

Ashburton District Council

AGENDA

Notice of Meeting:

A meeting of the Ashburton District Council will be held on:

Date: Wednesday 17 May 2023

Time: 1.00pm

Venue: Council Chamber

Membership

Mayor	Neil Brown
Deputy Mayor	Liz McMillan
Members	Leen Braam
	Carolyn Cameron
	Russell Ellis
	Phill Hooper
	Lynette Lovett
	Tony Todd
	Richard Wilson

[Western Ward Councillor to be declared elected 15/05/23]

Meeting Timetable

Time	Item
1.00pm	Council meeting commences - Declaration of newly elected Western Ward Councillor
1.30pm	Waitaha Primary Health – Bill Eschenbach
2.30pm	Welcoming communities (MBIE)
3.30pm	Peter Gluyas (<i>Public excluded</i>)

1 Apologies

2 Extraordinary Business

3 Declarations of Interest

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

Minutes

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Reports

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Business Transacted with the Public Excluded

14	EA Networks Centre plant	Section 7(2)(h) Commercial activities	PE 1
15	ABE Sale of land	Section 7(2)(h) Commercial activities	PE 8
16	Land purchase	Section 7(2)(h) Commercial activities	PE 33
17	Council 19/04/23		PE 51
	• Ashburton Contracting Ltd	Section 7(2)(h) Commercial activities	
	• Executive Committee 15/03/23	Section 7(2)(a) Protection of privacy natural persons	
	- CE Review		
	[Now in open meeting]		
	• Award of Ashburton water renewals contract 2022/23		
18	Audit & Risk Committee 10/05/23	Section 7(2)(a) Protection of privacy natural persons	PE 52
19	Methven Community Board 1/05/23	Section 7(2)(h) Commercial activities	PE 53
20	Library & Civic Centre PCG 18/04/23	Section 7(2)(h) Commercial activities	PE 54
21	Library & Civic Centre PCG 2/05/23	Section 7(2)(h) Commercial activities	PE 58
22	Ashburton Settlement Steering Group	Section 7(2)(a) Protection of privacy natural persons	PE 62

4. Council Minutes – 3 May 2023

Minutes of the Council meeting held on Wednesday 3 May 2023, commencing at 1.00pm in the Council Chamber, 137 Havelock Street, Ashburton.

Present

His Worship the Mayor, Neil Brown (Chair), Deputy Mayor Liz McMillan; Councillors Leen Braam, Carolyn Cameron, Russell Ellis, Phill Hooper, Lynette Lovett, Tony Todd and Richard Wilson.

In attendance

Hamish Riach (Chief Executive), Jane Donaldson (GM Compliance & Development), Toni Durham (GM Democracy & Engagement), Leanne Macdonald (GM Business Support), Neil McCann (GM Infrastructure & Open Spaces), Sarah Mosley (GM People & Facilities), Janice McKay (Communications Manager) and Phillipa Clark (Governance Team Leader).

Staff present for the duration of their reports: Danielle Campbell (Deputy Director Art Gallery & Museum), Connor Lysaght (Archivist), Simon Worthington (Economic Development Manager), Hernando Marilla (Operations Manager) and Nathan Harvey (Projects & Compliance Officer).

Presentations

Ashburton Contracting Ltd – 3.33pm-4.12pm

1 Apologies

Nil.

2 Extraordinary Business

Nil.

3 Declarations of Interest

Nil.

4 Confirmation of Minutes – 19/04/23

That the minutes of the Council meeting held on 19 April 2023, be taken as read and confirmed.

Cameron/McMillan

Carried

5 Heritage Mid Canterbury Working Group – 23/03/23

That Council receives the minutes of the Heritage Mid Canterbury Working Group meeting held on 8 March 2023.

Cameron/Todd

Carried

6 Time Capsule finalisation

It was reported that community engagement will be undertaken throughout May-June asking people across the district to tell Council '*what they like about Ashburton*'. This will be documented and included in the time capsule.

Officers have a final list of contents but don't yet have all physical items in hand. Council noted that contents are required to be specific to Ashburton, able to be accommodated in the restricted space and suitable for long-term preservation.

Items available on the building's Opening Day will be placed in the time capsule with the expectation that the box will be sealed after the opening ceremony content is added.

In recognition of the history of the Ashburton County and Borough Councils (opened in 1876 and 1878 respectively), Council suggested that 2078 would be an appropriate date for the time capsule to be re-opened.

That Council adopts the final selection of items (listed within points 9-13) for inclusion within the Ashburton Library and Civic Centre, Te Pātaka o ka Tuhituhi – Te Waharoa a Hine Paaka time capsule, to be opened in 2078.

Cameron/Lovett

Carried

7 Naming Conventions & Charging for meeting rooms

1. **That** Council adopts the alpha/numeric naming convention and that all bookable/meeting spaces within Te Pātaka o kā Tuhituhi and Te Waharoa a Hine Paaka, the new Library & Civic Centre, have both English and Te Reo Māori names (wherever possible).

Lovett/McMillan

Carried

2. **That** Council adopts a tiered charging structure (free, half rates, full rates) for meeting rooms hire for external users based on their purpose and or community benefit.

Lovett/McMillan

Carried

3. **That** Council delegates to the Chief Executive all future operational matters and changes to meeting room users or availability (Appendix 1), ensuring Council activities are prioritised over external bookings.

Lovett/McMillan

Carried

Council considered the idea of using the names of local primary schools for various meeting rooms, to acknowledge all parts of the district. Similarly, the names of local flora and fauna could be incorporated.

Officers will engage with Arowhenua to determine a list of names able to be used for the public meeting rooms.

1. **That** officers investigate using the names of the district's primary schools, flora, fauna, rivers, lakes and mountains.

2. **That** naming options be reported back to the Library & Civic Centre Project Control Group.

Wilson/Cameron

Carried

8 Reserve Management Plans – approval to consult

Council will be provided with maps showing the physical location and status of each reserve before the Plan goes out for consultation. This will result in a short delay and consultation will now start in early June.

That Council

1. approves public notification of its intention to prepare a combined (omnibus) Reserve Management Plan for all parks and reserves in the Ashburton District and invite written suggestions on the proposed plan in accordance with the Reserves Act 1977; and

- notes that in preparing the reserve management plan, full consideration needs to be given to any comments received during public notification.

Braam/Cameron

Carried

9 Economic Development quarterly report – Jan-Mar 2023

• Events

The Economic Development Manager reported that some regional event funding has been secured for this year's Glow in the Park event and local businesses are being approached for sponsorship. Council will be provided with a list of sponsors.

Financial reporting on events will be included in the Economic Development activity briefing reports, going forward.

That Council receives the January, February & March 2023 Economic Development quarterly update.

McMillan/Cameron

Carried

10 Ashburton Car Club Street Sprint Event – temporary road closure

That Council permits the temporary road closure of Smallbone Drive, Robinson Street, Watson Street and McNally Street from 7.00 pm on Friday 12 May 2023 until 6.00 pm on Sunday 14 May 2023 to allow the Street Sprint Meeting to be held.

Ellis/Lovett

Carried

11 Bancorp Treasury Report – March 2023

That Council receives the Bancorp Treasury report for the March 2023 quarter.

Ellis/Braam

Carried

12 Financial Reports

Officers were asked to provide further details and report back on the EPH variance and interest rate reporting (Bancorp % comparison).

That Council receives the financial variance and EANC income and expenditure reports for March 2023.

Lovett/Todd

Carried

13 Proposed Remit to LGNZ

- That** Council approves the proposed remit to the Local Government NZ 2023 Annual General Meeting on expanded polystyrene from the construction industry.
- That** Council approaches Canterbury Councils to support the proposed remit via the Canterbury Mayoral Forum.

Ellis/Cameron

Carried

8 Mayor's report

That Council receives the Mayor's report.

Mayor/Cameron

Carried

Welcome to Staff

Katie Perry, People & Capability Manager introduced long-serving staff members – Rick Catchpole (Environmental Monitoring Manager) – 10 years, Haley Dixon (EANC Customer Services) – 5 years, Lisa Kirdy (Facilities Team) – 5 years, and Ellie Dwyer (Facilities Team) – 5 years.

Council also welcomed Mark Low, the recently appointed Strategy & Policy Manager.

Council adjourned for afternoon tea from 3.05pm to 3.19pm.

Business transacted with the public excluded – 3.19pm

That the public be excluded from the following parts of the proceedings of this meeting, namely – the general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48 (1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

Item No	General subject of each matter to be considered:	In accordance with Section 48(1) of the Act, the reason for passing this resolution in relation to each matter:	
15	Council – 19/04/23 [now in open meeting] <ul style="list-style-type: none">West St carpark		
16	Tender Award Contract WATE02899 – watermain renewals	Section 7(2)(h)	Commercial activities
17	Executive Committee – 15/03/23 CE Performance Review	Section 7(2)(a)	Protection of privacy of natural persons
18	Ashburton Contracting Ltd	Section 7(2)(h)	Commercial activities

Mayor/Lovett

Carried

Business transacted with the public excluded now in open meeting

Award of tender – Contract WATE02899 – watermain renewals

That Council awards contract WATE0289 Ashburton Water Renewals 2022-2023 to Ashburton Contracting Ltd in the amount of One Million, Eight hundred and twenty-six thousand, three hundred and twenty-four dollars and fifty-seven cents (\$1,826,324.57).

Braam/Todd

Carried

The meeting concluded at 4.19pm.

Confirmed 17 May 2023

MAYOR

5. *Methven Community Board – 1 May 2023*

Minutes of the Methven Community Board meeting held on Monday 1 May 2023, commencing at 10:30am, in the Mt Hutt Memorial Hall Board Room, 160 Main Street, Methven.

Present

Kelvin Holmes (Chair), Megan Fitzgerald, Allan Lock, Richie Owen, Robin Jenkinson and Cr Liz McMillan.

In attendance

Jane Donaldson (GM Compliance & Development), Simon Worthington (Economic Development Manager), Rick Catchpowle (Environmental Monitoring Manager), Linda Clarke (Communications Advisor) and Phillipa Clark (Governance Team Leader).

Officers for the duration of their reports: Katelyn Roddy-Dixon and Michelle Hydes (Property Officers).

One member of the public (Gillian Heald).

1 Apologies

Mayor Neil Brown (absence) and Megan Fitzgerald (early departure) Sustained

2 Extraordinary Business

At the Chair's request the Board agreed to receiving an update on the Walking Festival included in the discretionary funding discussion.

3 Declaration of Interest

Nil.

4 Confirmation of Minutes

That the minutes of the Methven Community Board meeting held on 13 April 2023 be taken as read and confirmed.

Fitzgerald/Jenkinson

Carried

Waka Kotahi – 10.25am-11am

James Long (Senior Safety Engineer, Transport Services) was welcomed to the meeting and invited to update the Board on a meeting held in February with local school principals and Deputy Mayor Liz McMillan. The meeting talked about what could be done to improve safety and upgrade pedestrian crossings near the Methven schools.

James advised that the option of using a Kea Crossing is unlikely in Methven. This type of crossing is patrolled by approved members of the school community who use signs to stop traffic and allow pedestrians to cross the road. The local principals have indicated they will struggle to get enough volunteer support to supervise children at the crossing points. Instead, Waka Kotahi are recommending a raised safety platform which controls vehicle speed and has the added benefit of providing a 24/7 safety solution. The raised platform may result in some carparks being removed near the existing crossing and cost efficient solutions are being sought.

The Methven-Chertsey Rd / Main Street intersection was also highlighted as an issue with a suggestion that a small roundabout may be better at this site, and another pedestrian crossing could be constructed to the south of the intersection. Board members commented on the amount of underground infrastructure and the creek that runs through the Methven-Chertsey Rd which may make roundabout construction difficult.

James advised that the proposal will be kept to the fore when Waka Kotahi are looking at priorities for Mid Canterbury, but there's no immediate funding available and, realistically, these upgrades would be from 2024 onwards.

On other issues relating to Methven, James reported that Waka Kotahi have confirmed a 30km/hr variable speed zone near Our Lady of the Snows School which will operate at certain times in the morning and afternoon.

Feedback from consultation on the Interim Speed Management Plan showed that the community didn't support the 80km/hr speed reduction near Ōpuke pools. Waka Kotahi have since reviewed and are now planning to reduce this further to 60km/hr. Timing for the speed limit changes is uncertain – the Interim Safety Management Plan is to be sent to the Director of Land Transport for sign-off later this month, and a further 5 weeks is anticipated before it's finalised. A timeline for the implementation plan, and where Methven fits into Waka Kotahi's overall timeline, is currently unknown. It could potentially be 12 months out.

The Chair asked whether speed calming measures, such as those on SH1 at Burnham and Rolleston, could be used in Methven, particularly with the anticipated increase of traffic during the ski season. James explained that Methven doesn't meet the strict criteria for this to happen. It's also not an option to look at this under temporary traffic management.

The Chair thanked James for his presentation and asked if the Board can be kept updated.

5 Proposed Time Restricted Parking

The Supermarket owner has asked for the entire carpark to be one hour parking, but this is not the officers' recommendation. Jane Donaldson reported that officers have prepared a short survey that will go to the Methven property owners and tenants to get feedback on whether they support the proposal, prefer the status quo, or have another suggestion. The Board will be updated on the outcome of this in June.

That the Methven Community Board approves consultation with property owners and businesses located in Methven Mall on the proposed introduction of a one hour parking restriction for 10 of the 15 car parks adjacent to the Supervalu supermarket.

Owen/Jenkinson

Carried

6 Licence to Occupy – Installation of hardstand and information signage

That the Methven Community Board enters into a Licence to Occupy with Ashburton District Council for the installation of hardstand and installation and ongoing maintenance of historic information signage at 4 Methven-Chertsey Road for a term of 10 years, on the terms attached in Appendix 1.

Fitzgerald/McMillan

Carried

7 Methven Community Board discretionary Grant – Methven Squash Club

The Chair noted the total cost for repair of the courts and recommended that the grant be increased to \$6,000. He acknowledged Board members' concerns that a leaking roof has contributed to the court damage and agreed to raise this with the Squash Club and see what the Club's plans are for roof repairs.

That Methven Community Board allocates \$6,000 from its discretionary grant to the Methven Squash Club for the re-painting of their courts.

Holmes/Jenkinson

Carried

Extraordinary business – Walking Festival

Cr McMillan thanked the Board for the \$1500 discretionary grant which was used for the large signage. The Walking Festival was deemed very successful with approximately 700 people taking part. The Enchanted Forest walk / Family Day was particularly popular (over 450 people) as was the Easter Egg hunt held at Awa Awa Rata reserve.

The event organisers are planning for another event next year, again in conjunction with the Methven Scarecrow Trail. A survey of approximately 100 participants at this year's festival is being undertaken.

8 Activity Reports

That the reports be received.

Lock/Fitzgerald

Carried

Megan Fitzgerald left the meeting at 11.21am.

- **Income and expenditure**

The Board received the income and expenditure reports for February and March 2023.

- **Revenue & Financing Policy – drinking water**

The Board agreed that the Chair will prepare and submit a submission to Council prior to the deadline of 7 May 2023.

- **Transportation Bylaw**

The Board noted the intention for the Bylaw to be updated with minor changes.

Discussion followed on the issue of heavy vehicles parking on residential streets, which is not permitted. Officers advised that reports of illegal parking are followed up with the offending companies by Council's Roading Team. Board members can review the consultation documents which include Methven streets.

- **CRM report**

The CRM report content will be reviewed. Board members concluded that the information isn't entirely accurate and that there are more completed requests for service than the report suggests.

- **Building services**

It was reported that glazing rules have changed from 1 May 2023 that apply additional insulation requirements to new buildings, including triple glazing.

- **Methven tree lighting**

Simon Worthington outlined the issues that have arisen with attempts to install new festive lighting in Methven, including the re-lighting of two oak trees. To meet the required safety standards, Electricity Ashburton would have to lift pavers and dig up infrastructure to lay cables to the trees and this work is cost prohibitive.

The recommended approach is to undertake a full assessment of the power supply and load capacity and work with a lighting designer to create a lighting solution. This will be in consultation with Waka Kotahi and Council.

As part of this staged approach, Spectrum has been engaged to develop a lighting plan with a consistent theme through Methven – they'll show what's possible and what the cost effective options are.

Simon will seek the Board's support for a business plan he is preparing for Council's LTP 2024-2034. The Plan for Methven's lighting solution would see (in the first year) investment in electrical infrastructure. Some interim work could be undertaken in the meantime including getting businesses on board.

Officers will continue to support the Methven Lighting Committee and the Board will be updated again on 12 June.

- **District promotion**

Simon will be attending the TRENZ event in Christchurch next week where he will be representing the district's operators. He acknowledged that the Board wants to have greater input into the process to ensure Methven is well promoted.

The Board heard that the first step is to update and refresh the content of the District’s story and utilising the “Neat Places” site.

- **Roading**

The Chair reported that he will be meeting with Council’s Roothing Manager, Wareings and Methven Trucking this Friday to look at the siting of the new kerbing on Line Road. The kerb will need to accommodate large vehicles turning.

- **Watermain renewals**

The Board would like further detail on where the renewal work is being carried out. A map showing locations would be appreciated.

- **Reserves**

It was reported that Methven Lions plan to tidy up the Mt Hutt Station Road walkway on SH77. Work is pending a traffic management plan which is being followed up by Robin.

- **Methven Cemetery**

The Chair advised that Methven Lions have a number of plants to contribute to the cemetery landscaping and will liaise with the Open Spaces Manager to fit in with the planting programme.

Business transacted with the public excluded – 12.15pm

Item No	General subject of each matter to be considered:	In accordance with Section 48(1) of the Act, the reason for passing this resolution in relation to each matter:	
9	Methven Community Board 13/03/23	Section 7(2)(h)	Commercial activities

Owen/Jenkinson

Carried

The Board resumed in open meeting at 12.33pm.

District promotion

The Board continued discussion on how it can support Council with district promotion.

Simon commented that it would be useful for him to know what MCB wants district promotion to look like, going forward. He spoke about the challenges including trade-readiness of operators and the branding issue. This requires the business community to be consistent (not helped in Methven by the number of cafes closed after 3pm).

The Board agreed that it needs to work closely with Council. Simon advised that if there’s aspiration for Methven to be a visitor destination, there needs to be consistency in how this is promoted. He confirmed that assistance from the Board to liaise with Methven businesses will be helpful.

That the Methven Community Board supports working collaboratively with Council’s Economic Development group for Methven promotion and marketing.

Lock/Owen

Carried

The meeting concluded at 12.35pm.

Confirmed 12 June 2023

Chairman

6. Road Safety Co-ordinating Committee – 2/05/23

Date: 2 May 2023
Venue: Council Chamber, 137 Havelock Street, Ashburton
Time: 9:30am

1 Welcome and Apologies

That apologies for absence be received from John Skevington (Automobile Association), Wendi Stewart (ACC), Daniel Naude (Road Safety Coordinator - South Canterbury) and Sean Nilsson (Waka Kotahi)

Mayor/Hooper

Carried

Present:

Neil Brown	Mayor	Andrae Gold	ACADS
Liz McMillan	ADC Deputy Mayor (Chair)	Lesley Symington	Safer Mid Canterbury
Phill Hooper	ADC Councillor	Steve Ochsner	FENZ
Richard Wilson	ADC Councillor	Steve Burgerhout	NZ Police
John Keenan	Waka Kotahi/NZTA	Shane Cochrane	NZ Police
Jim Crouchley	Ia Ara Aotearoa Transporting NZ	Neil Simons	Principals Association

In attendance:

Lynette Lovett	ADC Councillor	Richard Mabon	Senior Policy Advisor
Mark Chamberlain	Roading Manager	Carol McAtamney	Governance Support Officer
Martin Lo	Roading & Safety Engineer		

2 Notification of Extraordinary Business

Nil.

3 Confirmation of Minutes

That the minutes of the Ashburton District Road Safety Coordinating Committee meeting held on 7 February 2023, be taken as read and confirmed.

Steve Burgerhout/Richard Wilson

Carried

4 Correspondence

Nil

5 Reports/Agency Updates

5.1 Consultation on Transportation and Parking Policy

Purpose:

- To invite feedback on the draft Transportation and Parking Bylaw
- Do you wish to submit?
- If so what do you want to say?

Members were encouraged to submit on the policy on an individual organisation basis.

That the Committee provide feedback on the draft Ashburton Transportation and Parking Bylaw.

Neil Simmons/Andrae Gold

Carried

5.2 Ashburton District Road Safety

- Location of additional CoDriVR simulator to be in the library
- Establishment of a bike skills park in Ashburton – members would like an update on progress
- ACC Motorcycle Awareness week undertaken in October/November 2022, awaiting a report from ACC.
- CoDriVR stats show that Year 10 are the biggest users, feedback to CoDriVR to encourage other years to also use the simulator.

General

- Expectation of increased incidents on SH1 south of Ashburton when Tinwald corridor improvement work begins
- Changes to the synchronising of the lights at Walnut Avenue – this is constantly monitored and reviewed. A request was made for a report on details of when/what changes are being made.
- Any specific traffic incidents should be reported to Council or to Waka Kotahi on 0800 4 HIGHWAYS (0800 44 44 49)

6 Next Meeting

The next meeting date is Tuesday 1 August 2023 at 9.30am.

Meeting closed at 10.52am

7. *Audit & Risk Committee – 10/05/23*

Minutes of the Audit & Risk Committee meeting held on Wednesday 10 May 2023, commencing at 1.30pm, in the Council Chamber, 137 Havelock Street, Ashburton.

Present

Mayor Neil Brown; Councillors Russell Ellis (Chair), Leen Braam, Carolyn Cameron, Liz McMillan (via MS Teams), Richard Wilson and Murray Harrington (via MS Teams)

Also present:

Councillors Phill Hooper, Lynette Lovett and Tony Todd.

In attendance

Hamish Riach (CE), Leanne Macdonald (GM Business Support), Sarah Mosley (GM People & Facilities), Katie Perry (People & Capability Manager), Julie Crahay (Safety & Wellness Lead) and Carol McAtamney (Governance Support).

1 Apologies

Nil.

2 Extraordinary Business

Nil.

3 Declarations of Interest

Nil.

4 Confirmation of Minutes – 23/03/23

That the minutes of the Audit & Risk Committee meeting held on 23 March 2023, be taken as read and confirmed.

Mayor/Cameron

Carried

Business transacted with the public excluded – 1.31pm

That the public be excluded from the following parts of the proceedings of this meeting, namely – the general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48 (1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

Item No	General subject of each matter to be considered:	In accordance with Section 48(1) of the Act, the reason for passing this resolution in relation to each matter:	
5	Audit & Risk Committee minutes	Section 7(2)(a)	Protection of privacy of natural persons
6	Health & Safety	Section 7(2)(a)	Protection of privacy of natural persons

Mayor/Braam

Carried

The meeting concluded at 2.22pm.

8. *Emergency Works Funding*

Author *Mark Chamberlain; Roading Manager*
Executive Team Member *Neil McCann; GM; Infrastructure and Open Spaces*

Summary

- The purpose of this report is to have Council decide how to fund the additional cost to subsidised roading in 2022/23 for the emergency works resulting from the July 2022 heavy rain event.

Recommendation

- 1. That** Council funds the local share of \$932,602 for the emergency works in 2022/23 from the dividend reserve.

Background

The current situation

1. The heavy rain event in July 2022 required an emergency response and resulting repairs to damage on the network.
2. The application for emergency works funding was submitted to Waka Kotahi in September 2022 with an estimated cost of \$2,500,000.
3. The repair works were completed prior to the emergency works funding being approved because the repairs had to be carried out to restore the network and the funding would be approved by Waka Kotahi.
4. A schedule of all the sites was submitted to Waka Kotahi to support the funding request. Some of the completed work carried out was questioned by Waka Kotahi staff who visited the sites with Council staff to discuss the damage and repair work carried out.
5. Following the visit some of the repair work was excluded from the emergency works claim. These were mainly on unsealed roads where the initial estimated work and cost included importing material to repair scoured areas on unsealed roads. The actual work carried out was isolated metalling and a maintenance grade so has not been claimed for and will instead be a cost to routine unsealed pavement maintenance that will be managed within current approved budgets.
6. The final total cost for emergency works approved by Waka Kotahi is \$2,308,317. Of this \$1,315,948 is funded at our normal Funding Assistance Rate (FAR) of 51% and the remaining \$992,369 funded at a FAR of 71% (i.e. normal FAR plus additional 20%). This leaves the local Council share of \$932,602.
7. The full cost of the approved emergency works was included in the February 2023 claim to Waka Kotahi which has been paid.
8. The cost of the emergency works will be expenditure over budget for subsidised roading at the end of the 2022/23 year. The options following are how the Council share of the cost may be funded.
9. The subsidy paid by Waka Kotahi will result in income over budget for subsidised roading at the end of the 2022/23 year.

Options analysis

Option one – Fund the Council share of \$932,602 in subsidised roading for the emergency works in 2022/23 from the dividend reserve (recommended option).

10. The dividend reserve balance of \$12,447,000 has built up over time. This reserve balance consists of interest and dividend income received above the level budgeted to offset rating

requirements. Historical share sale gains have also contributed to this balance, for example ~\$7m gain on sale of Lyttleton Port Company shares dating back to 2006/2007. The reserve can be used for any purpose, and is it proposed the reserve be used to fund the Council share of the cost of the emergency works.

Advantages: No effect on rates or Council debt.	Disadvantages: A reduction in the dividend reserve.
Risks: The dividend reserve will reduce by 7.5%.	

Option two – The additional cost of emergency works in 2022/23 to be an overspend for subsidised roading.

- The overspend for 2022/23 can be paid by increasing reserve deficits with funds recouped by a reduced spend in subsequent years. With the current funding not sufficient to do the work needed and current cost fluctuations increasing the maintenance costs a reduced future spend is not considered an appropriate option.

Advantages: No effect on rates or Council debt.	Disadvantages: The overspend needs to be funded by increasing reserve deficits and recouped by a reduced future spend.
Risks: Council reputation affected by an end of year over spend.	

Option three – Fund the Council share of \$932,602 in subsidised roading for the emergency works in 2022/23 from the disaster insurance reserve.

- The balance remaining in the disaster insurance reserve is \$1,349,000. The cost of emergency works has previously been funded from the disaster insurance reserve. With the low balance remaining it is not recommended that this reserve be used.

Advantages: No effect on rates or Council debt.	Disadvantages: Reduces the reserve to a very low amount.
Risks: The reserve may not be sufficient in the short to medium term if needed for other events.	

Legal/policy implications

Revenue and Financing Policy

13. Section 11.5 Transportation – Roads includes the funding sources for transportation. Operating expenditure – fees and charges 0-10%, targeted CV rate 90-100% (not including NZTA funding and Petroleum Tax revenue). The targeted rate is charged on all separately used or inhabited properties in the district. This is to transparently identify the rates paid for roads by each ratepayer. It is levied on the same basis as the general rate.
14. Emergency works is operating expenditure but is not a budgeted amount, so is an additional cost within that financial year. It can be funded by increasing reserve deficits with funds recouped by a reduced spend in the next couple of years.
15. A targeted rate for the current year is not able to be applied and because it is not capital expenditure it is not able to be loan funded.

Climate change

16. The funding decision will have no impact on climate change outcomes.

Review of legal / policy implications

Reviewed by In-house Counsel

Tania Paddock; Legal Counsel

Strategic alignment

17. The recommendation relates to Council’s community outcome of a prosperous economy based on innovation and opportunity because the response and repair to the network enables the continuation of the activity and connection within and outside of the district.

Wellbeing		Reasons why the recommended outcome has an effect on this wellbeing
Economic	✓	Repairs allowed the connection and activity to continue.
Environmental		
Cultural		
Social	✓	Connections within the community were able to continue.

Financial implications

Requirement	Explanation
What is the cost?	\$932,602
Is there budget available in LTP / AP?	No. This is the Council's share of the cost of the emergency works which is additional to the approved subsidised roading budget.
Where is the funding coming from?	The dividend reserve account may be used for any purpose and has a balance of \$12,447,000.
Are there any future budget implications?	Yes, use of the dividend reserve account will mean there are less funds available for future activities.
Reviewed by Finance	Erin Register; Finance Manager.

Significance and engagement assessment

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Low
Rationale for selecting level of significance (if difference from assessment)	Not applicable
Level of engagement selected	Inform – one-way communication
Rationale for selecting level of engagement	The decision on funding has a low level of significance. The response and repair work has been completed. The community will be informed of Council's decision for how this work is paid for.
Reviewed by Strategy & Policy	Toni Durham: GM Democracy & Engagement

9. *Engine Braking Noise*

Author *Mark Chamberlain; Roading Manager*
Executive Team Member *Neil McCann; Group Manager Infrastructure and Open Spaces*

Summary

- The purpose of this report is to have Council decide how to manage the use of engine brakes on trucks to reduce the noise when entering residential areas.

Recommendation

1. **That** Council works with Waka Kotahi and the heavy transport industry to reduce engine braking noise on SH1 entering Ashburton.

Attachment

Appendix 1 Waka Kotahi engine braking noise leaflet

Background

The current situation

1. A submission received on the 2021-31 Long-Term Plan referred to the noise created by engine brakes on trucks as they enter Ashburton on SH1.
2. There has also been a general complaint received via a Councillor on the engine brake noise.
3. Supplementary braking systems are provided on heavy vehicles to assist the normal 'service brakes' in maintaining safe speeds travelling down hills. There are three main types of supplementary braking systems:
 - exhaust brakes: a device intermittently blocking the exhaust to create back pressure on the engine.
 - engine brakes: a device releasing compressed gases from the engine.
 - retarders: electric or hydrodynamic devices installed in the driveline.
4. Engine brakes are typically used on large trucks, whereas exhaust brakes are common on medium trucks. Modern engine and exhaust brakes include silencers and are unlikely to cause significant noise disturbance. Some older heavy vehicles have unsilenced or ineffectively silenced engine brakes which produce loud noise and may cause noise disturbance.
5. Further details can be found in the Waka Kotahi leaflet about engine braking noise attached as Appendix 1.
6. Installation of signs on state highways is the responsibility of Waka Kotahi as the road controlling authority. Waka Kotahi was contacted about the issue and the possibility of installing signs.
7. Several factors are considered prior to installing 'No engine braking' signs. These include the following (with Council officer's comments added after each):
 - safety implications of limiting engine braking on the road. *The straight flat approach to and through Ashburton would mean that limiting engine braking would have little safety implications.*
 - likely effectiveness of signs in reducing engine braking. *11. No specific studies have been completed to assess the effectiveness of 'No engine braking' signs.*
 - likelihood that engine braking would occur in an area. *Engine braking has been observed in the area but no records kept.*
 - number of houses nearby the road that might be disturbed by engine braking. *There are houses, businesses, preschools, and motels that may be disturbed by engine braking.*
 - community documentation of engine braking (date, time, and location of observed engine braking). *No documentation kept.*

- number of people reporting disturbance from engine braking in the affected area. *Along Term PLAN submission and another report via a Councillor received.*
8. The response from Waka Kotahi was to not install signs mainly because they are considered ineffective. They have proposed to work with the heavy transport industry to get cooperation from companies and drivers. An item to be included on the agenda of their next industry meeting via the freight forum group and Council staff participation is invited.
 9. While engine braking noise has been observed, it is only one source of noise from heavy vehicles and traffic generally.

Options analysis

Option one – Status Quo and work with Waka Kotahi and the heavy transport industry to reduce the engine braking noise entering Ashburton (recommended option).

10. Waka Kotahi has limited ability to influence the use of engine brakes on the road. The primary tools are liaison with trucking operators and industry groups to influence driver behaviour and liaison with the NZ Police to identify areas for potential enforcement of excessive noise rules.

Advantages: No cost and working with the heavy vehicle industry rather than regulation.	Disadvantages: There will be no sign to remind drivers.
Risks: With no sign on the road there will be little evidence to show that Council has been working with Waka Kotahi and the industry to reduce engine braking noise.	

Option two – Request Waka Kotahi to install No Engine Brake signs on SH1 and work with them and the heavy transport industry to reduce the engine braking noise entering Ashburton.

11. No specific studies have been completed to assess the effectiveness of ‘No engine braking’ signs. It is considered such signs are likely to have limited effectiveness but would most likely be beneficial in areas where drivers might not realise there are nearby dwellings that may be disturbed by engine braking.

Advantages: A sign in place to remind drivers of the need to reduce engine braking noise along with getting cooperation from the industry.	Disadvantages: An additional sign on the roadside that may have little effect.
Risks: No risks identified.	

Option three – Do nothing.

Advantages: No cost.	Disadvantages: No change to the nuisance caused.
Risks: There may be a negative effect on the reputation of Council.	

Legal/policy implications

Land Transport (Road User) Rule 2004

12. The Land Transport (Road User) Rule includes the following provision (rule 7.4) for on road vehicle noise:

A driver must not operate a vehicle that creates noise that, having regard to all the circumstances, is excessive. In determining whether any noise is excessive, regard may be had, in addition to all other relevant matters, to—

- a) the manner of operation of the vehicle.*
- b) the condition of the vehicle.*
- c) the time of the day when the noise is created.*
- d) the locality where the noise is created.*
- e) the likelihood of annoyance to any person.*
- f) any relevant standard or specification that applies under the Act.*

13. NZ Police are responsible for enforcing the Land Transport (Road User) Rule 2004 for excessive noise for on road vehicles. This includes engine braking noise deemed to be excessive. The enforcement of the excessive noise rule for engine braking may occur regardless of whether there are 'No engine braking' advisory or prohibitory signs.

Climate change

14. The decision on how to manage the use of engine brakes will have no impact on climate change outcomes.

Strategic alignment

15. The recommendation relates to Council's community outcome of residents are included and have a voice because they have the opportunity to request issues that affect them to be investigated.

Wellbeing		Reasons why the recommended outcome has an effect on this wellbeing
Economic		
Environmental	✓	Traffic noise reduction if engine braking is limited.
Cultural		
Social		

Financial implications

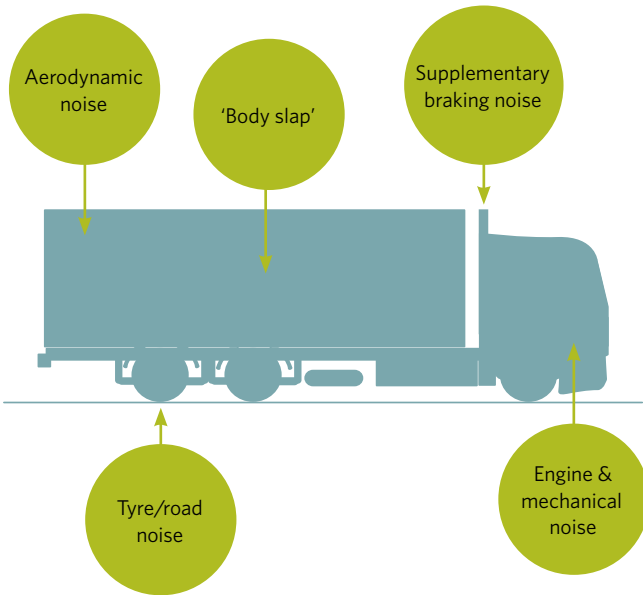
Requirement	Explanation
What is the cost?	\$0
Is there budget available in LTP / AP?	NA
Where is the funding coming from?	NA
Are there any future budget implications?	No
Reviewed by Finance	Erin Register; Finance Manager

Significance and engagement assessment

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Low
Rationale for selecting level of significance	Not applicable
Level of engagement selected	Inform – one-way communication
Rationale for selecting level of engagement	The community will be informed of the approach to be taken via the usual media channels.
Reviewed by Strategy & Policy	Toni Durham: GM Democracy & Engagement

Heavy vehicle noise

Noise from heavy vehicles comes from several sources, as shown on the diagram below. Supplementary braking systems, such as engine brakes, are only one of the sources of heavy vehicle noise. The loudest source of noise at any particular moment depends on the type of heavy vehicle and the speed it is travelling. Below about 50km/h, the engine noise is usually the loudest component. At higher speeds the noise from the tyres on the road surface becomes louder.



Some types of engine brakes are significantly louder and more disturbing than normal heavy vehicle noise, whereas other types of supplementary brakes can't be distinguished from the general engine noise. It is therefore important to identify the source of the noise causing disturbance, before taking action.

An exhaust silencer/muffler reduces the sound of engine brakes through a resonant system and doesn't significantly affect the brake or engine performance. Modified or missing silencers can result in disturbing engine braking noise.



Further information

NZ Transport Agency transport noise website
www.nzta.govt.nz/roads-and-rail/highways-information-portal/technical-disciplines/noise-and-vibration/

Land Transport (Road Safety and Other Matters) Amendment Act 2011
www.legislation.govt.nz/act/public/2011/0013/latest/DLM3231104.html

Land Transport Rule: Vehicle Equipment Amendment 2007. Ministry of Transport.
www.nzta.govt.nz/resources/rules/vehicle-equipment-amendment-2007.html

Traffic note 19: Engine braking controls: guidelines. NZ Transport Agency.
www.nzta.govt.nz/resources/traffic-notes/docs/traffic-note-19-rev1.pdf

Review of noise generated by heavy vehicle exhaust/engine brake. Austroads.
www.onlinepublications.austroads.com.au/items/AP-101-93



Our contact details

For general enquiries and contact information for the NZ Transport Agency please check our website
www.nzta.govt.nz or email us at info@nzta.govt.nz

NATIONAL OFFICE
 Victoria Arcade
 50 Victoria Street
 Private Bag 6995
 Wellington 6141
 New Zealand
 Phone: +64 4 894 5400
 Fax: +64 4 894 6100

0800 NUMBERS
 0800 108 809
 (motor vehicle registrations)
 0800 822 422
 (driver licensing)
 0800 40 20 20
 (tolling)
 0800 4 HIGHWAYS
 (latest highway information)
 0800 655 644
 (road user charges)

ENGINE BRAKING NOISE

What are the types of noise from heavy vehicles? Why do heavy vehicles need supplementary brakes? How do we manage noise from engine braking?



Supplementary brakes

Why do heavy vehicles need supplementary brakes?

Supplementary braking systems are provided on heavy vehicles to assist the normal service brakes in maintaining safe speeds travelling down hills. Service brakes alone must meet stopping requirements. However, many vehicles, when service brakes alone are used, may suffer overheating or excessive wear which could lead to failure on long, steep roads.

Heavy vehicle drivers also use supplementary brakes in other situations, particularly at higher speeds, to reduce brake wear. Supplementary brakes are not needed at lower speeds.

What are supplementary brakes?

There are three main types of supplementary braking systems:

- **Exhaust brakes** – a device intermittently blocking the exhaust to create back pressure on the engine.
- **Engine brakes** – a device releasing compressed gases from the engine (often called 'Jake' brakes, although the name comes from the specific brand Jacobs).
- **Retarders** – electric or hydrodynamic devices installed in the driveline.

Engine brakes are typically used on large trucks, whereas exhaust brakes are common on medium trucks.

Why do engine and exhaust brakes cause noise disturbance?

Engine and exhaust brakes give rise to a series of pulses of noise, which can have a distinctive sound often described as a 'machine gun' or 'barking' noise. For some systems the noise from these pulses is substantially louder than other heavy vehicle noise and can cause significant disturbance.

Management of engine braking noise

There are engine braking systems available that are not audible above general heavy vehicle noise. These are used for new vehicles but there are some vehicles in the existing fleet that still have noisy engine braking systems. Where disturbance from engine braking noise has been reported, it has generally involved only a small number of trucks. There are several approaches that can be used to manage engine braking noise:

- Education of heavy vehicle drivers/operators.
- Management of truck routes such as near ports.
- Intersection improvements to avoid braking.
- Prohibition on local (low speed) roads.

The most effective means of managing engine braking noise in a location where it is causing disturbance is to liaise with the heavy vehicle operators. If specific vehicles or operators can be identified then they may be able to take steps to adjust vehicles, driving practices or hours of operation.

A common way of managing engine braking noise is through local restrictions. Signs such as the one shown on the front of this leaflet can be erected asking drivers not to use engine brakes in a particular location. There are however difficulties with these signs:

- Supplementary brakes are important for safety in some locations (steep long hills, motorways, etc).
- The signs only address engine braking, whereas the actual cause of disturbance may be another noise such as body slap from trucks.
- Indiscriminate use of signs reduces their effectiveness in areas where they are most needed.
- The signs on the state highway network are only advisory.

Legislation

In locations where there is regular disturbance from engine braking noise, which can't be resolved through liaison with vehicle operators, legislation enables control by different bodies:

- The Land Transport Act allows all road controlling authorities, including the Transport Agency, to prohibit or restrict engine braking in any area where the permanent speed limit does not exceed 70km/h.
- Land transport rules allow the police to act if noise from any vehicle is excessive.
- The Resource Management Act could allow controls on engine braking noise in situations such as specific trucks using local roads to access a particular quarry.

Safety is an important factor when considering prohibition of engine braking on a section of road. On local roads at lower speeds, prohibition of engine braking should not conflict with safety. On state highways, particularly motorways and expressways, it is more likely that prohibition of engine braking will conflict with safety (also considering most vehicles with engine brakes are not noisy).



The Transport Agency has trialled a 'noise camera' in Tauranga (2013/2014). The system has a microphone to trigger a camera which reads the number plates of trucks with particularly noisy engine brakes.

10. Draft Economic Development Strategy for consultation

Author	<i>Emily Reed; Corporate Planner</i>
Activity Manager	<i>Mark Low; Strategy & Policy Manager Simon Worthington; Economic Development Manager</i>
Executive Team Member	<i>Toni Durham; Group Manager, Democracy & Engagement</i>

Summary

- The purpose of this report is to approve the draft Economic Development Strategy for public consultation.

Recommendation

- 1. That** Council approve the draft Economic Development Strategy for public consultation.

Attachment

Appendix 1 Draft Economic Development Strategy

Background

The current situation

1. Council adopted the first version of the Economic Development Strategy in 2017. The full strategy can be found [here](#). The strategy has seven areas of focus, with much of the strategy focussed on internal processes.
2. At the 7 December 2022 Council meeting, elected members received the [progress report](#). Council also resolved to have a workshop to consider the development of a new strategy. This workshop was held 1 February 2023, where the elected members directed officers to begin work on a new Economic Development Strategy.
3. The strategy also acknowledges that much of Council activity contributes to economic development in the district, through such things as the provision of infrastructure, advocacy and regulating activity.
4. Two workshops have since been held with the elected members to discuss the new strategy: 8 March and 27 April 2023.

How the strategy has been developed

5. The new strategy has been developed with a more outwards focus and involves working alongside our community partners. Conversations and discussions have been held by the Economic Development team over the past 18 months with over 30 organisations, groups, individuals and businesses to identify the key economic challenges and opportunities.
6. The strategy focusses on three key areas to improve economic well-being: Living, working and learning here; Doing business here; and, Visiting and playing here.

Options analysis

Option one – maintain the status quo

7. This option would involve continuing with the current strategy and not consulting the community on the newly developed version.

Advantages:

- There would be no need to consult.

Disadvantages:

- Council would be unable to have discussions with the wider community on their views on our role in economic development.
- The Economic Development team of Council will continue working with a strategy that they consider is not fit for purpose.

Risks:

Opportunities to improve the economic well-being of our district are missed due to the current strategy being out of date.

Option two – approve draft Economic Development Strategy for public consultation - recommended

8. Public consultation will be undertaken on the draft Economic Development Strategy.

<p>Advantages:</p> <ul style="list-style-type: none"> The public get to have their say on the refreshed strategy. 	<p>Disadvantages:</p> <ul style="list-style-type: none"> There have been no disadvantages identified.
<p>Risks:</p> <p>The public do not agree with the new strategy – however, they get to have their say and updates can be made to the final version of the strategy.</p>	

Legal/policy implications

9. The draft strategy is consistent with the Long-Term Plan 2021-31 and the contained community outcomes.

Climate change

10. Consultation on this strategy will not have a direct impact on climate change. However, adoption of the final strategy will result in actions that support businesses to consider opportunities to change and adapt to environmental issues.

Strategic alignment

Well-being		Reasons why the recommended outcome has an effect on this well-being
Economic	✓	The purpose of this strategy is to improve the economic well-being of the district.
Environmental	✓	Actions contained within the strategy's Action Plan involve supporting businesses to reduce their impact and adapt to new environmental expectations.
Cultural	✓	The strategy contains an objective to work with the community and workforce to accommodate the diverse needs of residents, newcomers, migrants and former refugees.
Social	✓	Improved economic well-being leads to improvements in social well-being, for example: job creation leads to higher personal wealth resulting in a higher quality of life.

Financial implications

Requirement	Explanation
What is the cost?	Consultation costs are covered by existing budgets
Is there budget available in LTP / AP?	Yes
Where is the funding coming from?	Strategy & Policy
Are there any future budget implications?	Likely – adoption of the final strategy will result in further requests for funding where actions require new budget.
Reviewed by Finance	Not required.

Significance and engagement assessment

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Medium
Rationale for selecting level of significance (if different from assessment)	N/A
Level of engagement selected	3. Consult – formal two-way communication
Rationale for selecting level of engagement	While informal engagement has occurred between the Economic Development team and the business community, consultation allows the wider community to have their say, and for businesses to provide their feedback in a more formal process.
Reviewed by Strategy & Policy	Mark Low; <i>Strategy and Policy Manager</i>

Next steps

Date	Action / milestone
22 May to 18 June 2023	Community consultation
20 July 2023	Hearing & deliberations
23 August 2023	Final strategy adopted

Appendix 1

2023-33 Draft Economic Development Strategy

Contents

THE STRATEGY

Background info

- What is economic development?
- Why is economic development important?
- Why do we need a strategy?
- What does this strategy include?
- How has this strategy been prepared?
 - Our economy at a glance
 - What do we have to think about?

The strategy

- Where do we want to get to? – Our vision
- What does this look like? – Our goals
- How do we achieve this? – Our objectives

OUR ACTION PLAN

APPENDICES

Appendix One. Monitoring and reporting

THE STRATEGY

BACKGROUND INFO

What is economic development?

Economic development is focussed on improving the quality of life of residents, through improving the economic well-being of a district.

To us, economic well-being is having an economy that can generate the employment and wealth necessary to provide many of the requirements that make for social well-being, such as health, financial security and equity of opportunity.

Why is economic development important?

As a local government, we are legislated with the task to improve the economic well-being of our community – in the present and for the future.

But we don't just do it because we have to. A thriving economy is essential for the well-being of our community.

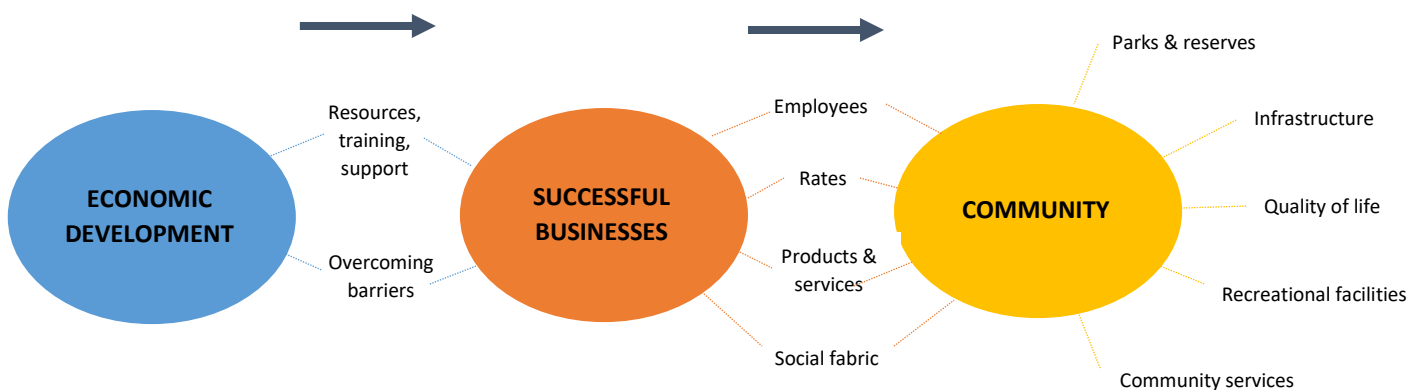
A strong and sustainable economy provides better job opportunities, higher wages, and a higher standard of

living. It provides business opportunities and attracts more investment into the district, which in turn provides a growing ratepayer base and allows Council to set rates at a level that are more affordable for our residents.

Successful businesses contribute to the community by:

- selling products and services the community can purchase and enjoy
- creating jobs to increase the wealth of residents
- investing in the community
- employing workers who choose to live, work, play, learn, shop, eat out, use public services and enjoy recreation and entertainment locally – creating revenue for local businesses and adding vibrancy to the community
- creating opportunities for visitors to enjoy the amenities and recreation in the community, bringing in more revenue.

Why communities invest in economic development



Why do we need a strategy?

The first-generation economic development strategy was adopted by Council in 2017. The strategy had seven areas of focus, with much of the strategy focussed on internal processes.

We have set up many of these processes now and wish to move forward with a more outwards focused strategy that works alongside our community partners.

We have also simplified the strategy to three areas of focus.

What does this strategy include?

The strategy sets out the goals and objectives that will help us, together as a community, achieve a shared vision for our district.

We undertake economic development through many of the activities and services we deliver. Not all are included here, rather this strategy is focussed on three priority areas:

1. Living, working and learning here
2. Doing business here
3. Visiting and playing here

We have also included an Action Plan with this strategy. This sets out how we plan to achieve each objective, over the next ten years.

The Action Plan is intended as a living document. We will undertake an interim review in 12 months' time, with full reviews undertaken every three years, to ensure it is current and meeting the needs of our community.

We will review our overall strategy (the vision, goals and outcomes) and our progress towards achieving these, in five years' time.

How has this strategy been prepared?

To help us develop this strategy, we endeavoured to understand the economic challenges and opportunities from a range of viewpoints. Over 18 months we engaged with more than 30 different organisations, groups, individuals and businesses, from retailers and hospitality through to those in the farming industry.

The key themes raised in these conversations were:

- the impact government legislation will have on our primary sector
- global supply chain issues impacting on the cost of goods
- lack of availability of skilled employees.

Alignment with other strategies and plans

This strategy needs to align with our other plans and strategies, in particular our **Long-Term Plan** which sets out our direction, plans and budgets for the next ten years.

The following are our strategies and plans that have strong links to economic development.

Infrastructure Strategy – details the big decisions we have for our water and roading network over the next 30 years.

Ashburton District Plan – determines how we control and manage the development of our district.

Economic Development Activity Management Plan – details the work programme for our Economic Development activity at Council over the next 10 years.

Ashburton Airport Development Plan – our plans for how we will enhance the airport over the next 30 years.

Climate Resilience Plan – details the climate change projects undertaken at Council, including our plans to develop a Resilient Business Plan to support business resilience and preparedness.

What else do we do to promote economic well-being at Council?

This strategy promotes economic well-being through the three areas identified earlier: living, working and learning here; doing business here; and, visiting and playing here. However, at Council, many of our activities that sit outside this strategy also promote the economic well-being of our district.

Some examples of this include

- our water infrastructure – provides residents and businesses with safe drinking water and protects properties and businesses from the damage caused by stormwater flooding
- our stockwater network provides a source of water for animals promoting the productivity of rural land
- our roading network provides for the transportation of produce to markets, and allows residents and tourists to visit and travel around our district
- we provide grants to support community events as well as hosting our own
- using our property portfolio, we continually look for ways to create positive returns to help offset rates
- our halls, reserves, and community facilities provide employment and spaces to host events – they also make our district an attractive place to live, helping to attract future employees
- our regulatory services ensure our properties and businesses are operating in a safe and compliant manner
- our planning services ensure a sufficient supply of appropriately zoned land to meet the community's needs.

OUR ECONOMY AT A GLANCE

Gross domestic product, 2022

\$2,751 M **0.8%**
of national total

Economic growth, 2012-2022

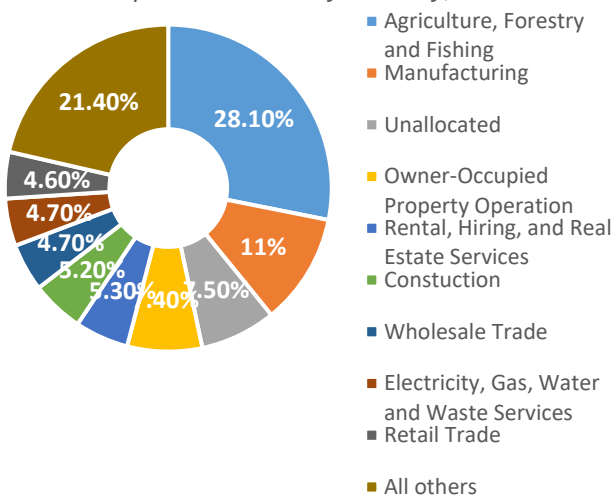
	2022	Last 10 years
Ashburton District	5.1%	↑ 2.6% per year
New Zealand	5.3%	↑ 3.0% per year

Biggest contributors to economic growth, 2012-2022

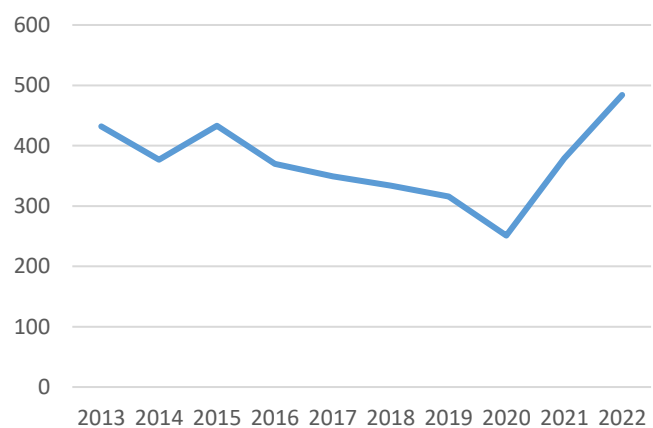
Agriculture, Forestry and Fishing	\$148m
Construction	\$48m
Retail Trade	\$39m
Health Care and Social Assistance	\$38m
Professional, Scientific and Technical Services	\$38m
All other industries	\$311m

Total increase in GDP across the past 10 years **\$623m**

Proportion of GDP by industry, 2022



New residential building consents



1 2

PRODUCTIVITY

GDP per filled job, 2022

\$140,857 **\$132,815**
GDP per employee New Zealand

Productivity growth, 2012-2022

	2022	Last 10 years
Ashburton District	2.3%	↑ 1.2% per year
New Zealand	2.3%	↑ 0.9% per year

BUSINESS UNITS

No. of business units, 2022

5,433 **0.9%**
Business units of national total

Growth in business units, 2012-2022

	2022	Last 10 years
Ashburton District	2.0%	↑ 1.0% per year
New Zealand	4.8%	↑ 2.1% per year

¹ Unallocated includes taxes (mainly GST and import duties) and other factors that can't be allocated to a specific industry.

² The top 8 contributors to GDP are included, 'all others', is all of the other industries grouped together – in our case, this includes the likes of health, professional services, education, financial services, transport, public admin, accommodation and food services.

LABOUR MARKET

Total employment, 2022

19,531 **0.7%**

Filled jobs of national total

Employment growth, 2012-2022

	2022	Last 10 years
Ashburton District	2.7%	↑ 1.4% per year
New Zealand	3.0%	↑ 2.1% per year

Industries creating the most new jobs, 2012-2022

Health Care and Social Assistance	387
Construction	370
Agriculture, Forestry and Fishing	354
Manufacturing	244
Education and Training	233
All other industries	943
Total increase in employment across the past 10 years	2,530

Unemployment rate

2.5%

compared with 3.4% nationally

NEET³ rate

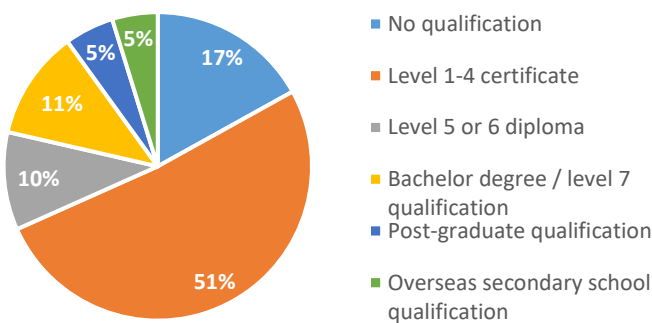
9.8%

compared with 11.7% nationally

618

receiving
Jobseeker Support
- peaking at 774
Sept 20

Education level, 2018



STANDARD OF LIVING

Mean individual annual earnings, 2022

\$62,720

Ashburton District

\$69,585

New Zealand

Annual earnings growth, 2012-2022

	2022	Last 10 years
Ashburton District	4.8%	↑ 3.5% per year
New Zealand	5.6%	↑ 3.2% per year

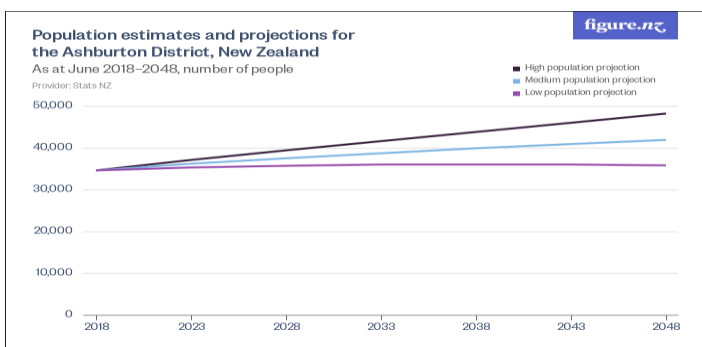
POPULATION

Total population

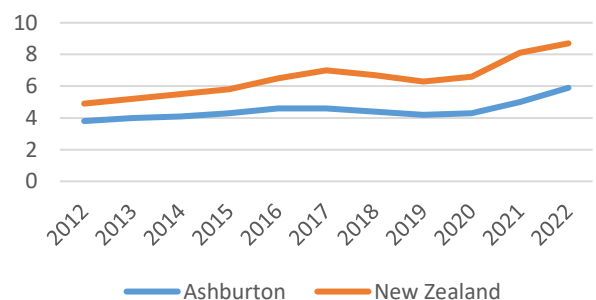
36,300

With 0.7% annual growth expected⁴

Population projections



Housing affordability, 2012-2022⁵ Higher is less affordable



³ NEET rate: Percentage of 15-24 year olds who are not employed or engaged in education or training.

⁴ Stats NZ population projections

⁵ Housing affordability: The ratio of the average current house value to average household income. A higher ratio, therefore, suggests that median houses cost a greater multiple of typical income, which indicates lower housing affordability.

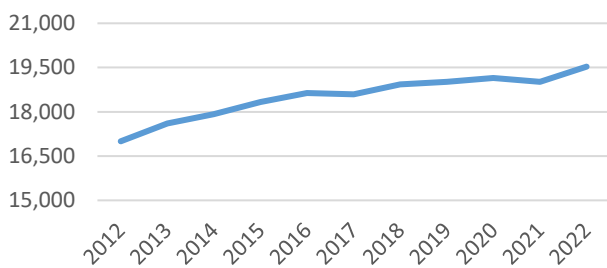
What do we have to think about?

We live in a dynamic economy where a number of factors are, or will, influence our economy and drive economic development. Below is a discussion on some of these key factors and current knowledge.

The Covid-19 pandemic

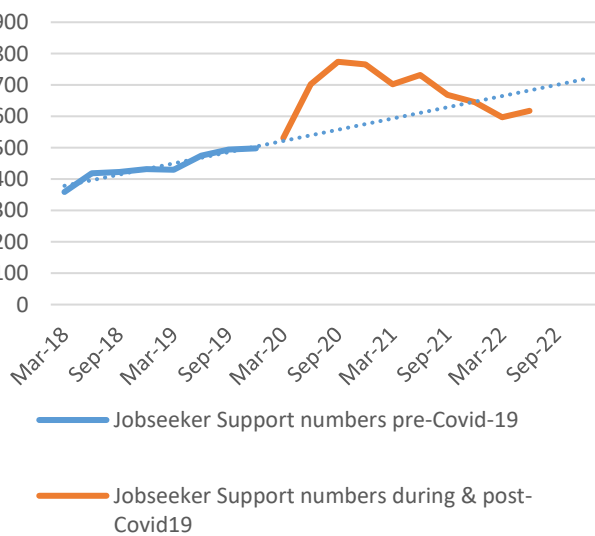
Our economy took a relatively modest hit at the onset of the Covid-19 pandemic, owing to the district's heavy reliance on the primary sector and relatively low exposure to international tourism.

Employment (filled jobs), which had been steadily increasing, dropped across 2021 by 0.7%, but quickly recovered, rising by 2.7% in 2022⁶.



Residents receiving Jobseeker Support jumped significantly from March 2020, peaking 6-months later in September at 774 (a 46% increase)⁷.

While the numbers receiving support are currently higher than pre-Covid-19, they were already trending upwards, albeit at a much more gradual rate, prior to Covid-19. While still higher than we would like, they are now below where we would have expected them to be, had Covid-19 not occurred.



⁶ Infometrics Regional Economic Profile, [Employment Overview](#), 2023

⁷ Taituara LG Sector Good Toolkit, Jobseeker Support, 2023

Increasing Government regulations and societal expectations

The primary sector faces substantial challenges over the medium to longer term as the impact of new regulatory changes is realised. At the same time, the public discourse regarding agriculture's potential impact on the environment has shone a spotlight on farmers, further impacting on sector confidence.

Societal expectations

Traditionally, farming in New Zealand has had a strong social licence in recognition of its economic contribution, role in essential food production and responsibility as custodians of a large area of the national landscape.

As more and more consumers take an increasing interest in not just what they eat, but how it is produced, the relationship between intensive agricultural production systems and the natural environment, is attracting more scrutiny.

The social licence of farming, the way in which food and fibre is produced, is under review within certain parts of the community.

Government regulations

Parallel with, or in response to these societal expectations, growing regulatory requirements are requiring farmers to better understand and reduce their environmental footprint.

The adoption of National Environmental Standards for Freshwater will require land use changes in Ashburton⁸. If our farms were to continue as they were in 2020, this change would be expected to reduce Ashburton's GDP by \$409m or 16.3% from 2020 levels. Employment was also estimated in this report to decrease by 1,735 filled jobs, or 9.1%.

At the same time however, efforts to curtail agricultural greenhouse gas emissions will curb the primary sector from another angle. The Climate Change Commission⁹ estimates that national cow and sheep populations will need to reduce by 15% from 2018 levels, by 2030, to meet emissions reductions targets – although the specific mechanism and regional implications remain to be seen.

What we're doing

While the challenges are immense, we know farms are starting to take steps to address these issues. The concept of a farm environment plan (FEP) is already well understood and widely adopted within our district. With the introduction of certified freshwater farm plans pending, our district's farmers are comparatively better positioned for this next stage of farm compliance.

And we're doing our bit too - the Hekeao / Hinds Managed Aquifer Recharge (MAR) involves the intentional recharge of water to aquifers and has shown measurable improvements in groundwater¹⁰.

What this means

Given the significance of the dairy industry to our economy, the impact of emissions pricing, land de-conversion to less intensive practises and herd reductions, this will be felt locally. This trend would flow through negatively to goods-producing industries which use agricultural products, such as meat works, as well as industries which service agriculture, such as contractors, wholesalers, and equipment manufacturers.

The key long-term challenge for this industry is to look for the opportunities that address these environmental issues and satisfy political and public interests, while allowing businesses to remain financially sustainable. A strong agricultural industry will then continue to contribute strongly to our district's overall economy.

It is a rapidly evolving area, and there will be much work required to consider the national and local response over the next 10 years. This strategy will need to be flexible to adapt its focus to this evolving environment.

⁸ Fitzgerald, [Freshwater Nitrate – 2.4mg and Economic Impact for Ashburton District](#), 2021

⁹ He Pou a Rangi – Climate Change Commission, [Ināia tonu nei: a low emissions future for Aotearoa](#), 2021

¹⁰ [Hekeao / Hinds Water Enhancement Trust](#)

Increasing inflation and interest rates

Over the past 12 months we've experienced the largest increase in living costs in more than 30 years. In 2022, CPI reached 7.2%, and is expected to remain above the Reserve Bank's target band of 1-3% until later in 2024¹¹.

Following around three decades of stable inflation, the sudden and sustained increase is putting pressure on people's budgets and leading to financial strain and a 'cost-of-living' crisis.

In response to this inflation, New Zealand's Reserve Bank has pushed the Official Cash Rate from 1.00%¹² to 5.25%¹³ over the 12 months to April 2023. This pathway represents a large increase in servicing costs for borrowers, forcing many households to substantially curtail their spending to ensure they have enough funds to cover essential costs. Businesses will also be significantly impacted, reducing their willingness to invest.

Global supply chain issues impacting on the cost of goods

The Russian invasion of Ukraine has driven up global commodity prices of late, most notably for us: fuel, food and fertiliser¹⁴.

Although higher food prices may have a positive impact on local producers, escalating interest rates are expected to dampen economic activity globally. As the global economy approaches recessionary conditions, demand for commodities, including food will wane and potentially drive softer prices.

Geopolitical tensions around the supply of oil may keep oil prices higher than other commodities, for longer. This may result in reduced margins in the primary sector as they risk facing softer prices for their products at the same time as higher prices for oil-based inputs.

Skills and talent availability

At the end of 2022, unemployment was at 2.5%¹⁵. While increasing costs may result in firms hesitating to expand their workforce, it is unlikely unemployment will increase significantly due to the tightening of immigration rules and the difficulties employers are having bringing in staff for lower-skilled roles.

Of those under 65 years, there are less 15-19- and 20-24-year-olds in our district than any other 5-year age band¹⁶. This is driven by migration out of the district – often for employment or to further education.

These younger age groups are typically highly engaged in the workforce and relatively mobile, meaning they are important for addressing skills gaps in regional labour markets. Attracting these age groups to our district early in their working career will be a key factor towards working to reduce the gaps in labour force.

¹¹ ANZ, [New Zealand Weekly Data Wrap](#), April 2023

¹² ANZ, [New Zealand Data Wrap](#), April 2022

¹³ Reserve Bank of New Zealand, [Official Cash Rate increased to 5.25 percent](#), 2023

¹⁴ Newshub, [Fuel, food and fertiliser: How Ukraine's invasion impacted New Zealand's economy](#), 2023

¹⁵ Infometrics, Regional Economic Profile, Employment: [Unemployment](#), 2021

¹⁶ Taituara LG Sector good Toolkit, Population Overview, 2023

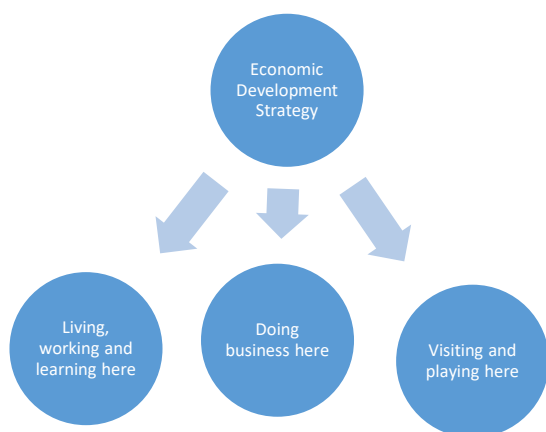
Where do we want to get to?

Council's vision is for Ashburton District to be *the district of choice for lifestyle and opportunity – te rohe ka whiria mō te āhua noho, me te hapori*. This strategy plays an important role in achieving this.

Sitting underneath our vision are community outcomes. Of particular relevance to this strategy is the community outcome: *A prosperous economy based on innovation and opportunity – he ōhaka whai rawa i ruka i te aroka hou me te whai āheika*.

To us, this means we are a welcoming, enabling and business friendly district that supports the economic well-being of our community. We provide opportunities for people of all ages and at all phases of life to enjoy a quality of living within our district that is economically sustainable and affordable. We recognise and manage the effects of population growth and actively promote the district as a destination of choice. We value the role our district's natural, cultural and social assets play in supporting our economic well-being, both now and for future generations.

What does this look like?



Living, working and learning here

Goal 1: Our residents are engaged and invested in our community.

This means:

- there are opportunities for our residents to earn and learn locally
- residents are able to advance in their desired careers
- our district offers the lifestyle our community wants and expects.

Doing business here

Goal 2: Our businesses are thriving, innovative and resilient to change.

This means we have:

- a thriving business environment where businesses are growing and succeeding
- a skilled and capable workforce
- employees that meet the needs of our employers and can adapt to change and drive innovation.

Visiting and playing here

Goal 3: Our district is a destination of choice for locals and visitors, with great leisure, entertainment and recreational activities.

This means:

- we have great activities and sights for both visitors and residents to enjoy
- we are known as a must-visit destination.

How do we achieve this?

OUR VISION		
<i>Ashburton District - the district of choice for lifestyle and opportunity</i>		
<i>Hakaterere – te rohe ka whiria mō te āhua noho, me te hapori</i>		
Living, working and learning here	Doing business here	Visiting and playing here
GOAL 1	GOAL 2	GOAL 3
Our residents are engaged and invested in our community	Our businesses are thriving, innovative and resilient to change	Our district is a destination of choice for locals and visitors, with great leisure, entertainment and recreational activities
OUR OBJECTIVES		
1.1 Provide local training solutions relevant to our economy by strategically partnering with formal and non-formal education providers to meet local learning and training needs.	2.1 Our business owners and employees are skilled, adaptable, and capable.	3.1 Support the development of the Ashburton CBD into a must-visit destination.
1.2 Create an annual calendar of events throughout the district to connect and engage with our community	2.2 Our businesses have access to the expertise, knowledge, and skills to make informed decisions that enable them to successfully adapt to the changing business environment.	3.2 Develop the 'Ashburton District story'.
1.3 Build a community and workforce that recognises and accommodates the diverse needs of residents, newcomers, migrants, and former refugees.	2.3 Our small to medium businesses (SMEs) are well supported locally to enable them to grow and thrive.	3.3 Develop promotional strategies and create and distribute promotional material for our special character places
	2.4 Businesses are well supported when establishing themselves in our district.	

OUR ACTION PLAN

2023-33

Goal 1: Residents are engaged and invested in our community

Objectives	Actions	Our partners <i>Led by the Economic Development team at Council, we will work with the following groups and organisations</i>	Time period	Resourcing
1.1 Provide local training solutions relevant to our economy by strategically partnering with formal and non-formal education providers to meet local learning and training needs.	A. Formalise strategic partnership between ADC and education providers (formal and informal) to participate in a Learning Hub.	Lincoln University, Canterbury Uni, Ara, Fonterra, and others	0 – 6 months	Existing budget
	B. Establish and run working groups to develop strawman concept for Learning Hub with operating structure, location, participants, courses etc.	Lincoln University, Canterbury Uni, Ara, Fonterra, and others	6 – 12 months	Existing budget
	C. Undertake a feasibility study for the creation of an Innovation Centre and Learning Hub. Go/no-go approval required.	Contracted service	1 – 2 years	Contracted - additional budget required
	D. If feasibility study is approved, develop business case for a Learning Hub where students can learn both virtually and in person with education and training strategic partners. Go/no-go approval required.	In-house/ contracted service	1 – 2 years	Contracted - additional budget required
	E. Subject to approval of business case - Implement business plan.	Lincoln University, Canterbury Uni, Ara, Fonterra, and others	2 years and ongoing for learning and education	Oversee implementation with existing budget
	F. If contained in the feasibility plan and supported by the business plan, commence construction of a learning hub.	Lincoln University, Canterbury Uni, Ara, Fonterra, and others	Dependant on Business Case – estimated that design work followed by building to commence in years 6 – 8	Commercially/ debt funded
	G. If feasibility study is successful, develop a business case for an Innovation Centre at the Learning Hub, where industry can develop new ideas and make new connections.	Local industry partners - TBC	6 – 7 years	Contracted - additional budget required

Objectives	Actions	Our partners <i>Led by the Economic Development team at Council, we will work with the following groups and organisations</i>	Time period	Resourcing
	H. If business case is approved, commence implementation of the case.	Local industry partners - TBC	7 years and ongoing	Existing budget and commercial funding
1.2 Create an annual calendar of events throughout the district to connect and engage with our community.	A. Create a district-wide events plan.	Tourism advisory group	0 - 6 months	Existing budget
	B. Identify events to be targeted for delivery in our district.	Tourism advisory group	0 – 12 months	Existing budget
	C. Enable and plan for an iconic event per quarter.	Existing and new events	1 – 2 years	Existing budget
	D. Co-ordinate a full programme of events throughout the year, across the district.	Tourism advisory group	1 – 3 years	Existing budget
	E. Develop and circulate event management resource for local event managers – H&S, ADC liaison and best practice guide.	Individual events	1 – 2 years and ongoing	Existing Budget
	F. Develop promotional mediums for promoting district events.	Tourism advisory group	1 – 2 years	Additional budget required
	G. Engage with new events and integrate into events schedule.	Individual events	3 years and ongoing	Existing budget
1.3 Build a community and workforce that recognizes and accommodates the diverse needs of residents, newcomers, migrants, and former refugees.	A. Develop an accredited Stage 3 Welcoming Communities plan.	Ministry of Ethnic Communities	0-12 months	Existing budget
	B. Implement Welcoming Communities Plan including engagement with ethnic communities and activity schedule.	Multi-cultural council, employers	1 year to implement and ongoing.	Existing budget
	C. Integrate Welcoming Communities into workforce initiatives.	ANZCO, Talleys, various local businesses	1 – 2 years to develop, and ongoing	Existing budget
	D. Review effectiveness of Welcoming Communities Plan and integrate recommended improvements.	All organisations formally involved in the Welcoming Communities Plan	5 years (completion of review report)	Independent review - additional budget required

Goal 2: Our businesses are thriving, innovative and resilient to change

Objectives	Actions	Our partners <i>Led by the ED team at Council, we will work with the following groups and organisations to implement this action plan.</i>	Time period	Resourcing
2.1 Our business owners and employees are skilled, adaptable and capable.	A. Develop partnerships between ADC, industry organisations and government organisations.	MSD, MBIE, CECC etc	0-6 months for initial connection and ongoing	Existing Budget
	B. Establish a structured approach to identifying and acting on opportunities.	MSD, MBIE, CECC etc	6 – 12 months	Existing Budget
	C. Using the partnerships developed above, identify and develop plans to deliver business support that address specific skills and talent needs of local industry.	Partnership with industry organisations and government organisations	1 – 3 years to develop responses, and ongoing	Existing Budget
	D. Develop strategies to attract and retain suitably qualified employees.	Partnership with industry organisations and government organisations	2 – 4 years for establishment and ongoing	Existing budget
	E. Establish a development pathway for employees to seek ongoing career development and learning (link with action 1.1.E).	MTFJ, MSD, formal and informal education, and training providers	2 years and ongoing	Contracted service - additional budget required
	F. Support young people and jobseekers to be retained in employment through the Mayor’s Taskforce for Jobs.	MTFJ, MSD	0 – 6 months pilot and ongoing	MTFJ. Existing budget if funded by MTFJ
2.2 Our businesses have access to the expertise, knowledge, and skills to make informed decisions that enable them to successfully adapt to the changing business environment.	A. Establish a Business Leadership group.	Key Industry Leaders e.g. EA Networks, Carrfields, etc	0 - 6 months	Existing Budget
	B. Undertake sector analysis of emerging risks and opportunities for the district economy (linked to 2.1.B).	Business Leadership Group	6 – 12 months	Contracted service - additional budget required
	C. Develop a plan for addressing risks and utilising opportunities.	Business Leadership Group	2 – 4 years	Existing Budget

Objectives	Actions	Our partners <i>Led by the ED team at Council, we will work with the following groups and organisations to implement this action plan.</i>	Time period	Resourcing
	D. Partner with Lincoln University and their Centre of Excellence to establish a Centre of Expertise – a virtual network of expertise in land use and water (link to Action 1.1.G).	In partnership with Lincoln University	3 – 4 years	Commercially funded
	E. Support the distribution of expert knowledge to the business community through the Centre of Expertise.	Strategic industry partners	3 – 4 years and ongoing	Existing Budget and commercially funded
2.3 Our small to medium businesses (SMEs) are well supported locally to enable them grow and thrive.	A. Undertake a gap analysis of informal industry capability development offered in the district (linked to Action 2.1.B).	Chamber of Commerce, Institute of Directors and other training providers	6 - 12 months	Existing Budget
	B. Partner with organisations, such as the Chamber of Commerce and Institute of Directors (IOD), to increase the number of trainings provided to our SMEs locally.	Chamber of Commerce, Institute of Directors and other training providers	6 – 18 months and ongoing	Partner resourced and user pays
2.4 Businesses are well supported when establishing themselves in the district.	A. Liaise with ADC colleagues to identify ways to lower barriers to businesses interested in setting up in our district.	Council staff	0 – 6 months establishment and ongoing	Existing Budget
	B. Develop and implement processes within Council to streamline the pathway for potential investors interested in coming to our district.	Council staff, potential investors	0 – 12 months development and ongoing implementation	Existing Budget

Goal 3: Our district is a destination of choice for locals and visitors, with great leisure, entertainment and recreational activities.

Objectives	Actions	Our partners <i>Led by the ED team at Council, we will work with the following groups and organisations to implement this action plan.</i>	Time period	Resourcing
3.1 Support the development of the Ashburton CBD into a must-visit destination.	A. Scope and undertake a feasibility study of the opportunities available to increase foot-traffic in the Ashburton CBD. Go/no-go decision required.	Potential investors, food retailers	1 – 2 years	Contracted service - additional budget required
	B. Following feasibility study approval, develop business case.	Food stall retailers, investors	2 – 3 years	Contracted service - additional budget required
	C. Subject to Business Case approval, implement Business Case.	Food stall retailers, investors	3 – 5 years	Existing budget
	D. Secure participating businesses and confirm commitment.	Food stall retailers.	3 – 4 years	Existing budget
	E. CBD retail venue design and construction (linked to 3.1.C).	Commercial investors	4 – 7 years	Commercial/ debt funded
3.2 Develop the ‘Ashburton District story’.	A. Undertake research to understand what we are known for and what our district has to offer.	Tourism Advisory Group and tourism community, Business community, public consultation	0 – 12 months	Contracted service - additional budget required
	B. Based off the research undertaken above, develop a narrative that promotes our district’s unique attributes.	Tourism Advisory Group, Business community, community consultation	1 – 2 years	Contracted service - additional budget required
	C. Integrate the Ashburton District Story narrative across the district.	Tourism community, business community	2 – 4 years	Existing budget and contracted services
	D. Further development of the story and its execution in the district.	Tourism community, business community	4 years and ongoing	Existing budget
3.3 Develop promotional strategies and create and distribute promotional	A. Develop a Destination Marketing Plan.	ChristchurchNZ	0 – 6 months	ChristchurchNZ budget
	B. Implement the Destination Marketing Plan.	Tourism advisory group, Ashburton businesses,	6 months and ongoing	Existing budget

Objectives	Actions	Our partners <i>Led by the ED team at Council, we will work with the following groups and organisations to implement this action plan.</i>	Time period	Resourcing
material for our special character places.		district's businesses and tourism operations.		
	C. Establish the Highway 72 collaborative group.	Selwyn District Council, Timaru District Council and others	0 - 6 months	Existing budget
	D. Promote the inland scenic route as a place of interest for visitors.	Highway 72 collaborative group, Tourism Advisory group, Methven community and Methven businesses	6 - 24 months to develop collateral and promotional resources, then ongoing	Contracted service (additional budget required) and existing budget
	E. Engage with the Methven business community and scope Destination Methven concepts.	Tourism advisory group, Methven community, Methven Community Board, Methven iHub and Methven businesses	1 – 3 years	Existing budget
	F. Promote Methven as a unique destination within our district.	Tourism advisory group, Methven community, Methven Community Board, Methven iHub and Methven businesses	3 years and ongoing	Existing budget and contracted services (additional budget required)
	G. Investigate strategies to increase bed-nights in Ashburton township.	Tourism advisory group, Ashburton businesses	1 – 2 years	Contracted services - additional budget required
	H. Implement strategies to increase bed-nights in Ashburton township.	Tourism advisory group, Ashburton businesses	2 years and ongoing	Existing budget

Appendix One

Monitoring and reporting

The progress of actions and projects outlined in the Action Plan will be monitored. If any actions or projects become unfeasible, they may be removed. New actions and projects can be added and approved by Council as required.

Reports on progress of the Action Plan's implementation will be prepared as part of Council's overall six-monthly reporting.

Review

A review of the Strategy and our progress towards achieving it will be undertaken every five years.

An interim review of the Action Plan will be undertaken after the first 12 months, with full reviews taken every three years to coincide with Council's Long-Term Plan processes.

11. Draft Alcohol Control Bylaw

Author	<i>Femke van der Valk; Policy Advisor</i>
Activity Manager	<i>Rick Catchpowle; Environmental Monitoring Manager</i>
Executive Team Member	<i>Jane Donaldson; GM Compliance & Development</i>

Summary

- A review of Council's current 'Alcohol Control Bylaw' has been completed and [consultation](#) with the community undertaken from 16 March to 16 April 2023.
- On 4 May 2023, Council deliberated on the submissions received, and discussed each of the proposed Alcohol Ban Areas in Ashburton and Methven.
- Council has the following options:
 - Continue the bylaw without amendment, or
 - Adopt the draft bylaw as attached in appendix 1 (recommended)

Recommendation

1. **That** Council adopts the Alcohol Control Bylaw as attached in appendix 1 (option 2).
2. **That** Council resolves the adopted Alcohol Control Bylaw comes into force on 1 June 2023.

Attachment

Appendix 1 Draft - Alcohol Control Bylaw

Background

The current situation

1. Council currently has an Alcohol Control Bylaw. It was first developed and adopted in 2017 and became due for review in 2023.
2. The purpose of the Alcohol Control Bylaw is, in relation to specified public places, to reduce the potential for alcohol-related offensive behaviour and harm, damage, disorder and crime.
3. Internal assessment of the bylaw led to minor administrative corrections.
4. Pre-consultation with the tri-agency (Police, Health and Alcohol Licensing Inspector) on the bylaw review identified the request to consider recent and future town development by expanding the Alcohol Ban Area for Ashburton with three blocks and slightly expanding the Alcohol Ban Area for Methven to make the boundary clearer to residents and visitors.
5. Making an amendment to the Alcohol Control bylaw requires the review process to consider the same criteria as making a bylaw for alcohol control purposes. These criteria are referred to in more detail in the legal section of this report (section 18).
6. NZ Police (Ashburton) has provided an official submission with their input on the bylaw review.
7. Council must give public notice once the bylaw is adopted that includes stating the date on which the bylaw comes into force. The adequate signage must be in place on that date. Officers propose for Council to confirm the 1st of June 2023 as the date that the bylaw becomes operational. The Alcohol Control Bylaw as it was prior to the review will remain current until that date.

Previous Council direction

8. On 15 March 2023, Council adopted the draft Alcohol Control Bylaw for consultation.
9. During the 15 March Council meeting Councillors recommended changes to the policy clarifying the exemptions for the transportation of unopened bottles or containers of alcohol through an Alcohol Ban Area. The Draft Alcohol Control Bylaw now includes:
 - a new clause 9.2. referring to the exemptions for the transportation of unopened bottles or containers of alcohol through an Alcohol Ban Area.
 - An adjusted 'Explanatory note' referring to the same exemptions as listed in section 147(4) of the Act.
10. The draft bylaw was open for consultation from 16 March to 16 April 2023. A total of 28 submissions were received. Two submitters spoke at the public hearing on 4 May 2023.
11. Council deliberations were held on 4 May 2023. The Alcohol Ban Areas that were agreed upon at the deliberations have been incorporated into the draft policy that is attached to this report.

12. These recommendations are:

Ashburton – Alcohol Ban Areas (schedule 1 in draft Alcohol Control Bylaw)

- **Block - A** to be added to the current Alcohol Ban Area
- **Block - B** to be added to the current Alcohol Ban Area
- **Block - C** to be added to the current Alcohol Ban Area

Methven – Alcohol Ban Area (schedule 2 in draft Alcohol Control Bylaw)

- the proposed ‘loop’ of Mackie Street to be added to the current Alcohol Ban Area in Methven

Options analysis

Option one – continue Alcohol Control Bylaw without amendment

13. Under this option Council can decide to continue the bylaw without making any amendment.
14. For this option legislation requires public consultation, which has taken place from 16 March – 16 April. It also requires for a territorial authority to be satisfied that the level of crime or disorder experienced before the bylaw was made is likely to return to the area to which the bylaw is intended to apply if the bylaw does not continue. Council and Police have confirmed that the bylaw remains necessary.

<p>Advantages:</p> <ul style="list-style-type: none">- Continue to have an Alcohol Control Bylaw that aims to reduce the potential for alcohol-related offensive behaviour and harm, damage, disorder and crime.	<p>Disadvantages:</p> <ul style="list-style-type: none">- Missed opportunity to add newly proposed areas to the current Alcohol Control Ban Areas and to improve the ability to reduce the potential for alcohol related offensive behaviour and harm
<p>Risks:</p> <p>Public health and law and order issues arise stemming from newly proposed areas. Council is required to revisit the Bylaw to address such issues in future, creating re-work.</p>	

Option two –adopt the Alcohol Control Bylaw as attached in appendix 1 (recommended)

15. Council could decide to adopt the Alcohol Control Bylaw, as attached in appendix 1, with the proposed changes to enhance the current bylaw. This is the recommended option. Council agreed to consult on changes to the bylaw as included in the consultation and sought feedback on these changes.
16. This option includes the Alcohol Ban Areas, some minor administrative corrections and clarifications to the transportation of alcohol as agreed upon during the Council deliberations held on 4 May 2023.

<p>Advantages:</p> <ul style="list-style-type: none"> - Reflecting recent and potential future Ashburton developments that could pose alcohol-related risks in the bylaw. 	<p>Disadvantages:</p> <p>It provides more restriction on the freedoms of citizens, albeit at the risk of negative externalities such as broken glass and public disorder.</p>
<p>Risks:</p> <ul style="list-style-type: none"> • Council could be perceived as overly restrictive on the rights of Ashburton or Methven residents by expanding the Alcohol Ban Areas. • Council could be perceived as focussing on potential rather than existing problems with adding the proposed additional areas in Ashburton. 	

Legal/policy implications

17. The bylaw underwent an external legal review when it was developed in 2018. The draft bylaw has been reviewed by our in-house legal counsel.

Local Government Act 2002

18. [Section 145](#) of the Local Government Act 2002 (LGA) gives Council the power to make a bylaw for the purpose of:

- protecting the public from nuisance;
- protecting, promoting, and maintaining public health and safety;
- minimising the potential for offensive behaviour in public places.

19. Further authorisation is provided by [Section 147](#) of the Local Government Act 2002 (LGA) which states territorial authorities can make bylaws for controlling the consumption, bringing in and possession of alcohol in public places.

20. [Section 147A\(3\)](#) refers to the criteria that are to be met before the bylaw is made or amended:

Required Determination section 147A(3)	Council Consideration
3a) <i>Whether the bylaw can be justified as a reasonable limitation on people's rights and freedoms.</i>	<p>Council officers consider the bylaw is a reasonable limitation and not overly restrictive because:</p> <ul style="list-style-type: none"> • The restrictions in the bylaw are set for specifically identified areas in the district and during set timeframes. • Police have a local alcohol harm reduction officer. Her view, as supported by the letter in Appendix 3, is that unregulated drinking can lead to alcohol related harm and crime. Therefore, the bylaw provides police with a prevention tool for early intervention in public places. • Police use the “Engage, Educate, Encourage, Enforce model” and “in most cases Police deal with breaches by

	<p><i>way of a verbal warning and have people tip out the relevant container's contents”.</i></p> <ul style="list-style-type: none"> • The Police’s focus is on education where possible, which is not an unreasonable limitation on people’s rights and freedoms given the potential harm of unregulated drinking. • Police advised that during 2019 - 2021 only 1 recorded instance of the alcohol ban being breached is recorded. This shows that from the powers given to the Police by this bylaw, they use the one that has a reasonable limitation on people’s rights and freedoms. • There have been no official complaints on the restrictions received.
<p><i>3b) Whether a high level of crime or disorder (being crime or disorder caused or made worse by alcohol consumption in the area concerned) is likely to arise in the area to which the bylaw is intended to apply if the bylaw is not made.</i></p>	<p>Council has been provided by a statement from the Police that:</p> <ul style="list-style-type: none"> - <i>“Police strongly support the continuation of the bylaw by the Ashburton District Council as a prevention and enforcement measure in relation to reducing alcohol harm.</i> - <i>Police believe that crime/disorder and social harm will return to the indicated areas if the bylaw preventing consumption and possession of alcohol in the Alcohol Ban area did not continue.”</i> <p>Police also advised that prior to the bylaw, young people used to congregate around East Street, socialising and consuming alcohol. Under the bylaw, Police can now prevent this.</p> <p>Council officers therefore consider that, based on the observations and experience of local Police, that there is a real risk of crime and disorder returning to the alcohol ban areas if the bylaw is removed.</p>
<p><i>3c) whether the bylaw is appropriate and proportionate in the light of that likely crime or disorder.</i></p>	<p>As is evident from the Police letter, the alcohol ban is known to be a reasonable deterrent to people drinking alcohol in the relevant public places. Further, the bylaw provides Police with an ability to take enforcement action where necessary when breaches are detected in order to reduce or prevent alcohol related harm. Police therefore support the continuance of the alcohol ban bylaw.</p> <p>In light of the above, Council officers consider the bylaw is both appropriate and proportionate under the circumstances.</p>

21. [Section 147C](#) refers to the signage for areas in which bylaws for alcohol purposes apply.

22. [Section 155](#) of the Local Government Act 2002 requires Council to make the following determinations:

Required Determination	Council Consideration
Whether a bylaw is the most appropriate way of addressing a perceived problem	Council has determined that a bylaw is the most appropriate way of addressing the perceived problem. It is not a legal requirement to have an Alcohol Control Bylaw. However there is a need to minimise the potential for nuisance caused by alcohol abuse in public places and promote community safety.
Whether the bylaw is the most appropriate form of bylaw	Council's proposed Alcohol Control Bylaw is the most appropriate form of bylaw because it meets the following tests: <ul style="list-style-type: none"> • It is authorised by statute under section 145 of the Local Government Act 2002 • It is not repugnant to the general laws of New Zealand • The bylaw is certain and clear • The bylaw is reasonable • The bylaw is not overly restrictive, onerous on any person, or impractical.
The bylaw gives rise to any implications under the New Zealand Bill of Rights Act 1990	The proposed bylaw is not inconsistent with the New Zealand Bill of Rights Act 1990, nor does it impose any restrictions on any of the rights listed in the Act.

Climate change

23. Council's decision on the Alcohol Control Bylaw is not expected to have an impact on Climate Change.

Review of legal / policy implications

Reviewed by In-house Counsel

Tania Paddock; Legal Counsel

Strategic alignment

24. The recommendation relates to Council's community outcome of 'A district of great spaces and places'.

Wellbeing		Reasons why the recommended outcome has an effect on this wellbeing
Economic	✓	Purpose of bylaw to reduce potential alcohol-related damage and crime
Environmental	X	
Cultural	X	
Social	✓	Purpose of bylaw to protect, promote and maintain public health and safety

Financial implications

Requirement	Explanation
What is the cost?	<ul style="list-style-type: none"> Signage: if Council adopts the recommendation of expanding the Alcohol Ban Areas there will be costs associated with the signage and marking of the new Alcohol Control Ban area in Ashburton and Methven. This consists of footpath warnings on the outskirts of the zone plus additional post signage when inside the zone. Consultation: there are costs associated with the required consultation. These have been included in the current budget.
Is there budget available in LTP / AP?	Estimation of the costs (signage+ labour) is \$2,000 and therefore requires an increase to the sundry expenditure cost code accordingly. Due to arrangements already in place, it is estimated that the foot path signage and post signage can be in place within four weeks of adoption.
Where is the funding coming from?	Existing operating budgets.
Are there any future budget implications?	No – once signage is installed no further budget required.
Reviewed by Finance	Hayley Bezuidenhout; Financial Accountant

Significance and engagement assessment

25. The review of the draft bylaw has been assessed and did not trigger high significance. Council was however legally required under the Local Government Act 2002, to undertake consultation with the community on the draft bylaw. Consultation took place from 16 March to 16 April 2023.

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Low
Rationale for selecting level of significance	N/A
Level of engagement selected	1. Inform – One way communications
Rationale for selecting level of engagement	<ul style="list-style-type: none"> Consultation has occurred on the draft bylaw as required. This step is concerned with Council's final decision on the matter.

	<ul style="list-style-type: none"> • Community consultation with the public on the proposed changes was required. Consultation took place from 16 March till 16 April. • Consultation on the proposed Alcohol Ban Areas with the affected landowners has taken place as the additional areas are not public land. • Following adoption, a public notice of the resolution is required.
Reviewed by Strategy & Policy	Mark Low; Strategy and Policy Manager

DRAFT Bylaw

ALCOHOL CONTROL

TITLE:	_____ Ashburton District Council Alcohol Control Bylaw 2017
TEAM:	_____ Environmental Services
RESPONSIBILITY:	_____ Environmental Monitoring Manager
DATE ADOPTED:	_____ 17 May 20 23 ¹⁸
<u>DATE BYLAW IS IN OPERATION:</u>	<u>1 June 2023</u>
<u>NEXT REVIEW DATE</u>	<u>1 June 2033</u>

1. Title

The title of this bylaw is Ashburton District Council Alcohol Control Bylaw 2017.

2. Purpose

The purpose of this bylaw is, in relation to specified public places, to:

- reduce the potential for alcohol-related offensive behaviour and harm, damage, disorder and crime;
- protect, promote and maintain public health and safety; and
- provide controls on the consumption and possession of alcohol.

3. Related documents

- Ashburton District Council Local Alcohol Policy
- Ashburton District Council Open Spaces Bylaw
- Ashburton District Council Public Places Bylaw
- Ashburton District Plan
- Local Government Act 2002
- Local Government (Alcohol Ban Breaches) Regulations 2013
- New Zealand Bill of Rights Act 1990
- Sale and Supply of Alcohol Act 2012
- Summary [Convictions](#)-Offences Act 1981
- Summary Proceedings Act 1957.

4. Contents

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5. Application

This bylaw applies to public places in Ashburton District. Exclusions to the bylaw are set out in clause 9.

6. Definitions

Alcohol has the same meaning as section 5(1) of the Sale and Supply of Alcohol Act 2012 and means a substance:

- (a) *that –*
 - (i) *is or contains a fermented, distilled, or spirituous liquor; and*
 - (ii) *at 20°C is found on analysis to contain 1.15% or more ethanol by volume; or*
- (b) *that–*
 - (i) *is a frozen liquid, or a mixture of a frozen liquid and another substance or*
 - (ii) *substances; and*
 - (iii) *(ii) is alcohol (within the meaning of paragraph (a)) when completely thawed to 20°C; or*
- (c) *that, whatever its form, is found on analysis to contain 1.15% or more ethanol by weight in a form that can be assimilated by people.*

Alcohol Ban Area means the public places described in the Schedules of this bylaw in

which alcohol restrictions are in place permanently or for a specified period.

Bylaw means the Ashburton District Council Alcohol Control Bylaw 2023.

Container means any object used for or capable of holding, transporting or storing items.

Council means Ashburton District Council.

District means the district of the Ashburton District Council.

Drinking vessel means a container used for or capable of holding, transporting or storing a liquid of any kind.

Event means an organised activity involving a group of people.

Glass Ban Area means the public areas described in Schedule 1 and Schedule 2 of this bylaw in which glass restrictions apply.

Licensed premises has the same meaning as section 5(1) of the Sale and Supply of Alcohol Act 2012 and means any premises for which a licence is held.

Nuisance means a person or thing causing inconvenience or annoyance.

Offence means an offence under section 239A of the Local Government Act 2002 that is a breach of this bylaw.

Person means a natural person, a corporation sole, or a body of persons whether incorporated or not.

Public Place has the same meaning as section 147(1) of the Local Government Act 2002. Public Place -

(a) means a place that is open to or is being used by the public, whether free or on payment of a charge, and whether any owner or occupier of the place is lawfully entitled to exclude or eject any person from it; but

(b) does not include a licensed premises.

Special Licence has the same meaning as section 22 of the Sale and Supply of Alcohol Act 2012 Special Licence:

There are 2 kinds of special licence: on-site special licences and off-site special licences.

*a) On the premises a special licence designated as an **on-site special licence** is held for, the licensee can sell and supply alcohol, for consumption there, to people attending an event described in it.*

*b) On the premises a special licence designated as an **off-site special licence** is held for, the licensee can sell the licensee's alcohol, for consumption somewhere else, to people attending an event described in it.*

Specified Period means a period specified in a resolution passed for the purpose of this bylaw and in respect of which this bylaw prohibits or otherwise regulates or controls the consumption or possession of alcohol either generally or in respect of any specified public place.

Specified Public Place means a public place shown on the plans contained in Schedule 1 and Schedule 2 and such additional place as may be defined by the Council by resolution from time to time in accordance with clause 15.4 of this bylaw.

7. Permanent Alcohol Bans

- 7.1 A person must not (unless an exemption under clause 9 or 10 applies):
- 7.1.1 consume alcohol in an Alcohol Ban Area;
 - 7.1.2 bring alcohol into an Alcohol Ban Area;
 - 7.1.3 possess alcohol in an Alcohol Ban Area;
 - 7.1.4 consume, bring or possess alcohol in a vehicle within an Alcohol Ban Area.

8. Temporary Alcohol Bans

- 8.1 In addition to clause 7, Council may from time to time, resolve under the Local Government Act 2002 to include additional area(s) as Alcohol Ban Areas for a specified period relating to a specified event or a particular time of the year.
- 8.2 If a Temporary Alcohol Ban is issued, Council will publicly notify the ban at least 14 days prior to the date of enforcement. The details of the Temporary Alcohol Ban and the enforcement period will be made publicly available.

9. Exemptions

- 9.1 The alcohol restrictions in this bylaw do not apply to areas or activities covered by a license issued under the Sale and Supply of Alcohol Act 2012, including:
- 9.1.1 any public place which is part of a licensed premises' outdoor area, where permission to occupy that area has been granted by Council;
 - 9.1.2 the carrying of alcohol directly between one part of a licensed premises and another part of the same licensed premises across a public place that separates the parts of the same licensed premises;
 - 9.1.3 any public place that is subject to a special license, for the term of that license;
 - 9.1.4 any vehicle in a public place to which a license under the Sale and Supply of Alcohol Act 2012 applies;
 - 9.1.5 within defined areas at any event held in a public place at which alcohol is served under a caterer's license under the Sale and Supply of Alcohol Act 2012.

9.2 The alcohol restrictions in this bylaw do not apply to any bringing or possessing of alcohol in an unopened container which falls within any of the exemptions in section 147(4) of the LGA.

Explanatory notes: The following note is explanatory and is not part of the bylaw, but is intended to explain its general effect:

~~A number of e~~*Exemptions for the transportation of unopened bottles or containers of alcohol through Alcohol Ban Areas are listed in section 147(4) of the Act as follows, including:*

A bylaw under this section does not prohibit, regulate, or control, in the case of alcohol in an unopened container,—

- a) the transport of the alcohol from licensed premises next to a public place, if—
 - (i) it was lawfully bought on those premises for consumption off those premises; and
 - (ii) it is promptly removed from the public place; or
- b) the transport of the alcohol from outside a public place for delivery to licensed premises next to the public place; or
- c) the transport of the alcohol from outside a public place to premises next to a public place by, or for delivery to, a resident of the premises or his or her bona fide visitors; or
- d) the transport of the alcohol from premises next to a public place to a place outside the public place if—
 - (i) the transport is undertaken by a resident of those premises; and
 - (ii) the alcohol is promptly removed from the public place.

FOR EXAMPLE; if you purchase alcohol from a supermarket that falls within the Alcohol Ban Area, you do not breach the bylaw if you do not open the alcohol containers and promptly leave the licensed premises in accordance with section 147(4)(a)

- ~~• commercial deliveries to licensed premises~~
- ~~• carrying alcohol bought from an off license (eg liquor store)~~
- ~~• carrying alcohol to or from BYO licensed premises~~
- ~~• carrying alcohol to or from private residences.~~

~~Some of these exemptions require the alcohol to be promptly removed from any public places covered by alcohol restrictions.~~

~~The exemption which applies to licensed vehicles does not extend to passengers who step out of the licensed vehicle within an Alcohol Ban Area, at which point they become subject to the bylaw and must comply with it.~~

9.2—9.3 A person can apply in writing to Council for an exemption for an activity that would be in breach of this bylaw.

- 9.34 The bylaw does not apply to organised events in public places that Council by resolution has suspended the application of this bylaw between specified hours on any given day/s, in accordance with section 151 (2) of the Local Government Act 2002.

10. Special Licenses

- 10.1 Nothing in this bylaw stops any individual or organisation (corporate or otherwise) from applying to the Council for a Special Licence for an event to be held in an Alcohol Ban Area.
- 10.2 Clause 7 (permanent alcohol bans) and Clause 8 (temporary bans) do not apply to alcohol sold, supplied or consumed within the area to which a Special Licence applies.

11. Amending Alcohol Bans

- 11.1 Council may amend or revoke an alcohol ban in accordance with the Local Government Act 2002. All amendments will be publicly notified at least 14 days before they date the effects of the amendments are to come into effect.
- 11.2 Council may amend Alcohol Ban Areas by resolution as provided for in section 151(2) of the Local Government Act 2002. These areas will be publicly notified as per the requirements in the Local Government Act 2002.

12. Signage

- 12.1 Council must display signage indicating the location and extent of the Alcohol Ban Area using sufficient legible notices in conspicuous places on, or adjacent to, the place to which the notice relates, informing the public of the Alcohol Ban Area unless it is impracticable or unreasonable to do so. The absence of signage is not a defence against breach of this bylaw.

13. Powers of Police

- 13.1 As provided by section 169 and 243 of the Local Government Act 2002, a police constable is empowered to enforce this bylaw, and is authorised to:
- 13.1.1 search a vehicle or container entering or within an Alcohol Ban Area subject to requirements of section 170 of the Local Government Act 2002;
 - 13.1.2 seize and remove alcohol if the alcohol is in breach of this bylaw;
 - 13.1.3 issue an infringement notice for any breach of the bylaw and impose an infringement fee under section 4 of the Local Government (Alcohol Ban Breaches) Regulations 2013; and
 - 13.1.4 arrest a person who has been asked and refused to either leave a public place or to surrender alcohol that is in breach of this bylaw.

Explanatory note: No warrant is required by the Police to conduct a search to ascertain whether Alcohol is present in a container or Vehicle that is in or entering an Alcohol Ban Area.

In addition to their general powers, under Sections 169 and 170 of the Local Government Act 2002 any member of the New Zealand Police may exercise the power under Section 170(2) of that Act (to search a container or vehicle without further notice) in a Specified Public Place on such specified dates as may be notified by the Council from time to time in accordance with the requirements in s.170 of the Local Government Act 2002.

14. Glass vessels in Glass Ban Areas

- 14.1 No person shall have in his or her possession, at any time, any glass drinking vessel or container in any Glass Ban Area, as detailed in Schedule 1 and 2.
- 14.2 Council may declare additional areas as Glass Ban Areas by resolution as provided for in section 151(2) of the Local Government Act 2002. These areas will be publicly notified as per the requirements in the Local Government Act 2002

15. Designation of Specified Public Places and Specified Periods

- 15.1 Specified Public Places are initially those areas described in the Schedule 1 and 2 of this bylaw, and referred to as Alcohol Ban Areas in this bylaw or otherwise known by the term “restricted place” as defined in s.169(1) of the Local Government Act 2002.
- 15.2 Council may declare additional areas as Specified Public Places by resolution as provided for in section 151(2) of the Local Government Act 2002. These areas will be publicly notified as per the requirements in the Local Government Act 2002.
- 15.3 Specified Periods are:
- 15.3.1 in relation to Alcohol Ban Areas during the period from 9:00pm on any day to 7:00am the following day; and
- 15.3.2 in relation to Glass Ban Areas 24 hours a day, 7 days a week; and
- 15.3.3 during Labour Weekend each year the Labour Weekend Alcohol & Glass Ban Area shown on Schedule 2 of this bylaw, during the period from 9:00pm on the Saturday until 7:00am on the following Monday; and
- 15.3.4 any additional period that may be specified by the Council by resolution from time to time in accordance with Clause 15.42 of this bylaw.
- 15.4 Council may declare additional periods as Specified Periods by resolution as provided for in section 151(2) of the Local Government Act 2002. These periods will be publicly notified as per the requirements in the Local Government Act 2002.

16. Offences and Penalties


- 16.1 The penalty for breaching an alcohol ban is an infringement fee of \$250.00 as per the Local Government (Alcohol Ban Breaches) Regulations 2013.

DRAFT

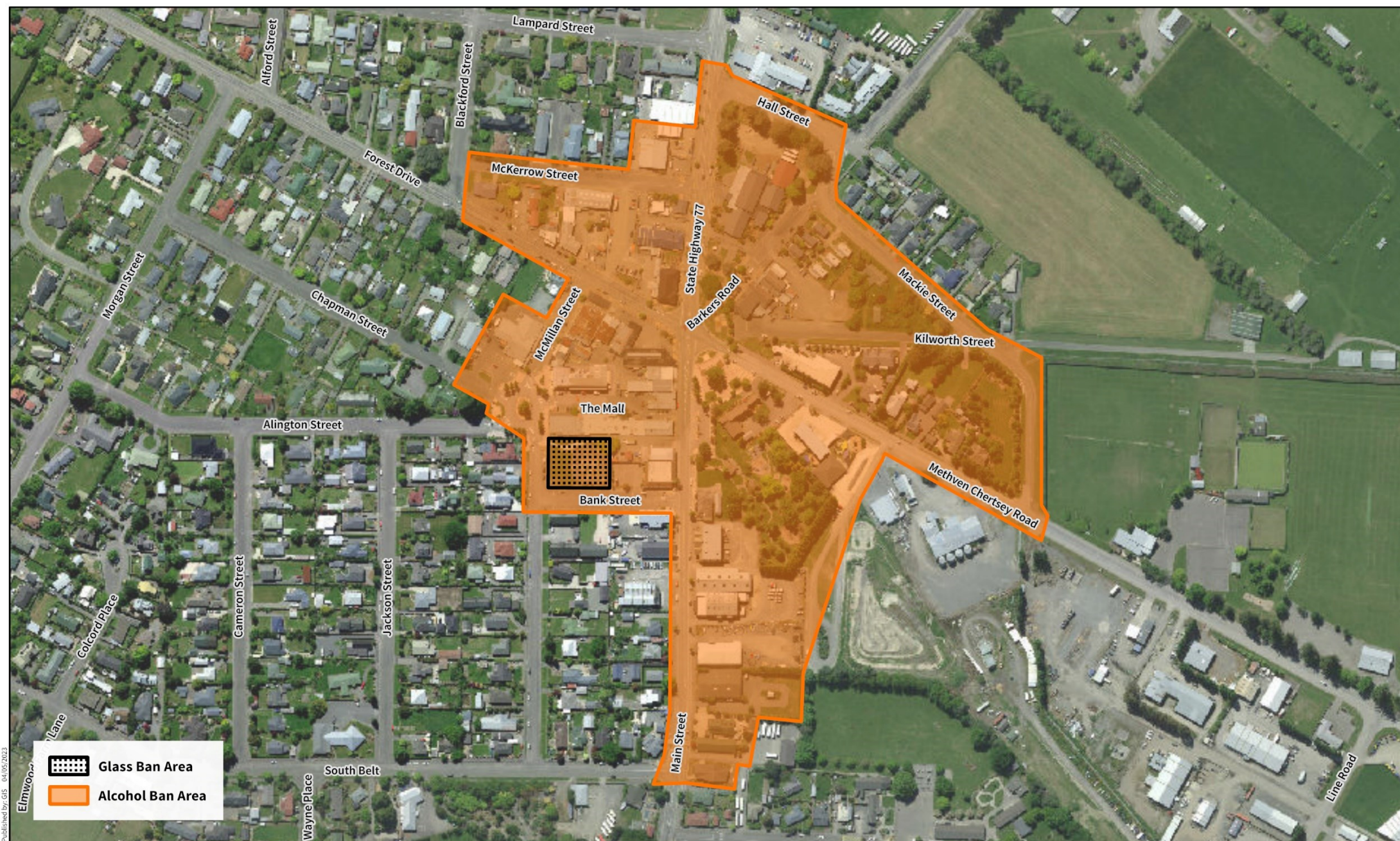
Schedule 1 – Ashburton Alcohol and Glass Ban Areas





Published by GIS: 04/05/2023

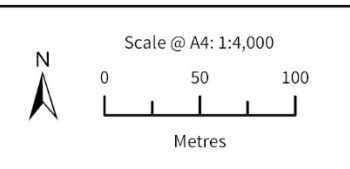
	<p>N</p> <p>Scale @ A4: 1:7,500</p> <p>0 100</p> <p>Metres</p>	<h3>Ashburton Alcohol and Glass Ban Area</h3>	<p>Disclaimer Note: This map may contain information derived in part or wholly from sources other than Ashburton District Council. It is supplied in good faith but its accuracy or completeness is not guaranteed. This information is indicative only and must not be used for legal purposes. Contains information sourced from the LINZ Data Service licensed for reuse under CC BY 4.0.</p> <p>Service Layer Credits: Land Information New Zealand, Environment Canterbury</p>
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Schedule 2 – Methven Alcohol and Glass Ban Areas



Published by GIS 04/05/2023

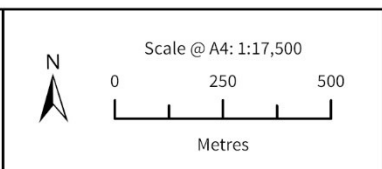
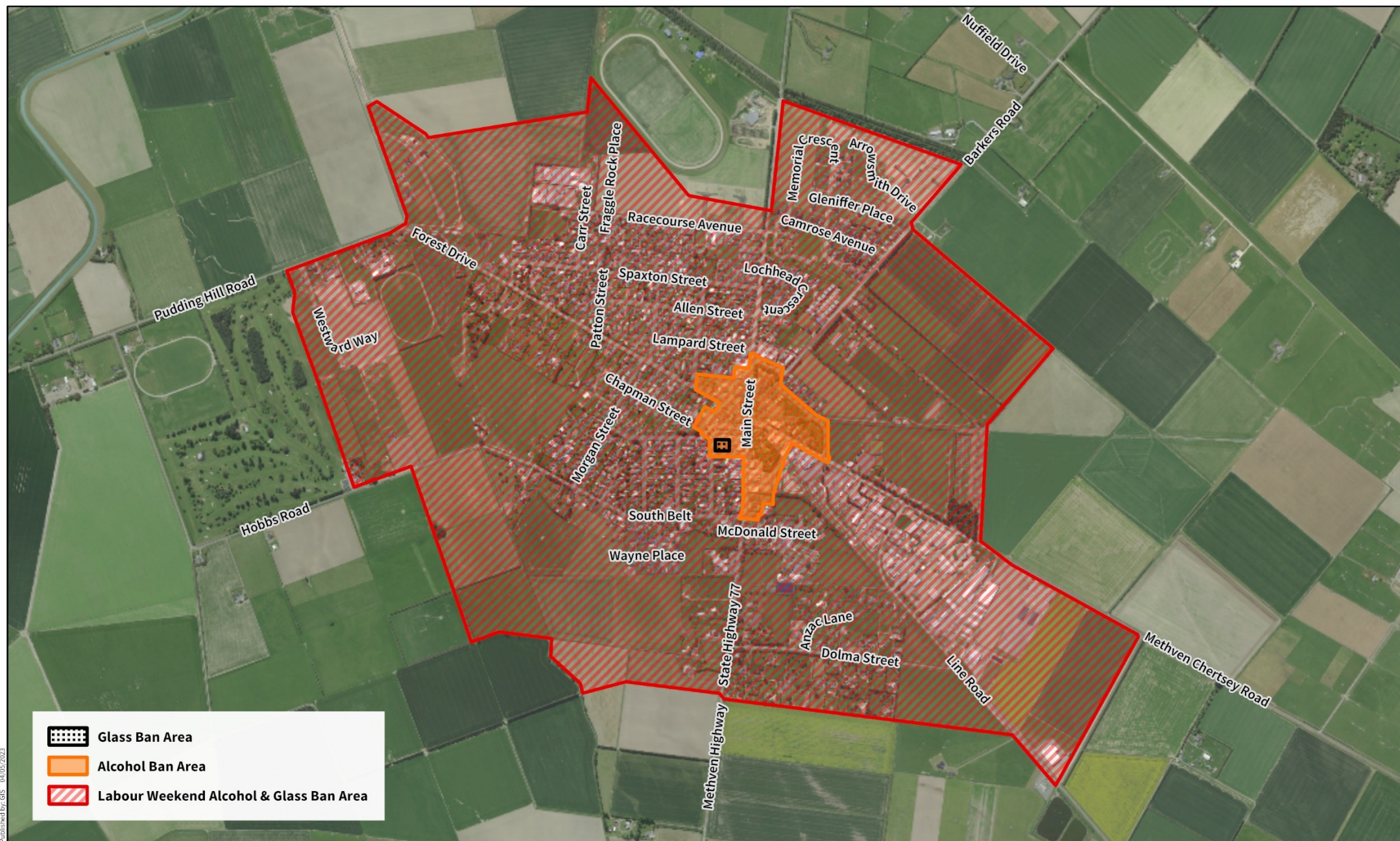
 **Glass Ban Area**
 **Alcohol Ban Area**



Methven Alcohol and Glass Ban Area

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Methven Labour Weekend Alcohol and Glass Ban Area

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12. Councillors' Report

12.1 Local Government NZ Zone 5 & 6 Meeting

The Zone 5 & 6 meeting took place in Queenstown on 20-21 April. Councillors Lynette Lovett, Russell Ellis and Phill Hooper attended along with Mayor Neil Brown and CE Hamish Riach.

The meeting was a good opportunity for new elected members to learn more about the sector and to hear from LGNZ about their online training and workshops. There were two days of speakers and discussion; Crs Ellis and Hooper also joined a walking tour of the Queenstown CBD which has recently been upgraded and has a 'pedestrian friendly' emphasis and Cr Lovett attended the workshop on Destination Queenstown.

In summary, there was an overall feeling that local government isn't being taken seriously enough by central government and, as a group, local government should be pushing for the Minister of Local Government to be ranked more highly and have a bigger voice in Cabinet. There's a general feeling of concern about local government's role going forward and that local government is being 'watered down'.

Councillors' comments and observations from the meeting are summarised in this report.

Meeting takeaways

- It was encouraging to see a younger age group attending this meeting.
- LGNZ should push for a delay of Long-term Plans as many councils are still struggling to get their 2021 Annual Plans audited. A number of councils are experiencing staff shortages and burn-out, and this is compounded by the 'Affordable Waters' (3Waters / 10 entity model) and the general election this year. There's concern about staff being poached by other councils or Affordable Waters, and the plug being pulled on Better-off funding which some councils have budgeted for.
- Concern too that NZ's consenting process is expensive compared to other countries. There is too much red tape, it's over-regulated, the cost of consultants is very high and there are major processing delays. Farming water consents do not go out beyond 2030. This is not helping the farming sector with future planning and investment.
- We heard Affordable Waters' costs are ballooning out, with layers of governance, administration and consultants. The question was asked when will they start to levy councils – or is this why the Better-off funding has been pulled? It was acknowledged that some water reform is needed as there are some areas that cannot afford to meet their requirements.

- Around the table council updates highlighted the empathy towards many shared problems and concerns as well as some good stories. The issue of council and staff overload and burn-out was reiterated. There's a view that this Government is pushing to many policies and reform through the House before the election. In particular, the RMA is of concern as they have not taken LGNZ with them, which puts that relationship into question – is central government not listening to or valuing local government? It was suggested that the Minister representing Local Government should be in Cabinet.
- Regionalisation is an apparent issue – RMA, Affordable Waters, health reforms – and what's next?
- There's real concern about the health reforms - a lack of understanding of how it is going to work and a lack of clarity on how it will work regionally.
- It's pleasing to see that the Minister supports emergency management at a local level. We know our systems and communities – local people are first on the scene. But we also recognise that we need the help of regional councils and central government.

Regenerative Tourism by 2030

- The pandemic brought change. As the borders were shut it was time to reevaluate Queenstown and the Lakes District as a tourist destination that will be economically viable and have a thriving future.
- Every household and business was sent a questionnaire seeking their views on the wants and needs for the future, and what the district's vision and aspirations for tourism can become – what is unique about Queenstown and the surrounding district.
- From a series of workshops and consultation, people responded that they want to see
 - Regenerative tourism and a carbon zero visitor economy – i.e. getting businesses to look at their carbon footprint
 - Visitors staying longer in the district – in particular, encouraging back-packers to stay longer and help fill job vacancies
 - Sustainability and projects that minimise environmental harm.
- A plan is needed that contributes a holistic value that benefits communities, the environment and the economy. Also, local stories need to be told along and local products for retail.
- The purpose was to improve local and visitor wellbeing and experience. Forging connections between people and places, enabling healthy ecosystems, and understanding the lifetime and value of the visitor.
- Four pillars were set up:
 - 1 Enrich communities, enhance the visitor experience
 - 2 Restore the environment. Decarbonise the visitor economy
 - 3 Build economic resilience capability and productivity
 - 4 Foundations for success data measurement governance.

The economic development plan works alongside this strategy.

Key Speakers

Local Government NZ - President Stuart Crosby provided an update which was followed by a Zones breakout session where the issues of 3Waters (Affordable Waters), RMA reform and the ‘watering down’ of local government were discussed.

Department of Internal Affairs – Michael Lovett (Deputy CE Local Govt Branch), Warren Ulusele (Partnership Director, Zone 6) and Paul Barker, Partnerships Director, Zone 5) provided a general update followed by a question and answer session.

Taumata Arowai – Alan Prangnell, Brian Hanna and Riki Ellison spoke about their water quality roles and goals going forward. This was followed with each council having five minutes to talk about the issues and successes in their districts. There were a lot of shared ‘concerns’.

Hon David Parker, Minister for the Environment was the final speaker for day one. He spoke about the background work that went into RMA reforms.

Simon Watts MP, Opposition Spokesperson for Local Government spoke about National’s commitment to local government and their thoughts on 3Waters (Cr Hooper’s observation was that the information shared was light on numbers).

Brad Olsen, Infometrics (Chief Executive and Principal Economist) commented that there are some positive signs but there’s still a bumpy economic road to traverse.

Hon Kieran McNulty, Minister for Local Government spoke about his commitment to local government and the pathway, and numbers behind their move, to 10 entities for 3Waters. He also said they have heard concerns around the implications for council controlled organisations (CCOs) and to ‘watch this space’.

From discussion it was apparent that most councils are concerned about having a voice around the table with the new 10 entity / 3Waters model.

Susan Freeman-Greene (LGNZ Chief Executive) wrapped up the conference.

Recommendation

That Council receives the Councillors’ Zone 5 and 6 report.

13. Mayor's Report

13.1 Waitaha Primary Health

Notification has been received from the Waitaha Primary Health Board that Council's appointee, Georgina McLeod, has tendered her resignation, effective May 2023.

I would like to record this Council's appreciation of the work that Georgina has undertaken during her term and wish her all the best for the future.

The Board are looking to fill the vacancy and have asked Council to recommend up to three persons who will be interviewed by the Board. The role would be a three year term, with a maximum of two terms able to be served.

It is my recommendation that expressions of interest be sought from interested persons. Subject to suitable applications being received, they would be evaluated by the Executive Committee and a recommendation will be made to the Waitaha Primary Health Board.

Recommendation

1. **That** Council invites applications from persons interested in representing the Ashburton District on the Waitaha Primary Health Board.
2. **That** the Executive Committee be delegated to consider the applications and recommend suitable candidate(s) for the role of the Ashburton District community representative.

13.2 LGNZ Remit

I have sought the support of the Canterbury Mayoral Forum member councils for Ashburton's remit on *Product Stewardship of Expanded Polystyrene from the Construction Industry* that we plan to take to the Local Government NZ AGM in July.

From responses to date, it's apparent that other councils share our concerns about the amount of polystyrene entering the waste stream from the construction industry.

I am hopeful that we'll get sufficient support to collectively seek LGNZ's agreement to work alongside central government to develop a national-led approach to address this issue.

13.3 Canterbury Mayoral Forum Ministerial Meetings

The Canterbury Mayoral Forum and Hamish Riach, as chair of the Chief Executive Group, travelled to Wellington on Thursday 11 May to meet with nine ministers to discuss various issues. Views of the Canterbury Mayors were articulated to the Ministers and they were very welcoming of meeting with them as a group. It was a very efficient use of time and the feedback from the Ministers was that it was well worthwhile and should be continued in the future.

13.4 Meetings

- **Mayoral calendar**

May 2023

- 4 May: AlcoholControl Bylaw submissions and hearings
- 4 May: Charging for Our Future submission
- 4 May: Ian Mackenzie
- 5 May: Hokonui radio interview
- 5 May: The Breeze radio interview
- 5 May: St John annual awards evening
- 6 May: King Charles III Coronation commemorative tree planting
- 6 May: Harris Scientific Reserve tree planting
- 8 May: Economic Development meeting with International tourism buyers
- 8 May: Leeann Watson, Canterbury Employment Chamber of Commerce with CE Hamish Riach
- 8 May: Robert Newlands, EA Networks Shareholders Committee with CE Hamish Riach
- 9 May: RDR Board meeting
- 9 May: C4LD Plenary Group: National Party Leader & LG Spokesperson (via Zoom)
- 9 May: Federated Farmers AGM
- 10 May: Activity Briefings
- 10 May: Audit & Risk committee
- 11 May: Canterbury Mayoral Forum visit with various Ministers in Wellington with CE Hamish Riach
- 12 May: Janine Bowden, Acting Senior Sergeant, NZ Police
- 12 May: Mid Canterbury Sports Awards with CE Hamish Riach
- 15 May: Rural Support Trust AGM
- 16 May: Anama Stockwater Forum group
- 16 May: Councillor chat drop-in sessions at Library

Recommendation

That Council receives the Mayor's report.

Neil Brown

Mayor