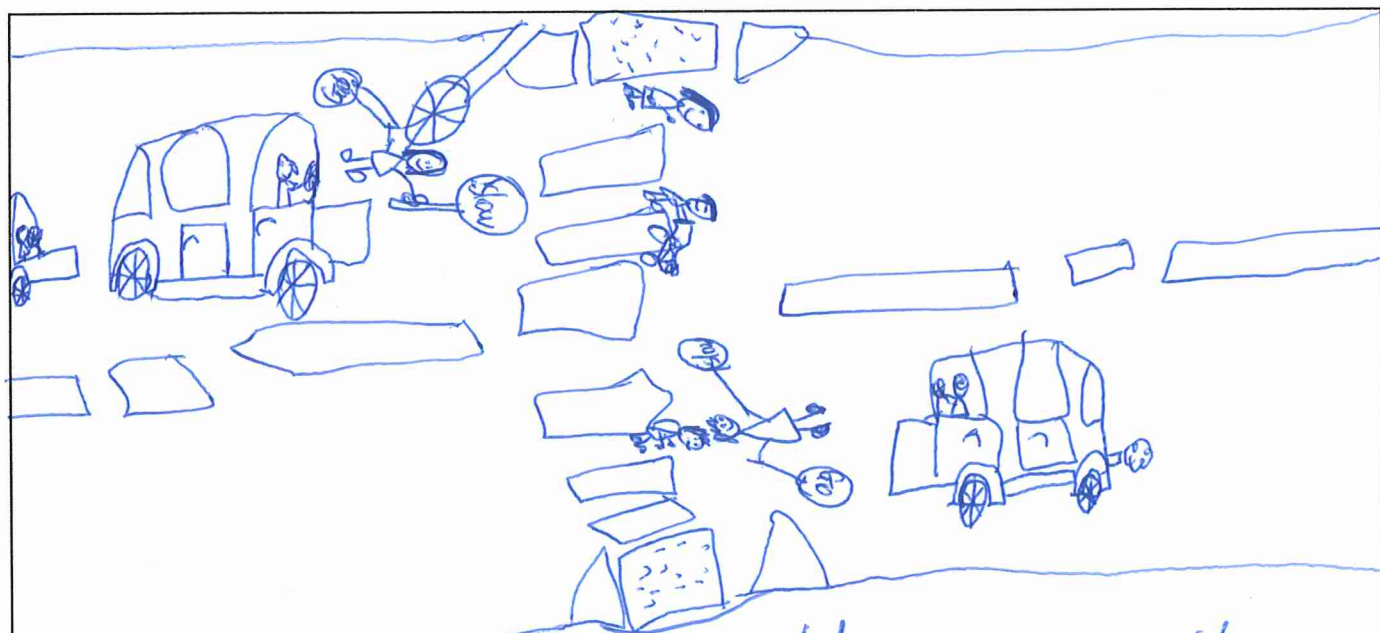
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**Write your idea in the box below. Feel free to draw your idea!**



we need some people holding signs so the cars stop when we go <sup>more</sup> to school. And Zebra crossing because we only have one on main street.

Name:

Juju-Matsuda

Age:

8

School:

Methven Primary school

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**Write your idea in the box below. Feel free to draw your idea!**

Signs that say Children Crossing  
Please be aware speed limit 20km

children crossing please  
be aware.  
speed limit  
20 km

Name:

Fergus Lochhead

Age:

9

School:

Methven primary

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**Write your idea in the box below. Feel free to draw your idea!**

 traffic lights.  more zebra crossings.  rail way things	 more bins  volinters into water grass Flowers.	 Plant more Flowers  Cool Places/Activities to go!  more benches under trees	 more caravans Parks  Nice colours! Red More shelter  buses!
---	---	--	--

Name:

Alyssa cuttle

Age:

8

School:

Methven Primary School

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**Write your idea in the box below. Feel free to draw your idea!**

Put traffic light on the main road. More Zebra crossings. Lower speed limits to 30km. A dangerous at the four way ~~etc~~ road on the main road.

Name:

Tama

Age:

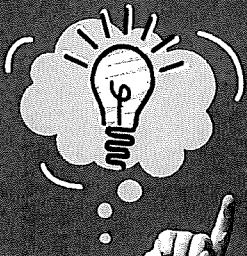
9

School:

MPS

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**Write your idea in the box below. Feel free to draw your idea!**

I think main st is the busiest st. so I think we should have traffic lights, and maybe a few more zebra crossings. Its a masing thinking having a time to think about a kids/chilids safty, cause cars are quite dangerous sometimes.	
---	--

Name:

Bella Coles

Age:

8

School:

MPS

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**Write your idea in the box below. Feel free to draw your idea!**

We need traffic lise. Speed Limit  
to 46km. Since to Sae wach out  
for Kids.

Name:

Fraser

Age:

8

School:

MPS

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**Write your idea in the box below. Feel free to draw your idea!**

A Built the ~~Kall~~ We

The drawing shows a simple line drawing of a truck with a rectangular body and a smaller rectangular section on top. To the right of the truck is a stick figure holding a rectangular sign. The sign has the word 'METHVEN' written on it in capital letters.

Name:

Quade

Age:

9

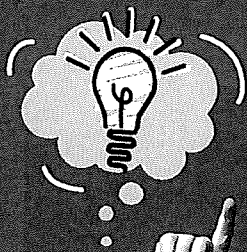
School:

OPUKEM

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## **My idea is about:**

- ☐ Making Methven a great place for young people. ☐ Looking after our natural environment. ☐ Bringing more visitors to Methven. ☐ Something else.

**Write your idea in the box below. Feel free to draw your idea!**

one

---

features -  
lots of green  
the most diverse  
places

Name:

Age:

School:

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**Write your idea in the box below. Feel free to draw your idea!**

change the speed limit. traffic lights.  
more crossing lines. Special crossing for  
bikers. 

Name:

Kylah

Age:

9

School:

MPS

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*Dallas*  
**Write your idea in the box below. Feel free to draw your idea!**

When someone is crossing the  
road there should be a sign  
which the sign is red.

Name:

*Dallas Rooney*

Age:

*8*

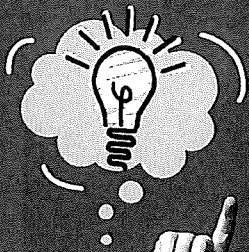
School:

*MPS*

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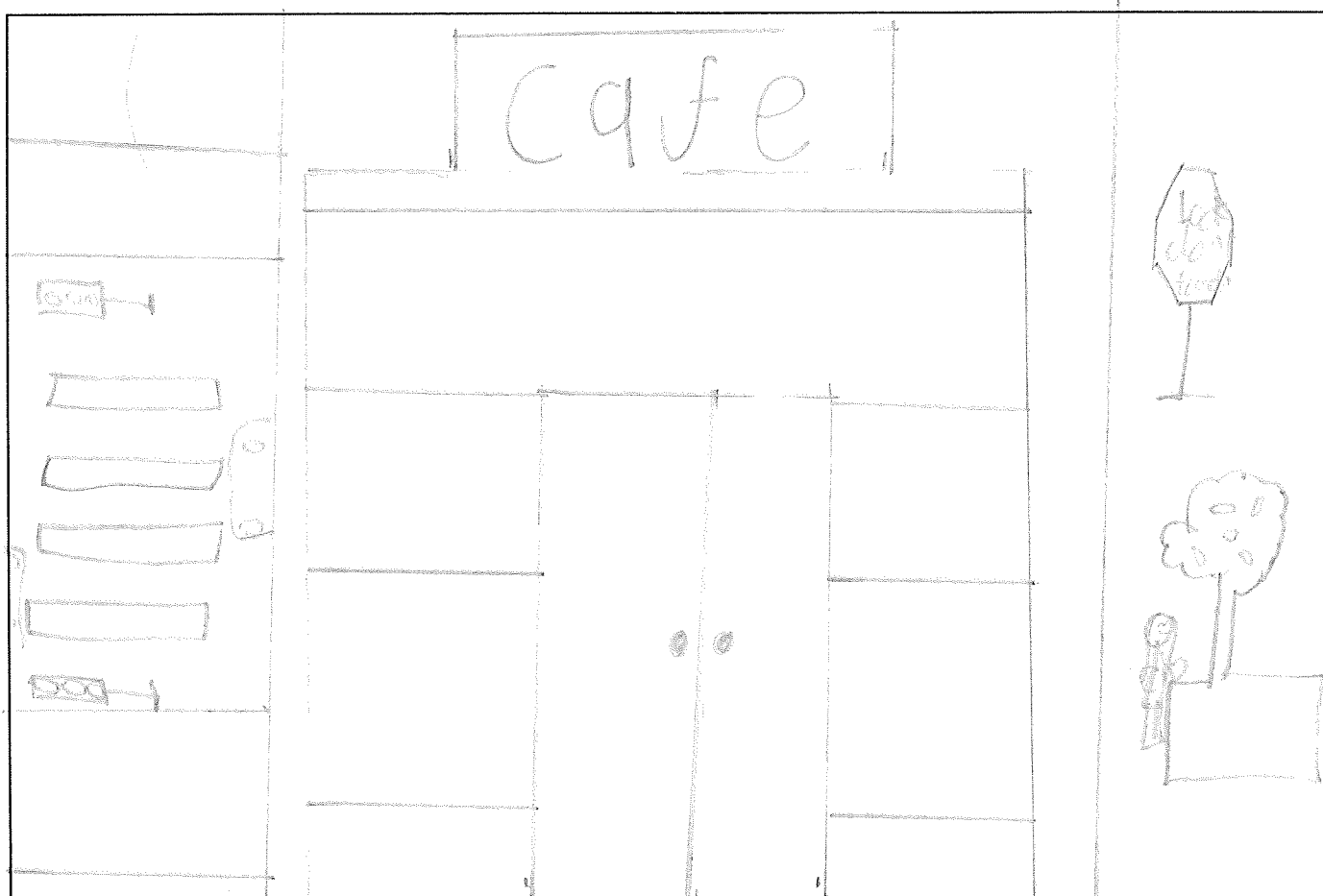
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**Write your idea in the box below. Feel free to draw your idea!**



Name:

Kayleigh Peckie

Age:

8

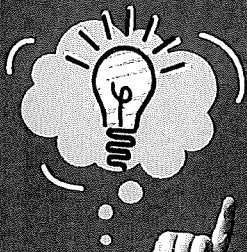
School:

Methven Primary School

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**Write your idea in the box below. Feel free to draw your idea!**

<p>We ned moor zebra croesing catie lise. and 30 for The limit.</p>

Name:

mia

Age:

9

School:

mps

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Skyla



# WHAT DO YA RECKON, METHVEN?



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**Write your idea in the box below. Feel free to draw your idea!**

more zebra crossing. traffic lights. Speed Limit  
Put down to a lower level.  
more stop stop signs

Name:

Skyla

Age:

9

School:

MPS

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**Write your idea in the box below. Feel free to draw your idea!**

More zebra crossing's. stop light's. make slow down sign.

The drawing area contains three hand-drawn sketches in blue ink. On the left is a rectangular zebra crossing with horizontal stripes. In the center is a traffic light with three circles. On the right is an octagonal sign with the words 'Slow down' written inside. A horizontal line is drawn across the middle of the drawing area, separating the sketches from the empty space below.

Name:

Thea

Age:

8

School:

MPS

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**Write your idea in the box below. Feel free to draw your idea!**

Handwritten idea in blue ink:

methven  
choosing speed limit  
+ traffic lights  
= pi  
= morpide street  
= crossing  
walk to eether

Name:

J a m o s

Age:

9

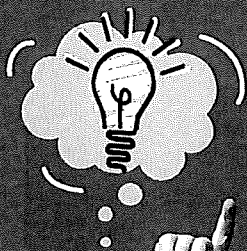
School:

Methven primary

**MCB**  
**METHVEN**  
COMMUNITY BOARD

**BUILDING A STRONGER COMMUNITY**





# WHAT DO YA RECKON, METHVEN?



**We're making a community plan for Methven and we need your help!**

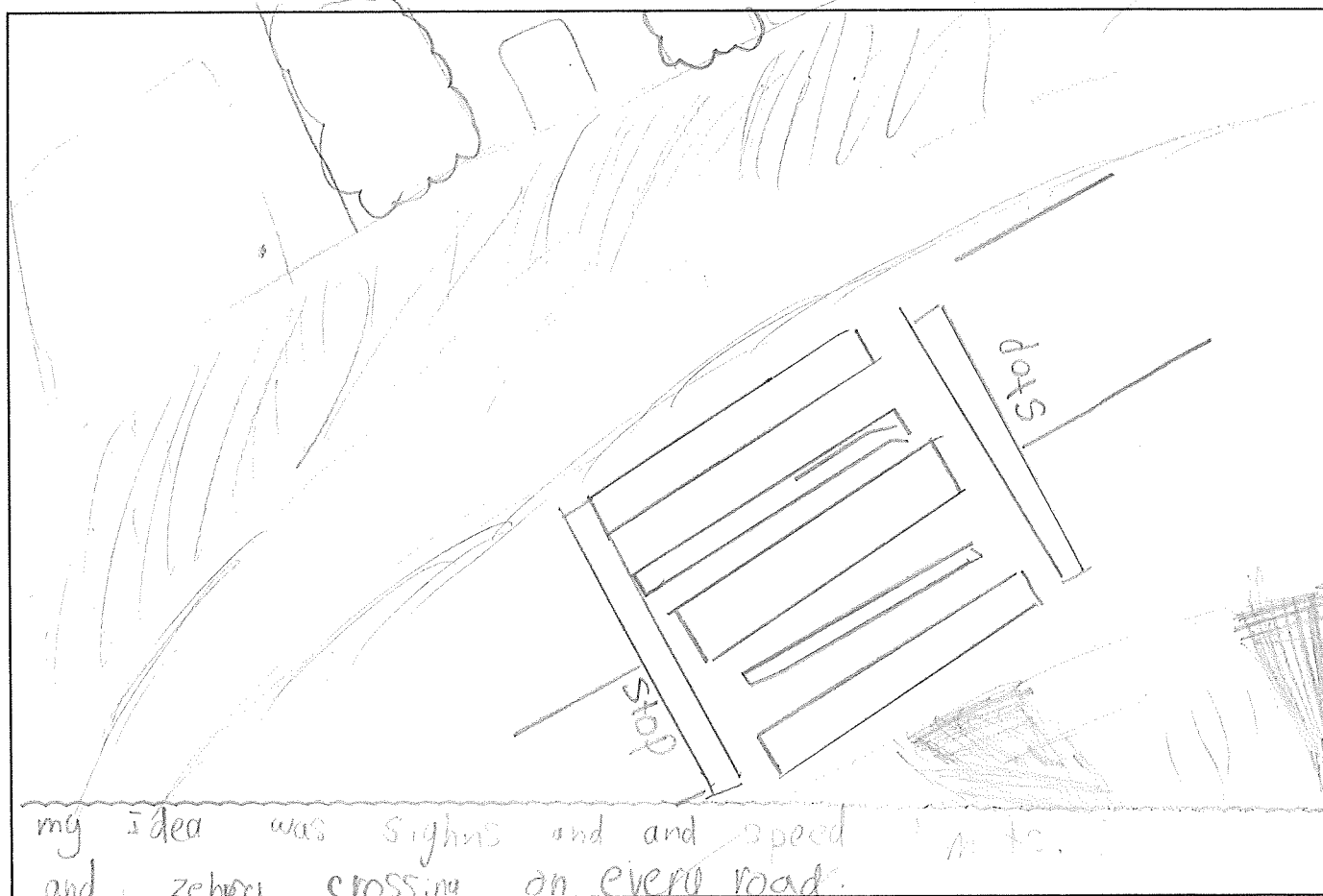
A community plan is where we gather everyone's ideas for making Methven a great place to live, and then make a plan for how we can make it happen.

We want to hear from everyone, share your bright ideas for Methven's future below!

## My idea is about:

- ☒ Making Methven a great place for young people. ☒ Looking after our natural environment. ☒ Bringing more visitors to Methven. ☐ Something else.

**Write your idea in the box below. Feel free to draw your idea!**



Name:

Rebecca Leona Clarke

Age:

9

School:

Methven primary

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Name:

Zander Willis

Age:

8

School:

Methven Primary

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Name:

claire

Age:

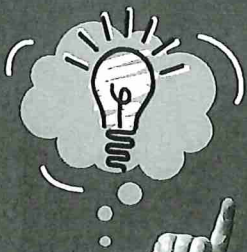
9

School:

m p s

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Change the speed limit.  
Add traffic lights.  
Add signs that says, School zone / Watch out for kids or ~~School~~ zone.  
Add more zebra crosses.  
~~Make~~

Name:

Dibya

Age:

9

School:

Methven primary School

**MCB**  
**METHVEN**  
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