Ashburton District Council

AGENDA

Notice of Meeting:

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

Date: **Wednesday 20 March 2024**

Time: **1.00pm**

Venue: **Hine Paaka Council Chamber**
Te Whare Whakatere, 2 Baring Square East, Ashburton

Membership

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

Meeting Timetable

Time	Item
1.00pm	Council meeting commences
1.15pm	Civic Financial Services – Charlie Howe, CE
2.30pm	Ashburton Water Zone Committee – Bill Thomas, Chair

1 Apologies

- Cr Tony Todd

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

4	Council – 6/03/24	**3**
5	Methven Community Board – 11/03/24	**7**

Reports

6	District Plan Change 5	**10**
7	Adoption of Long-Term Plan 2024-34 – Supporting Information	**157**
8	Adoption of Long-Term Plan 2024-34 Consultation Document	**448**
9	Adoption of Biodiversity Strategy	**510**
10	Stockwater closure – SKW/008/23 Ashburton River Road	**554**
11	Stockwater closure – SKW/010/23 Wilkinsons Road	**565**
12	Road Closure – Ashburton Street Sprint	**575**
13	Mayor's report	**581**
14	Ashburton Water Zone Committee Progress Report 2023	*[Circulated with agenda]*

Business Transacted with the Public Excluded

15	Council 6/03/24 - ADC_EA Working Group 19/02/24 - Library & Civic Centre PCG 20/02/24 - People & Capability Report - EPH Friendship Lane Tender - Ashburton Contracting Ltd [Now in open meeting] - EPH Friendship Lane award of tender	Section 7(2)(h) Commercial activities Section 7(2)(h) Commercial activities Section 7(2)(a) protection privacy natural persons Section 7(2)(h) Commercial activities Section 7(2)(h) Commercial activities	**PE 1**
16	EPH Friendship Lane funding	Section 7(2)(h) Commercial activities	**PE 3**
17	Service Provider CE Performance Review	Section 7(2)(h) Commercial activities	**PE 9**
18	West Street carpark	Section 7(2)(h) Commercial activities	**PE 24**
19	CE 6 Month Performance Review	Section 7(2)(a) protection privacy natural persons	**PE 25**

4. Council Minutes – 6 March 2024

Minutes of the Council meeting held on Wednesday 6 March 2023, commencing at 1pm in the Hine Paaka Council Chamber, Te Whare Whakatere, 2 Baring Square East, Ashburton.

Present

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

In attendance

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

Staff present for the duration of their reports: Mark Low (Strategy & Policy Manager), Tayyaba Latif (Policy Advisor), Femke van der Valk (Corporate Planner), Richard Wood (Sport & Recreation Manager), Lauretta Smith (Accountant), Renee Julius (Property Manager) and Jacqui Watson (Property Legal Counsel).

1 Apologies

Nil.

2 Extraordinary Business

Nil.

3 Declarations of Interest

Nil.

Presentations

- Digital Waitaha Charitable Trust – 2.4pm – 5-3.07pm.
- RDR Management Ltd – 3.28pm – 4.06pm
- Ashburton Contracting Ltd – 4.51pm – 5.32pm

Public Forum

Historic Places Mid Canterbury (HPMC) representatives Nigel Gilkison and Maxine Watson spoke about their concerns that Council is reconsidering a previously agreed decision to upgrade Balmoral Hall. They said it was disappointing for HPMC to be again commenting on the possibility of another heritage building being lost.

Key points –

- HPMC questioned the significant increase in cost to refurbish the Hall, since it was first budgeted in the LTP 2021-31, and asked why the upgrade didn't proceed in 2022 as proposed
- Concerned that an opportunity has been lost to restore the last remnant of one of Ashburton's earliest education facilities
- Council's response to HPMC's official information request in January was "woefully inadequate" – a formal complaint has now been lodged with the Ombudsman by HPMC
- The sprung floor at the Hall is a key feature and is valued by the many dance school users
- HPMC has no objection to Council selling off the remainder of the former Polytech land but believe the Balmoral Hall should be preserved

- HPMC request that Council proceeds with the promised refurbishment, rather than consulting, that a heritage appraisal be undertaken and that the LTP acknowledges that the existing building has significant cultural and social wellbeing values. They would like to see previous budgets being provided for public to comment on, and for possible alternatives to demolition considered.

The Mayor thanked the presenters and advised that Council is yet to make a decision on whether the Balmoral Hall will be retained or sold, and will be going to the community with a proposal in the Long-Term Plan 2024-34. He invited Historic Places Mid Canterbury to also make a submission through that process.

Post meeting note: Council officers will provide HPMC with a breakdown of the $1.3m budget now proposed Further clarification has now been forwarded in response to the LGOIMA request – Officers have provided a link to the Long-Term Plan 2021-31 where the Balmoral Hall refurbishment was planned for Year 2 ($428k) along with an explanation that when further detailed investigations of the refurbishment work were undertaken, it triggered the requirement to obtain a building consent and to undertake additional works to what was originally scoped.

The presentation concluded at 1.17pm.

4 Confirmation of Minutes – 20/02/24

That the minutes of the Council meeting held on 20 February 2024, be taken as read and confirmed.

McMillan/Cameron Carried

5 Audit & Risk Committee – 14/02/24

That Council receives the minutes of the Audit & Risk Committee meeting held on Wednesday 14 February 2024.

Ellis/Todd Carried

6 Biodiversity Advisory Group – 12/02/24

That Council receives the minutes of the Biodiversity Advisory Group meeting held on Monday 12 February 2024.

Braam/Lovett Carried

7 Draft Community Engagement Policy

That the consultation trigger for Council's elderly persons housing stock be set at 30% in the draft Community Engagement Policy.

Cameron/Ellis Carried

That Council approves the Draft Community Engagement Policy 2024, for consultation alongside the Long-Term Plan 2024-34.

McMillan/Ellis Carried

8 EA Networks Centre Masterplan – approval of consultation document

That Council approves the Draft EA Networks Centre & Surrounding Land 30 Year Masterplan and Consultation Document, for consultation alongside the Long-Term Plan 2024-34.

Braam/Lovett Carried

9 Road Closure – Ashburton Car Club Sealed Autocross

That Council permits Seaside Road, from Bonningtons Road to Fitzgerald Road, to be closed from 8.00 am Sunday, 17 March 2024 until 6.00 pm the same day, to allow the Sealed Autocross Event to take place.

Ellis/Todd Carried

10 Financial Variance Report

Officers were asked to report back with more detail on Council's forestry operation, specifically the return on investment after harvesting.

A breakdown on the proposed $300k Oval Pavilion expenditure was also sought.

That Council receives the January 2024 financial variance report.

Cameron/Braam Carried

11 Councillor Reports

That the Deputy Mayor's report be received.

McMillan/Cameron Carried

12 Mayor's Report

That the Mayor's report be received.

Mayor/Cameron Carried

Business transacted with the public excluded –2.09pm

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:	
13	Audit & Risk Committee – 14/02/24	Sections 7(2)(a) & h)	Protection of privacy of natural persons & Commercial activities
14	ADC_EA Working Group – 19/02/24	Section 7(2)(h)	Commercial activities
15	Library & Civic Centre PCG 20/02/24	Section 7(2)(h)	Commercial activities
17	People & Capability Report	Section 7(2)(a)	Protection of privacy of natural persons

McMillan/Braam Carried

Council resumed in open meeting at 2.45pm.

Digital Waitaha Charitable Trust

Neysa Koizumi and Megan Rutter spoke about the on-line digital safety programmes they are delivering to youth, and to people working with youth. The approach is to reach out to young people from the moment they start using their devices and provide strategies such as *"Stop, Block, Talk"* to help keep them safe from unwanted material.

An event being planned for June, *"For Youth by Youth"*, will be an opportunity for panel-led discussion including those working in the social media space, to look at what needs to change. The Trust are planning to use the Te Whare Whakatere Event Space and put their resource material into the Library.

Neysa and Megan were thanked for their presentation and invited to return to Council and share their research at a later date.

Council adjourned for afternoon tea from 3.07pm to 3.28pm.

RDR Management Ltd

Tony McCormick and Jen Crawford presented an overview of RDRML operations.

Key points:

- Fish screen has been operational for two years and is successfully keeping fish from getting into irrigation, returning them to the river
- Flood repair work (from June 2021) is underway. $5m of the work on Ashburton River is covered by insurance.
- Rakitata River revival – looking to carry out an economic impact study. Relationships are important and Council's support is important to ensure the asset endures. Need to find common ground with Arowhenua and start the conversation now – not wait until consent renewal. Council's help to engage with mana whenua will be welcomed.
- Shut-down in May will be an opportunity to look at the scheme's infrastructure and do repairs. Work has been done on an asset management plan and long-term plan (beyond 20 years).

The presentation concluded at 4.06pm.

Business transacted with the public excluded – 4.06pm

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:	
16	EPH Units – Design & Build Tender	Section 7(2)(h)	Commercial activities
	ACL Quarterly report	Section 7(2)(h)	Commercial activities

Braam/Hooper Carried

Business transacted with the public excluded now in open meeting

- **EPH Units at 1-16 Friendship Lane – award of design & build tender**

  That Council approves the appointment of BP Construction Limited as the preferred contractor for the demolition of the existing affordable elderly persons housing units at 1-16 Friendship Lane, Ashburton, and the construction of 16 new units (as a two stage project, with eight units demolished and rebuilt at a time) at the same site, for the tendered price of $3,073,668.00 (plus GST).

  Braam/Ellis Carried

Council resumed in open meeting and concluded at 5.32pm.

Confirmed 20 March 2024

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MAYOR

5. Methven Community Board – 11 March 2024

Minutes of the Methven Community Board meeting held on Monday 11 March 2024, commencing at 9.00 am, in the Mt Hutt Memorial Hall Board Room, 160 Main Street, Methven.

Present

Kelvin Holmes (Chair), Megan Fitzgerald, Allan Lock and Richie Owen; Deputy Mayor Liz McMillan.

In attendance

Toni Durham (GM Democracy & Engagement), Linda Clarke (Communications Advisor) and Phillipa Clark (Governance Team Leader).

1 Apologies

Mayor Neil Brown and Robin Jenkinson — Sustained

2 Extraordinary Business

Nil.

3 Declarations of Interest

Item 9: Liz McMillan declared an interest and gave notice she would withdraw from debate and decision.

Public Forum

Mary Kermode (Methven Red Cross) was welcomed to the meeting and spoke about two issues that the Methven Red Cross shop is experiencing:

- Parking – road markings need to be upgraded to better define the available parking and identify the private (shop) parking. Assistance to mark out the mobility park, which is on private land, was also requested.
- Dumping of 'rubbish' – the Shop is experiencing high volumes of unwanted goods and clothing being left in their skip which they have to dispose of at their cost (Red Cross incur a charge of $380 each time the skip is emptied). Mary asked if the Board would investigate with Council the possibility of a 'kerbside collection day' to address the need for unwanted and larger items that people are wanting to get rid of.

The Chair thanked Mary and advised that both matters will be taken into consideration when the Board prepares its submission to Council's Long-term Plan.

The presentation concluded at 9.11am.

4 Confirmation of Minutes

Biodiversity Strategy – minutes corrected to show that the Deputy Mayor advised that the Garden of Harmony is worth being considered.

That the minutes of the Methven Community Board meeting held on 29 January 2024, as amended, be taken as read and confirmed.

Owen/McMillan — Carried

Matter arising: New rules for speed restriction

Liz reported that the Road Safety Co-ordinating Committee, rather than the Mayor, will write to the Minister of Transport re the speed signs that are going to be changed on SH77 (30kph and 60kph).

5 Adventure Balloons – grant request

That Methven Community Board allocates $5,000 from its discretionary grant to Adventure Balloons NZ (Limited) for the Methven – Fire and Ice Hot Air Balloon Glow and Laser Festival, with this funding to be used for event advertising.

Holmes/Owen Carried

6 Methven Firefighters Support Group – grant request

That Methven Community Board allocates $3,000 from its discretionary grant to the Methven Fire Fighters Support Group to repaint their roof.

Owen/Fitzgerald Carried

7 Mt Hutt College Centennial Project – grant request

The Board noted that no quotes have been provided. Given that the centennial event won't take place until 2025, it was suggested that Mt Hutt College be asked to provide further detail on costs associated with stage curtain replacements.

That the matter lies on the table meanwhile, pending further information and quotes.

McMillan/Lock Carried

8 Mt Hutt College Rock Wall – grant request

That Methven Community Board allocates $3,000 from its discretionary grant to the Mt Hutt College for the school rock climbing wall project.

McMillan/Holmes Carried

9 Methven Foothills Walking Festival – grant request

Deputy Mayor, Liz McMillan withdrew from the meeting for this item.

That Methven Community Board allocates $550 from its discretionary grant to the Methven Foothills Walking Festival.

Owen/Lock Carried

10 Activity Reports

That the reports be received.

McMillan/Fitzgerald Carried

- **Long-term Plan 2024-34 development**

The Board acknowledged there is currently no budget for extra street lighting and agreed to address this in their LTP submission. The submission will support the Methven Reserve Board's request for investigations into improved street lighting on Methven Chertsey Road (from the Cemetery to Mackie St).

It was further agreed the submission will make reference to the iHub funding (noting there is only funding provided in Year 1 of the Plan), and seek increased funding for the Methven community pool.

The Board will have a workshop to prepare the submission and Board members will attend the LTP consultation events on 10 and 20 April. The Chair will confirm the workshop date.

- **Garden of Harmony**

It was reported that a meeting will be held on 21 March for Board members to meet with Council officers who will be helping to progress the Garden of Harmony project. Advice will be given to the Board on how to approach the project through the LTP submission.

The meeting will be held at the Council offices, Te Whare Whakatere at 3pm.

- **CRM reports**

The CRM report will be further refined, retaining information on the status of more critical requests – i.e. water leaks, road safety, and vandalism.

- **Finance report**

Clarification was sought on the reason for a $1,550 amount showing in the December 'Telephones and Tolls' appears as an 'Allowance' in the January report. Officers will check and report back.

- **Roading & footpaths**

The Chair commented on the number of footpaths around the township that have become overgrown and need cleaning – a particular problem on the south side of Methven Chertsey Road.

The meeting concluded at 10.21am.

Confirmed on 22 April 2024

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Chairman

6. Proposed District Plan Change 5 (Transportation)

Author *Nicholas Law; Senior Planner*
Activity Manager *Ian Hyde; District Planning Manager*
Executive Team Member *Jane Donaldson; Group Manager Compliance & Development*

Summary

- The purpose of this report is to consider the recommendations of Independent Commissioner Matt Bonis who has been appointed to consider submissions and make a recommendation on a proposed alteration (PC5) to the Ashburton District Plan.
- The proposed Plan Change seeks to fix unintended consequences arising from the introduction of the National Policy Statement on Urban Development. The Plan Change also proposes to update mobility and cycle parking standards, and manage effects from high trip generating activities, to ensure the District Plan reflects best practice, and aligns with Council strategies such as the Walking and Cycling Strategy and District Parking Strategy.
- Having considered the application, submissions and evidence from Council-appointed professionals, Commissioner Bonis has recommended that the Plan Change be adopted provided that certain alterations are made. A copy of the Commissioner's recommendations is attached.

Recommendation

1. **That** Council adopts the Commissioner's recommendations attached to this report in respect of Plan Change 5 to the Ashburton District Plan comprising alterations to:
    - Provision of cycle parking and mobility parking standards
    - Provision for the assessment of high trip generation activities
    - Consequential amendments to various sections resulting from the implementation of the National Policy Statement on Urban Development
    - Updates to the Roading Hierarchy tables in the Transportation section.

Attachments

Appendix 1 **Commissioner's Recommendation Report, including recommendations on submissions**

Appendix 2 **Commissioner's recommended amendments**

Appendix 2A Section 10 Transport
Appendix 2B Section 4 Residential Zones
Appendix 2C Section 5 Business Zones
Appendix 2D Section 7 Aquatic Park Zone
Appendix 2E Section 8 Scheduled Activities
Appendix 2F Section 17 Definitions

Additions through PC5 as notified are shown in **black text underlined** or **~~struck out~~**, and as amended in the s42A Report in **red text underlined** or **~~struck out~~**. Additional amendments as a consequence of the Commissioner's recommendations are shown in **green text underlined** or **~~struck out~~**.

Background

The current situation

1. Plan Change 5 (PC5) was developed in response to gaps identified in the existing Ashburton District Plan transport provisions, in part arising from the new National Policy Statement on Urban Development. The policy statement removed requirements for minimum off-street parking and resulted in some potential gaps in managing off-street parking, including design requirements for parking areas where these are provided. The Plan Change also proposes to update mobility and cycle parking standards, and manage effects from high trip generating activities, to ensure the District Plan reflects best practice, and aligns with Council strategies such as the Walking and Cycling Strategy and District Parking Strategy.

2. On 15 March 2023 the Council adopted the recommendation to notify the proposed Plan Change. PC5 was publicly notified between 23 March and 28 April 2023 with five (5) submissions being received, four (4) of which indicated a wish to be heard. The summary of submissions was notified on 1 June 2023 during which one additional response was received. Submission details are included in the Commissioner's report.

3. The Council Reporting Officer had pre-hearing discussions with the submitters between 20 July and 27 October 2023 and progress was made on reaching agreement on submission points. A hearing was scheduled for 18 December 2023, however before this date arrived, all submitters had agreed to withdraw their right to speak. Having been made aware of this, Commissioner Bonis elected to hold a brief video call 'hearing' with the Council Reporting Officer to cover off any remaining questions. The hearing was closed on 9 January 2024.

Summary of amendments proposed in notified PC5

4. The relevant provisions are largely contained within Section 10: Transport of the Plan, albeit there are consequential amendments to Section 17: Definitions, Section 4: Residential Zones, Section 5: Business Zones; Section 7: Aquatic Park Zone; and Section 8: Scheduled Activities.

5. The amendments proposed in the notified plan change are largely as follows:

   (a) Address unintended consequences associated with the application of the National Policy Statement – Urban Development to the Ashburton District Plan, through:

   i. Deleting the word 'required' in Rules 10.8.4 and 10.8.10 to ensure the application of appropriate parking space dimensions and formation where vehicle parks are provided.

   ii. Insertion of appropriate queueing length requirements (Rule 10.8.12).

(b) Amendments to Rule 10.8.3 'Mobility Parking' to ensure application of the requirements for mobility spaces where larger activities may otherwise choose not to provide vehicle parking spaces, and to ensure that where 1 – 9 vehicle park spaces are provided (excluding small scale visitor accommodation as akin to a residential use), mobility spaces are required by the District Plan.

(c) Amendments to cycle space requirements and assessment matters (Policy 10.1E, Rule 10.8.6, Table 10-5, Assessment Matters 10.10.1).

(d) Insertion of a High Traffic Generation rule, to require the assessment of transport effects of activities which generate 'significant' traffic. Rule 10.8.1.

(e) Updating the Road Hierarchy to reflect the current roading hierarchy as maintained by the Council.

Options analysis

Option one – Confirm the Commissioner's recommendations (Recommended)

6. The Council, as decision maker under section 10 of schedule 1, is not bound by the Commissioner's recommendations. However, the principles of natural justice require the Council's decision to reflect an assessment of the information provided in the Commissioner's report and recommendations, including the summary of submissions made and evidence given. Council cannot abrogate from its duty to make its decision based on the section 10 considerations. Where it has delegated the task to undertake that consideration to expert commissioners, it would be a rare and exceptional case for it to reject or fundamentally depart from the recommendations in circumstances where the Council itself has not heard the evidence.

Advantages:	***Disadvantages:***
Enables the plan provisions recommended by the Commissioner to be given effect to and for transport outcomes to be guided by those provisions. This will likely result in improved transport safety and efficiency outcomes relative to the status quo (operative District Plan). Ensures alignment between the District Plan and Council Strategies e.g. Walking and Cycling Strategy (2023) and alignment with District Plans of adjoining territorial authorities. Supports the decision being seen as reasonable, and limits exposure to judicial review.	None identified
Risks: None identified beyond the standard right for submitters to appeal the decision.	

Option two – Reject the Commissioner's recommendations

7. The quasi-judicial requirements of section 10 of Schedule 1 and the decision to delegate the power to hear submissions and evidence and make a recommendation establishes a formal process. This in turn establishes a legitimate expectation of those involved in the process that the Council when receiving the recommendation will give it full and proper regard. The Council itself hasn't heard the evidence and must rely instead on the Commissioner's report. Where the Commissioner's recommendation is to approve with or without modification, a subsequent decision of Council to reject the proposed Plan Change is effectively a decision to reject the Commissioner's recommendation.

8. A decision to reject the recommendation and to instead decide that the Plan Change application should be declined must be based on the information provided in the Commissioner's report and must be reasonable. Any decision that fails to satisfy these requirements will be in breach of legitimate expectations that the process will be fairly and properly followed and consequently may be vulnerable to judicial review.

9. If the Council decided to reject the Plan Change and that decision was appealed, experts would have to be found who could support the Council's decision in the Environment Court. The experts the Council has engaged to date could be subpoenaed by an appellant.

Advantages:	***Disadvantages:***
None identified	The District Plan would continue to have the gaps identified, and this may result in ongoing adverse transport safety and efficiency effects and outcomes. The District Plan would continue to have the inconsistencies identified with Council Strategies e.g. Walking and Cycling Strategy (2023) and the District Plans of neighbouring territorial authorities. There may be additional costs to Council to promulgate a replacement plan change or to improve transport infrastructure to offset some of the adverse safety and efficiency effects under the status quo (for example road widening or traffic calming measures, or greater provision of public mobility & cycle parks).
Risks: Moderate risk of judicial review by participants in the process. Moderate reputational risk due to the decision being seen as unreasonable.	

Legal/policy implications

Resource Management Act

10. This proposed Plan Change has been undertaken through the process enshrined within the first Schedule of the Resource Management Act. Section 10 of this Schedule states that in making a decision on provisions and decisions made in submissions, a local authority must:

    (1)…. give a decision on the provisions and matters raised in submissions, whether or not a hearing is held on the proposed policy statement or plan concerned.

    (2) The decision—

    (a) must include the reasons for accepting or rejecting the submissions and, for that purpose, may address the submissions by grouping them according to—

    (i) the provisions of the proposed statement or plan to which they relate; or

    (ii) the matters to which they relate; and

    (ab) must include a further evaluation of the proposed policy statement or plan undertaken in accordance with section 32AA; and

    (b) may include—

    (i) matters relating to any consequential alterations necessary to the proposed statement or plan arising from the submissions; and

    (ii) any other matter relevant to the proposed statement or plan arising from the submissions.

    (3) To avoid doubt, the local authority is not required to give a decision that addresses each submission individually.

    (4) The local authority must—

    (aaa) have particular regard to the further evaluation undertaken in accordance with subclause (2)(ab) when making its decision; and

    (a) give its decision no later than 2 years after notifying the proposed policy statement or plan under clause 5; and

    (b) publicly notify the decision within the same time.

    (5) On and from the date the decision is publicly notified, the proposed policy statement or plan is amended in accordance with the decision.

11. Section 31 of the Resource Management Act sets out the functions of territorial authorities under the Act:

(1) Every territorial authority shall have the following functions for the purpose of giving effect to this Act in its district:

(a) the establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district

12. The proposed update of mobility and cycle parking standards, and introduction of new provisions to manage effects from high trip generating activities, are required to ensure alignment with existing Council strategies such as the Walking and Cycling Strategy (2023) and District Parking Strategy (2021).

Climate change

13. The Plan Change has the potential to contribute to a reduction in emissions within the District from the transportation sector. The update to the mobility parking and cycle parking standards and the management of the effects of vehicle trip generation can contribute to a reduction in transport greenhouse gas emissions, and an improved resilience to the effects of climate change.

14. The Commissioner has recommended a change to proposed Policy 10.4F in response to submissions, that would explicitly recognise the positive effects of 'low emission transport'.

15. The Plan Change is not directly related to the management of natural hazard risk that may be attributed to a changing climate.

Strategic alignment

16. The recommendation relates to Council's community outcomes of Economic, Environmental, and Social Wellbeing because the proposed Plan Change seeks to maintain and enhance the safety, efficiency, and sustainability of the transport network.

Wellbeing		Reasons why the recommended outcome has an effect on this wellbeing
Economic	✓	• Efficient management of the Transport network can support the economic wellbeing of the District. • Meeting the regulatory requirements of the Plan Change can have some costs for applicants.
Environmental	✓	• The proposed Plan Change will have a positive effect on Transport safety, efficiency, and accessibility through amendments to relevant District Plan provisions. For example the management of the adverse effects of high trip generating activities can ensure the safety and efficiency road network is maintained.
Cultural	χ	
Social	✓	• The proposed Plan Change will have a positive effect on accessibility for mobility impaired residents, as it will ensure that mobility parks are provided for relevant developments on private land.

Financial implications

Requirement	Explanation
What is the cost?	Final cost will be determined by any appeals received.
Is there budget available in LTP / AP?	Yes
Where is the funding coming from?	Existing budgets
Are there any future budget implications?	No
Reviewed by Finance	Erin Register; Finance Manager.

Significance and engagement assessment

17. The public notification engagement process as prescribed by Schedule 1 of the Resource Management Act 1991 must be followed.

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Medium
Rationale for selecting level of significance	N/A

Level of engagement selected	Consult – Formal two way communication. The public notification process prescribed by Schedule 1 of the Resource Management Act 1991 must be followed.
Rationale for selecting level of engagement	Changes to District Plans are administered through a statutory process under the Resource Management Act 1991 which includes a statutory consultation component.
Reviewed by Strategy & Policy	Richard Mabon

Appendix 1

Ashburton District Council

Recommendations of the Independent Hearings Commissioner

Plan Change 5: Transportation

27 February 2024

This Recommendation Report contains the following appendices:

Appendix 1: Summary table of recommendations on each submission point

Appendix 2: Recommended amendments to PC5 - Tracked from notified version

Recommendation Report

Plan Change 5: Transportation

1 Introduction

Report purpose

1.1 This report considers the provisions, and records the recommendations on the submissions, relating to Plan Change 5: Transportation (**PC5**) which, as notified, related to the following aspects of the Operative Ashburton District Plan (**ADP**):

(a) Consequential amendments to various sections of the ADP resulting from the implementation of the National Policy Statement for Urban Development.

(b) Matters relating to Mobility Parking and Cycle Parking Standards.

(c) Provision for the assessment of high trip generating activities.

(d) Update of the Roading Hierarchy table in the Transportation section of the ADP.

1.2 I was appointed as Hearings Commissioner by the Ashburton District Council (the Council) on 1 September 2023. That delegation included all necessary powers under the RMA[2] to review and hear the submissions made on PC5 and to make recommendations to the Council on the provisions on all matters raised in those submissions.

1.3 PC5 has been the subject of a s32[1] report[2], consultation with stakeholders, and, of course, the public notification, hearing and culminating in these recommendations.

Role and report outline

1.4 This Report provides the recommendations as to the outcome of the Plan Change on the Council's behalf. The authority delegated by the Council includes all necessary powers under the RMA to hear and recommend on the submissions received on the Plan Change. For the reasons stated below, a Hearing was not required for PC5.

1.5 The purpose of this report is to satisfy the Council's various decision-making obligations and associated reporting requirements under the RMA.

1.6 The requirements in clause 10 of the First Schedule of the Act and section 32AA are relevant to my considerations of the submissions to PC5 provisions. In summary, these provisions require among other things:

a. an evaluation as focused on changes to the proposed provisions arising since the notification of PC5 and its s32 reports;

b. the provisions to be examined as to whether they are the most appropriate way to

[1] Section 32 of the RMA sets out the requirements for preparing reports that evaluate the appropriateness of a plan change.
[2] *Section 32 Evaluation Report – Proposed Change 5 to the Ashburton District Plan.*
https://www.ashburtondc.govt.nz/__data/assets/pdf_file/0024/64554/Section-32-Report-Plan-Change-5.pdf

achieve the objectives;

c. as part of that examination, that:

   i. reasonable alternatives within the scope afforded by submissions on the provisions and corresponding evidence are considered;

   ii. the efficiency and effectiveness of the provisions is assessed;

   iii. the reasons for our recommendations are summarised; and

   iv. that the report contains a level of detail commensurate with the scale and significance of the changes recommended.

1.7 As discussed below, there has not been a need to produce a separate evaluation report under s32AA. With one exception, as detailed in paragraph 4.21, I have adopted the recommendations of the Council's s42A Report Author, Mr Nicholas Law on the basis of the commendable work undertaken between the Council Officer's and Submitters to resolve matters prior to the scheduled Hearing. Mr Law's s42A Report outlines the associated s32AA evaluation for any recommended changes post notification of PC5[3]. For the purposes of this Recommendation – and conciseness, that evaluation is adopted in its entirety.

Comments on the parties' assistance

1.8 In advance of setting out the Plan Change context, I would like to record my appreciation at the manner in which the proceedings were conducted by all the parties taking part. In particular, the efforts by the Council Officers and Mr Law are commendable in terms of resolving matters with submitters to the extent that provisions in the s42A Report were largely agreed, and the Hearing able to be vacated.

[3] PC5, s42A Report. Law. [Appendix 2 – Section 32AA Evaluation]

2 Summary of Plan Change, submissions and procedural matters

Summary of relevant provisions

2.1 The relevant provisions are largely contained within Section 10: Transport of the Plan, albeit there are consequential amendments to Section 17: Definition, Section 5: Business; Section 4: Residential Zones, Section 7: Aquatic Park Zone; and Section 8: Scheduled Activities.

2.2 As indicated in paragraph 1.1 of this Recommendation Report, the relevant provisions I address related to PC5 are largely as follows:

(a) Address unintended consequences associated with the application of the National Policy Statement – Urban Development to the Ashburton District Plan, through:
   i. Deleting the word 'required' in Rules 10.8.4 and 10.8.10 to ensure the application of appropriate parking space dimensions and formation where vehicle parks are provided.
   ii. Insertion of appropriate queueing length requirements (Rule 10.8.12).

(b) Amendments to Rule 10.8.3 'Mobility Parking' to ensure application of the requirements for mobility spaces where larger activities may otherwise choose not to provide vehicle parking spaces, and to ensure that where 1 – 9 vehicle park spaces are provided (excluding small scale visitor accommodation as akin to a residential use), mobility spaces are required by the District Plan.

(c) Amendments to cycle space requirements and assessment matters (Policy 10.1E, Rule 10.8.6, Table 10-5, Assessment Matters 10.10.1).

(d) Insertion of a High Traffic Generation rule, to require the assessment of transport effects of activities which generate 'significant' traffic. Rule 10.8.1.

(e) Updating the Road Hierarchy to reflect the current roading hierarchy as maintained by the Council.

Purpose of the Plan Change

2.3 The purpose of PC5 as stated in the Plan Change materials as being:

"…developed in response to gaps identified in the existing Ashburton District Plan transport provisions, in part arising from the new National Policy Statement on Urban Development.

The policy statement removed requirements for minimum off-street parking and resulted in some potential gaps in managing off-street parking, including design requirements for parking areas where these are provided.

Updating mobility and cycle parking standards, and managing effects from high trip generating activities, are needed to ensure the District Plan reflects best practice, and aligns with Council strategies such as the Walking and Cycling Strategy and District Parking Strategy".

Notification and submissions

2.4 PC5 was publicly notified on 23 March 2023. The closing date for submissions was 28 April 2023.

2.5 A total of five (5) submissions on PC5 were received by the Council representing a total of 25 submission points.

2.6 A summary of submissions was prepared and subsequently notified for further submissions on 1 June 2023 with the closing date for receiving further submissions being 16 June 2023. Eleven further submission points were received from one submitter[4].

2.7 **Table 1** below provides a list of submitters to the proposed Plan Change. A full summary of the submissions received in **Appendix 1**, including the recommendations on the relief sought by each submitter.

Table 1: List of submitters to PC5

Sub#	Submitter
S1	Canterbury Regional Council
S2	Waka Kotahi NZ Transport Agency
S3	Ministry of Education
S4	KiwiRail Holdings Ltd
S5	Fuel Companies

It is noted at the outset that the submission points were largely in support of provisions. Where opposition is noted, submission points were focused on amendments to rule thresholds or specific wording within provisions.

Matters raised in submissions

2.8 Without taking away from the finer detail provided in the submissions, the matters raised in those submissions to the Plan Change fall into the categories contained in the s42A Report being:

(a) High Trip Generating Activities – Issue 1

(b) Definition of Transport Network – Issue 2

(c) Electric Vehicle Charging Stations – Issue 3

(d) Queuing Spaces on Entry to Service Station Sites– Issue 4

(e) Approve the Plan Change – Issue 5

Commissioner directions and hearing procedures

2.9 **Minute 1** was issued on 16 November 2023 to set down the process and programme of exchange of Evidence for a Hearing, including the scheduled Hearing Date and venue. That Minute also set out a process whereby parties would formally advise in advance of lodgement of Submitter Evidence as to whether, based on the s42A Report they still wished to attend the Hearing. Both Waka Kotahi / NZ Transport Authority and the Canterbury

[4] Canterbury Regional Council (FS1)

Regional Council provided formal correspondence advising that they accepted the recommendations in the s42A Report.

2.10 **Minute 2** was issued on 13 December 2023, based on the absence of Submitter Evidence and formally enquiring as to whether residual Submitters still wished to be heard. In response, the Ministry of Education advised that they would not be attending the hearing, and the 'Fuel Companies' responded in acceptance of the s42A Report recommendations.

2.11 Consequently, the Hearing was vacated.

2.12 On 18 December 2023, a concise 'Hearing' was held via video call with the Council's s42A Reporting Officer in relation to residual questions and matters of clarity associated with the s42A Recommendations. The scope and nature of these questions were not of a nature that required a further Minute to parties.

2.13 The hearing was formally 'closed' on 10 January 2024.

Procedural matters I am obliged to make a determination on

2.14 There is one procedural matter that I am obliged to make a determination on:

a. the scope of submissions relating to: the insertion of a definition of 'Transport Network'[5]; provisions relation to the insertion of Policy and provisions in relation to 'electric vehicle charging stations'[6].

Scope of amendments, fairness and natural justice issues

2.15 These matters are addressed in the s42A Report[7].

2.16 For completeness, the requirement under clause 6 of Schedule 1 to the RMA is that submissions are required to be "on" (or within the ambit of) the Plan Change. Such is to avoid issues associated with natural justice and unfairness.

2.17 The test, as endorsed in *Motor Machinists*[8], is:

(a) can the submission reasonably be said to fall within the ambit of the Plan Change / does the submission address the change to the status quo advanced by the Plan Change; and

(b) is there a real risk that persons potentially affected by the submission would be denied an effective opportunity to respond in the Plan Change process.

2.18 In addition, whether the submission is "on" the Plan Change is a question of scale and degree in the particular circumstances[9].

2.19 Mr Law has applied these tests on the submissions and recommended the following:

(a) The submission from KiwiRail Holdings seeking insertion of a definition for 'transport

[5] S4.2 [Kiwirail]
[6] S5.1 and s5.2 [The Fuel Companies]
[7] S42A [8.2.2 – 8.2.12]
[8] *Clearwater Resort Ltd v Christchurch City Council,* High Court Christchurch AP34/02 (14 March 2003); *Palmerston North City Council v Motor Machinists Ltd* [2013] NZHC 1290.
[9] *Option 5 Inc v Marlborough District Council* (2009) 16 ELRNZ 1 (HC).

network' is on the Plan Change, as there is a nexus that the Rail network is relevant to a consideration of the transport network as associated with the management of high trip generating activities.

(b) The submissions from the Fuel Companies, in so far, as these seek to engage with notified provisions – that is Policy 10.4F, and matters associated with the application of the High Traffic Generation rule as introduced through PC5 are within the Scope of the Change. However, a suite of provisions associated with Electric Charging stations extending to other zones and the associated Utilities and Retail Activities rules are beyond the scope of submissions[10].

2.20 I therefore endorse Mr Law's recommendations in this regard.

Key legislative change since notification of PC5

2.21 The NPS-IB was gazetted in the lead up to the PC5 hearing. It came into force on 4 August 2023. This NPS has no relevance to the Change being considered.

3. Statutory considerations

Summary of statutory requirements

3.1 The statutory requirements for the preparation and consideration of the contents of a District Plan are set out in s31, 32, and 72-77D of the RMA.

3.2 In *Colonial Vineyard Ltd v Marlborough District Council* [11], the Environment Court updated the framework of matters to be evaluated when preparing a plan, albeit by reference to the version of the RMA that applied prior to 3 December 2013. The RMA has been amended a number of times since that date. As relevant for these purposes being the substantial rewriting of s32 and the introduction of s32AA.

3.3 PC5 has not been drafted within the framework of the National Planning Standards 2019 as the Plan Change is exempt from the Implementation Standards – Part 17.

Part 2 of the RMA

3.4 The Act's purpose and principles are set out in Part 2 of the Act.

3.5 Section 5 explains that the Act's purpose is to promote the sustainable management of natural and physical resources.

3.6 The s42A Report in-so-far as it sets out the initial evaluation of Part 2 matters in the s32 is accepted and adopted, as is – for the sake of conciseness, relevant references as to the importance of Part 2 of the RMA specifically, sections 5 and 7 (b), (c), (f) and (g).

3.7 Furthermore, there is no evidence to suggest there are areas of invalidity, incomplete coverage or uncertainty in the relevant plans or intervening statutory documents such that any detailed evaluation of Part 2 is required.

[10] S42A [8.2.11]
[11] ENV-2012-CHC-108, [2014] NZEnvC 55

3.8 Equally, the s32 and s42A references as to the Council's extensive duties and functions under s31 of the RMA for the purpose of giving effect to the Act's sustainable management purpose, is adopted.

Relevant District Plan policy considerations

3.9 I have given consideration to PC5 consistency with s75(1) of the RMA, which requires a District Plan to state the objectives for the District, any policies to implement the objectives, and the rules (if any) to implement the policies.

3.10 I accept and adopt Mr Law's findings that the PC5 amendments are the most appropriate way to achieve objectives in the Plan[12].

3.11 PC5 does amend operative ADP policies. Both the s32[13] accompanying the notified changes, and the s42A Report contains an appropriate assessment of PC5 against the relevant ADP objectives and policies[14]. This assessment finds that PC5 will assist in achieving ADP objectives and related policies with respect to the transport network and the integration with land use. I accept and adopt these findings.

National Policy Statements

3.12 I accept that PC5 is, in part, to address unintended consequences associated with the application of the National Policy Statement – Urban Development (**NPS-UD**), which through the application of Sub-Part 8 in February 2022 to the District Plan requires 'tidy up' amendments to the ADP relating to the application of standards relating to design requirements for parking areas. I agree that the ADP, as inclusive of amendments undertaken through PC5 remains consistent with the requirements of the NPS-UD.

The Regional Policy Statements

3.13 In this regard, I consider that the amendments achieved through PC5 give effect to the Canterbury RPS.

National Environmental Standards

3.14 There are no relevant NES standards applicable to PC5.

Other statutory considerations

3.15 The requirement under s74 of the RMA to give regard to matters when preparing a plan extends beyond those documents referred to above to include, as relevant:

a. National Planning Standards;
b. management plans and strategies prepared under other Acts; and
c. the plans or proposed plans of adjacent territorial authorities.

3.16 The purpose of the first set of National Planning Standards that came into force in 2019 is to improve the efficiency and effectiveness of New Zealand's planning system by providing a nationally consistent structure, format, definitions, noise and vibration metrics and

[12] S42A [9.11]
[13] https://www.ashburtondc.govt.nz/__data/assets/pdf_file/0024/64554/Section-32-Report-Plan-Change-5.pdf
[14] S42A Appendix 2.

electronic functionality and accessibility for district and other RMA plans. It is understood that there is no mandatory requirement to amend the provisions introduced or amended through PC5 to accord with the 2019 Standards and that alignment is best achieved via any forthcoming District Plan review.

3.17 The s42A Report identifies the updated mobility and cycle parking standards are to ensure alignment with the Council's *Walking and Cycling Strategy (2023)* and *District Parking Strategy (2021)*[15]. Mr Law confirmed that these strategies went through a consultative process and were amended through submissions. Accordingly, and noting the alignment introduced in PC5 with these strategies was not challenged in submissions, I accept that PC5 aligns with the intent of these strategies and plans, to the extent that they are relevant.

3.18 I accept the contention from Mr Law that a number of the amendments sought in PC5, particularly application of a High Traffic Generation rule, is to ensure consistency with similar regulation in adjoining territorial authorities.

3.19 Overall, the Council has demonstrated its regard to the relevant s74 matters in preparing PC5 and the I have had regard to the relevant matters to the extent relevant to my role.

4. Evaluation of key issues

Issue 1: High Trip Generating Activities and Transport Network Policy

Overview

Provision(s)	Commissioner recommendations
Policy 10.3H Policy 10.4E Policy 10.4F 10.6.4 – Roading 10.8.1 High Traffic Generating Activities (**HTG**) Table 10-1 Thresholds for HTG	• No changes to s42A Recommendations

Amendments and reasons

4.1 Mr Law's s42A Report addresses these matters in Section 8.4.

4.2 I note the discussions held between the Submitters and Council Officer's and endorse the following for the reasons as set out in Mr Law's report.

4.3 These are:

(a) No change to **Policy 10.3H** to 'promote´opportunities for safe and efficient travel. It is considered that the policy is appropriately directive in accounting for opportunities for safe and efficient travel without mandating such. The submission

[15] S42A [3.1.3]

point from the Fuel Companies[16] seeking '*where practicable*' is rejected as otherwise weakening a purposive policy.

(b) No change to **Policy 10.4E** to 'avoid, where practicable' adverse effects of HTG activities, noting that a consenting pathway remains for the management of adverse effects, but rightly a high bar remains as to the effects hierarchy relating to management.

(c) Amendments to **Policy 10.4F**, including helpful submissions from the Fuel Companies[17] and the Further Submission from the Canterbury Regional Council[18] seeking improved clarity in the provision. The amendments seek to explicitly insert opportunities for modal choice, improvements in infrastructure, travel management and low emission transport and assist in certainty and clarity as to the application of the Policy, and the link to respective assessment matters and considerations in the application of Rule 10.8.1 HTG and associated matters in Rule 10.10.1.

(d) No change to Reasons for **Rules – 10.6.4**, in that these appropriately reflect the recommended policy wording.

(e) Amendments to **Rule 10.8.1**, in so far as the application of the Rule is specific to a consideration of new or expanded High Traffic Generating Activities. The amendments are considered to be the more appropriate, in terms of efficiency and effectiveness in that they would focus attention to changes in activities that generate additional vehicle trips beyond what is already consented or (lawfully) established and therefore beyond those effects otherwise considered to be a component of the 'environment' for the purposes of s104(1)(a) and s104D(1)(a) as appropriate.

(f) No change to thresholds for Education Schools in **Table 10-1** as sought by the Ministry for Education[19]. The only expert evidence provided on this matter was from Mr Facey on behalf of the Council who confirmed based on a number of measures[20] that the threshold of 70 was the more appropriate in terms of activating the requirement for a Basic ITA and resource consent.

Issue 2 Definition of Transport Network

Provision(s)	Commissioner recommendations
Section 17 Definitions	• No changes to s42A Recommendations

4.4 As identified in paragraph 2.19(a), the submission from KiwiRail Holdings New Zealand[21] seeking to insert a new definition for 'Transport Network' is considered to be contained within the Scope of PC5.

4.5 I concur with Mr Law that it is abundantly clear in reading the Transport section of the District Plan as a whole, that the rail network, infrastructure and system is included as a component of the wider transportation network[22]. Accordingly, in reading the instrument

[16] S5.2
[17] S5.4
[18] FS1.7
[19] S3.5
[20] S42A [8.4.50]
[21] S4.2
[22] S42A [8.5.4]

as a whole, the absence of a specific definition of 'Transport Network' does not represent a lacuna or a gap in the Plan.

4.6 Furthermore, the statutory effect of accepting the KiwiRail submission would result in unintended consequences in that the definition provided would exclude a number of accepted aspects of transport network, including cycleways and associated infrastructure, street related infrastructure (lighting, signals, poles), and the localized roading network.

4.7 The recommendation of Mr Law is accepted.

Issue 3 Electric Vehicle Charging Stations

Provision(s)	Commissioner recommendations
Policy 10.4F Policy 10.1G (as sought) Changes to Chapter 14 – Rule 14.7.1 Utilities	• No changes to s42A Recommendations (refer Issue 1) • Matters are considered to be outside the Scope of PC5

4.8 This Issue contends with Submissions from the Fuel Companies seeking an express suite of provisions as related to the provision of electric vehicle charging stations. These included the insertion of an explicit new Policy enabling charging stations in existing car parks, and insertion of a permitted activity pathway for charging stations and associated infrastructure.

4.9 The amendments to Policy 10.4F are considered above; the amendments recommended promote modal choice and low emission transport (and infrastructure) as associated with high traffic generating activities. Accordingly, Policy 10.4F provides, within the Scope of PC5, promotion of low emission transport – and by association infrastructure, in responding to those activities requiring consent under Rule 10.8.1 HTG.

4.10 It is also noted that there is nothing in the Plan that forecloses opportunities for the establishment of low emission transport infrastructure in those zones where such activities would not be precluded by the Permitted Activity Standards or Site Standards (bulk and location) provisions.

4.11 Fundamentally, the submission from the Fuel Companies seeks to establish a consistent consenting pathway for all zones within the District Plan to provide for the establishment of low emission transport as associated with existing car parks. What is not clear in the submission, is the scope and scale of the issue to be resolved; that is – is there an existing regulatory burden and a land use matter that would be better addressed as an amendment to the Plan in terms of s32 to provide a permitted consenting pathway for such infrastructure.

4.12 I have recorded that this submission is outside the scope of PC5. Whist I acknowledge that PC5 is framed under the Heading 'Transportation', the notified amendments themselves are explicit and focused, concurrently narrowing the extent by which broader changes can be sought within submissions, with associated policy changes crafted specifically to link to the amendments in subsequent rules. Broader changes and the final suite of provisions as may be sought by the Fuel Companies to other provisions within the

Plan, no matter the merits, would be considered to preclude an effective opportunity by persons potentially affected to respond to amendments.

4.13 In this light, if the Council determines that the nature and scale of the issues are such that a review is necessary, this should be programmed on a comprehensive basis, and not in isolation via effectively a 'work around' through the specific amendments under PC5.

4.14 Accordingly, I recommend that Submission 5.1 and 5.7 seeking Policy and Rules for permitted low emission transport infrastructure be **rejected**.

Issue 4 Queuing Spaces

Provision(s)	Commissioner recommendations
Rule 10.8.12(d) Queuing Spaces Service Stations	• Deletion of the Service Station Queuing Space requirement of 3 spaces.

4.15 The matter relates to the Submission from the Fuel Companies[23] opposing the requirement for queuing spaces on entry to service stations.

4.16 The reason for the submission can be summarised as the additional activity specific requirement for service stations inserted through PC5 is excessive and regardless, the existing requirement in Operative Rule 10.8.12 would require at a minimum a 6m queuing length be required so as to prevent queuing vehicles on the road reserve.

4.17 The s42A Report recommends a pragmatic compromise, which would seek to remove the certain metric of '3 queuing spaces' as notified with a requirement for the following:

> *"Queuing space shall be designed so that vehicles using or waiting to use fuel dispensers, electric charging stations, car washes or air hose / vacuum do not queue into the adjoining road or obstruct entry to or exit from the site".*

4.18 In the discrete 'Hearing' on 18 December 2023, I questioned Mr Law as to the validity and nature of his recommended amendments to Rule 10.8.12(d). The concern raised with Mr Law is that the recommended provision contained in the s42A Report in responding to the submission from the Fuel Companies is somewhat unclear and ambiguous. It is noted that the purpose of a permitted activity rule is to allow a person wishing to do the activity to undertake it as of right, without dealing with the Council or imposing any discretion as to adherence. Such certainty is absent from the recommended provision.

4.19 Mr Law provided a written response as dated 9 January 2024 which recommends removal of the explicit Rule relating to Queuing Spaces for Service Stations on the basis of the following:

(a) Operative Rule 10.8.12(a) ensures the requirement of a minimum 6m queuing length; and regardless

(b) Advice from the Council's Transport Engineer (Mr A Facey) is that Service Stations would breach the High Traffic Generating Activity thresholds, and matters associated with Queuing lengths would be appropriately addressed under the Assessment Matters. Noting that Rule 10.10.1(a) specifically focuses on the provision of access and ensuring safe, efficient, and accessible integration with the land transport

[23] S5.8

network.

4.20 I agree, noting that the combination of Rule 10.8.12(a) and the application of the High Traffic Generation Rule which would ostensibly require resource consent for new or large-scale amendments to existing service stations and would contain sufficient controls with regard to ascertaining and ensuring appropriate queuing distances for service stations.

4.21 Accordingly, this submission from the Fuel Companies[24] is **accepted**.

Issue 5 Approve the Plan Change – Policy 10.1E / Rule 10.8.6 / Table 10-5 / 10.10.1

Provision(s)	Commissioner recommendations
Rule 10.8.3, Table 10-2 'Mobility Parking'	• Errata – Small scale visitor accommodation

4.22 Consideration of the Plan Change material identified a minor error in notified PC5. The error related to the stated exclusions in the requirement for the provision of 'mobility spaces' and, as notified would preclude requirements for such spaces for 'visitor accommodation for more than 10 guests', but otherwise require such for smaller scale visitor accommodation more akin to residential accommodation.

4.23 Mr Law confirmed in his written response dated 9 January 2024 that the exclusion in Table 10-2 is amended to "**up to 10 guests**" as follows (as amended in red font and underlined):

Applicable to	**Total number of standard car parking spaces provided on the site.**	**Minimum number of mobility parking spaces required.**
A) Any activity where standard car parking spaces are provided (except for: a. residential activities; or b. visitor accommodation for ~~**more than**~~ up to10 guests); or B) Any activity containing buildings with a GFA of more than 2,500m^2.	1 - 20 spaces	1 space
	21 – 50 spaces	2 spaces
	Every additional 50 spaces, or part thereof	1 space

4.24 In addition, there are a number of references within PC5 that inconsistently use the terms 'limited mobility' and 'people with disabilities'. Amendments have been made in favor of the former (i.e. Rule 10.10.1(a) as appropriate so as to be consistent with terminology introduced through Policy 10.3F and Policy 10.4B. These changes have been made to the text.

4.25 It is considered that these amendments can be made with recourse to Clause 16(2) of Schedule 1 of the Act.

[24] S5.8.

4.26 Clause 16(2) provides a discretion ('may') to amend the Plan without a First Schedule Process, where amendments are of a minor effect or to correct any minor errors. In this instance, the amendments are rightly considered as being of minor effect and responding to drafting errors in the Notification version of the provisions.

5. Conclusions and recommended decisions

5.1 For the reasons summarised at appropriate points in **Section 4** above, I recommend the adoption of a set of changes to the PC5 provisions. My recommended amendments are shown in **Appendix 2**.

5.2 Overall, I find that these changes will ensure that PC5 better achieves the statutory requirements and national and district level policy directions and will improve its useability.

5.3 The recommended decisions in terms of the acceptance or rejection of submissions are shown in **Appendix 1**.

DATED THIS 27 DAY OF FEBRUARY 2024

Matt Bonis, Independent Commissioner

Appendix 1: Summary table of recommendations on each submission point

Submitter	Submission No.	Decision No.	Request	Decision Sought		Recommendation
Canterbury Regional Council	**S1**	**S1.1**	Support	The Canterbury Regional Council is generally in support of the proposed plan change.		**Accept in part**
Waka Kotahi	**S2**	**S2.1**	Support	Retain Policy 10.1E as proposed.		**Accept**
		S2.2	Support	Retain Policy 10.3H as proposed.		**Accept**
		S2.3	Support	Retain Policy 10.4E as proposed.		**Accept**
		S2.4	Support	Retain Policy 10.4F as proposed.		**Accept in part**
		S2.5	Support	Retain Rule 10.8.1 High Traffic Generating Activities as proposed.		**Accept in part**
		S2.6	Support	Retain Table 10-1 Thresholds for High Traffic Generating Activities as proposed.		**Accept**
Ministry of Education	**S3**	**S3.1**	Support	Retain Policy 10.3H as proposed.		**Accept**
		S3.2	Oppose	Amend Policy 10.4E as follows: ~~Avoid, where reasonably practicable, or else~~ Mitigate the adverse effects of high traffic generating activities on the transport network and the amenity of the environment.		**Reject**
			Further submission No.	**Further Submitter**	**Support / Oppose**	
			FS1.1	Canterbury Regional Council	Oppose	**Accept**

<table>
<tr><th>Submitter</th><th>Submission No.</th><th>Decision No.</th><th>Request</th><th>Decision Sought</th><th>Recommendation</th></tr>
<tr><td></td><td></td><td>S3.3</td><td>Support</td><td>Retain Policy 10.4F as proposed.</td><td>Accept in part</td></tr>
<tr><td></td><td></td><td>S3.4</td><td>Support</td><td>Retain Rule 10.8.1 High Traffic Generating Activities as proposed (subject to amendment to Table 10-1 assessed under S3.5)</td><td>Accept in part</td></tr>
<tr><td></td><td></td><td>S3.5</td><td>Support in part</td><td>Amend Table 10-1: Thresholds for High Traffic Generating Activities as follows:
<table>
<tr><th>Activity</th><th>Basic Assessment Required</th><th>Full Assessment Required</th></tr>
<tr><td>Education: Preschools</td><td>40 children</td><td>90 children</td></tr>
<tr><td>Education: Schools</td><td>~~70~~ 100 students</td><td>170 students</td></tr>
<tr><td>Education: Tertiary</td><td>250 FTE students</td><td>750 FTE students</td></tr>
</table></td><td>Reject</td></tr>
<tr><td></td><td></td><td></td><td>Further submission No.</td><td>Further Submitter</td><td>Support / Oppose</td><td></td></tr>
<tr><td></td><td></td><td></td><td>FS1.2</td><td>Canterbury Regional Council</td><td>Oppose</td><td>Accept</td></tr>
<tr><td></td><td></td><td>S3.6</td><td>Support</td><td>Retain Rule 10.8.6 Cycle Parking as proposed.</td><td>Accept</td></tr>
<tr><td></td><td></td><td>S3.7</td><td>Support</td><td>Retain Table 10-5 Minimum Cycle Parks as proposed.</td><td>Accept</td></tr>
</table>

Submitter	Submission No.	Decision No.	Request	Decision Sought		Recommendation
		S3.8	Support	Retain 10.10.1 Assessment Matters as proposed.		**Accept**
KiwiRail	**S4**	**S4.1**	Support	KiwiRail broadly supports the proposed plan change.		**Accept in part**
		S4.2	Support in part	KiwiRail seek that the following definition is included: **Transport Network** Transport networks and operations in the Ashburton district of national or regional significance including: a) State highways; b) Arterial roads; c) Rail networks and systems; and d) The region's core public passenger transport operations.		**Reject**
			Further submission No.	**Further Submitter**	**Support / Oppose**	
			FS1.3	Canterbury Regional Council	Support in part	**Reject**
The Fuel Companies	**S5**	**S5.1**	Propose new provision	Add a new policy as follows: Policy 10.1G Enable electric vehicle charging stations to serve existing car parks.		**Accept in part** (incorporate in Policy 10.4F) **Reject insertion of Policy 10.1G (Scope)**
			Further submission No.	**Further Submitter**	**Support / Oppose**	
			FS1.4	Canterbury Regional Council	Support	**Accept in part** (as above)
		S5.2	Support in part	Amend Policy 10.3H as follows: To ~~ensure that~~ encourage high traffic generating		**Accept in part** (incorporate in Policy 10.4F)

Submitter	Submission No.	Decision No.	Request	Decision Sought		Recommendation
				activities to promote opportunities for safe and efficient travel ~~other than by private motor vehicle~~.		**Reject remaining submission points.**
			Further submission No.	**Further Submitter**	**Support / Oppose**	
			FS1.5	Canterbury Regional Council	Oppose	**Accept in part** (as above)
		S5.3	Oppose	Amend Policy 10.4E as follows: ~~Avoid, where reasonably practicable, or else mitigate~~ Minimise as far as reasonably practicable the adverse effects of high traffic generating activities on the transport network ~~and the amenity of the environment~~.		**Reject**
			Further submission No.	**Further Submitter**	**Support / Oppose**	
			FS1.6	Canterbury Regional Council	Oppose	**Accept**
		S5.4	Oppose	Delete Policy 10.4F.		**Accept in part**
			Further submission No.	**Further Submitter**	**Support / Oppose**	
			FS1.7	Canterbury Regional Council	Support in part	**Accept in part**
		S5.5	Support in part	Amend note 10.6.3 as follows: 10.6.3 Roading, Access, Vehicle Crossings and Intersections … The rules regulating High Traffic Generating Activities are to ensure significant developments ~~avoid or mitigate~~ minimise adverse effects on		**Reject**

Submitter	Submission No.	Decision No.	Request	Decision Sought		Recommendation
				the transport network as far as practicable, promote opportunities for alternative means of travel ~~other than by private motor vehicle~~, and recognise positive transport effects.		
			Further submission No.	**Further Submitter**	**Support / Oppose**	
			FS1.8	Canterbury Regional Council	Oppose	
		S5.6	Support in part	Amend Rule 10.8.1 as follows: 10.8.1 High Traffic Generating Activities a) ~~Any new subdivision or land use activity, or changes in use~~ The development of a new, or expansion of an existing activity that in itself exceeds thresholds set out Table 10-1 shall be classified as a High Traffic Generator and a restricted discretionary activity. b) A Basic Integrated Transport Assessment shall be undertaken for a new or expanded activity that in itself exceeds the threshold for a Basic Assessment in Table 10-1 below. The relevant assessment matters shall be restricted to those set out in 10.10.1 a. to c. (Safety and efficiency, Design and Layout, and ITA requirements). c) A Full Integrated Transport Assessment shall be undertaken for new or expanded activities that in itself exceeds the threshold for a Full Assessment in Table 10-1 below. The relevant assessment matters shall be restricted to those set out in 10.10.1 a. to e. (Safety and efficiency, Design and layout, ITA requirements, Heavy vehicles, and Network effects). d) Where the expansion of an existing activity is proposed that in itself exceeds the threshold for a Full Assessment in Table 10-1 below, if an Integrated Transport Assessment has already		**Accept in part**

Submitter	Submission No.	Decision No.	Request	Decision Sought		Recommendation
				been approved for the site as part of a granted resource consent, then these rules do not apply to any development that is within scope of that Integrated Transport Assessment and in accordance with the resource consent, unless the resource consent has lapsed.		
			Further submission No.	**Further Submitter**	**Support / Oppose**	
			FS1.9	Canterbury Regional Council	Oppose	**Accept in part** Reasons as above.
		S5.7	Neutral	Provide a permitted activity pathway for EV charging stations. This could be achieved as set out below. The Fuel Companies are open to alternative rules to achieve the same intent. Electric Vehicle Charging Stations The installation of a new, or replacement of existing, electric vehicle charging stations is a permitted activity, provided that the charging unit does not exceed: - 2.5m in height - 10m^2 in footprint		**Reject (Scope)**
			Further submission No.	**Further Submitter**	**Support / Oppose**	
			FS1.10	Canterbury Regional Council	Support	**Reject**
		S5.8	Oppose in part	Delete the requirement in 10.8.12(d) for queuing spaces on entry to service station sites.		**Accept**
			Further submission No.	**Further Submitter**	**Support / Oppose**	

Submitter	Submission No.	Decision No.	Request	Decision Sought		Recommendation
			FS1.11	Canterbury Regional Council	Neutral	**Accept in part**

Appendix 2: Recommended amendments to PC5

Additions through PC5 as notified are shown in black text underlined ~~or struck out~~, and as amended in the s42A Report in red text underlined ~~or struck out~~. Additional amendments as a consequence of these Recommendations are shown in green text underlined ~~or struck out~~.

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Section 10: Transport

10.1 Introduction

The transport systems of the Ashburton District provide for the movement of people and goods throughout the District. These systems - road, rail, pedestrian networks, cycling networks, and, to some extent, air - contribute to the social and economic functioning of the District by enabling travel between home, work, educational, recreational, cultural and business activities, as well as routes for visitors to or through the District. Since the establishment of the majority of these transportation facilities and services, a greater awareness has developed of their global, regional and local impacts.

The principal transportation system available in the District is the roading network provided by the Council and the New Zealand Transport Agency (NZTA) in the case of the State Highways. The Plains area is traversed by a complex system of sealed roads and highways, whilst the High Country is served primarily by way of two all-weather roads.

State Highway 1 is the District's major arterial road from Rakaia, through Ashburton (Kapuka) on East, West and Archibald Streets, to the Rangitata River near Ealing. State Highway 77 traverses the District from the Rakaia Gorge Bridge to Ashburton (Kapuka) via Methven. A network of other principal roads also traverses the District connecting the main settlements and main access bridges at the district boundaries.

The Main South Railway is the only remaining railway line in the District, running parallel to State Highway 1. The District also has one public airfield - Ashburton Aerodrome - to the immediate east of Ashburton (Kapuka).

10.2 Issues

10.2.1 Sustainability

The sustainability of the District's transport system can be adversely affected by the inappropriate location, nature and design of land use activities and the mode of transport used.

Similarly to much of New Zealand, a more sustainable transport system needs to be developed in the District for the long term which has the flexibility to adjust to social, economic and technological changes on both a local and global scale. This could mean the use of alternative fuels or types of transport in the longer term, and the minimisation of energy use in the short term, which is partly achievable through the promotion and increased use of modes such as walking and cycling, and planning for the future potential of public transport. The consolidated pattern and density of urban development can have an influence on transport demands. A compact urban area with increased densities around focal points can reduce the need for and length of trips by private motor vehicles. The location of employment in relation to where people live can also have an effect on trip generation and the type of transport used. It is important to ensure that the decisions made with regard to urban growth do not compromise the ability for public transport to service the area in the future.

As discussed in the Utilities, Energy and Designations section, globally there is a concern over the increasing use of non-renewable fossil fuels by all forms of transportation. Yet it appears that the demand for fuel for transportation will continue to increase into the medium-term, as independent mobility remains a major component of transportation. This mobility is often necessary simply to ensure a basic level of accessibility, especially in rural areas. An increase in resource development, such as dairying, is also likely to give rise to increases in heavy traffic in various parts of the District.

Of concern is the contribution of fossil fuel use to the emission of greenhouse gases, in particular carbon dioxide. Transportation fuels release into the environment substances such as carbon, as well as creating visual emissions. It is possible that international policies will result in countries seeking to reduce their production of greenhouse gases by reducing fossil fuel usage for transportation.

Options available to lower fossil fuel usage include increased use of public transport, such as rail and bus transport for passengers and rail for freight haulage. While the Council can be supportive of moves towards development of more effective public transport, they are not in a position to take a lead on this matter except perhaps within Ashburton (Kapuka).

It is unavoidable that conflicts will occur in striving to achieve the basic concepts of this issue. These may necessitate trade-offs between different objectives to achieve an acceptable balance. Initially safety and efficiency will be the dominant factors, with the long term aim being sustainability. Eventually, individuals travel patterns and attitudes towards the choice of transport mode may need to change to minimise energy use and move towards a sustainable transport system.

10.2.2 Efficiency

The efficient use of the District's roads and other transport infrastructure and the efficient use of fossil fuels for transport can be adversely affected by the inappropriate location, nature and design of land use activities, their vehicle access and crossings, parking and servicing.

An approach for maintaining and improving transport efficiency that has been adopted by the Council is a road hierarchy with interrelated land use policies. By setting aside certain roads with a priority for through traffic it is possible to reduce travel time involved in commuting and thus the amount of fuel used. Relationships between land uses, particularly between home and workplace/shopping centre, can influence the amount of fuel used. A concentrated pattern of urban development rather than a dispersed one can reduce vehicle kilometres travelled, vehicle numbers, the mean speed of vehicles, the mean distance travelled, all of which contribute to reduce fuel usage. Accordingly, land use policies can have a real effect in helping to minimise transport demand, energy use and emission effects.

In a district such as Ashburton, the gains to be made in reduced potential fuel usage while unlikely to be large, because of its small population as compared to cities such as Christchurch, are still worth pursuing. In the rural areas the possibilities for improved fuel efficiency are limited, and intensification of farming practices may lead to increases in fuel usage.

Efficient use of the road resource and energy resources can also be enhanced by retaining the standard of roads and a roading hierarchy throughout the District. Part of maintaining the standard of arterial routes, such as the State Highways, involves limiting vehicle access and vehicle crossings onto these roads to enable through traffic to travel relatively unimpeded and safely on these roads. The

extent to which vehicle access and vehicle crossings are permitted onto State Highways is the responsibility of both NZTA and the Ashburton District Council, and generally varies between rural and urban areas. Parts of State Highway 1 within the District are declared Limited Access Roads onto which vehicle access and vehicle crossings can only be gained by existing authorised crossing points or by specific approval from NZTA. The District Council has traditionally used the District Plan to control the number, type and location of all vehicle access points and vehicle crossings onto all roads within the District, particularly for activities which generate high numbers of vehicle movements.

Efficiencies in the provision of pedestrian links and cycle ways are also desirable as a means of encouraging these alternative forms of transport as an alternative to powered vehicle use, and these options should be examined at the time of subdivision and road redevelopment.

The Main South Railway is an important strategic transport link, particularly for the movement of freight into and out of the District. The efficient operation of the Main South Railway can be affected by road/rail level crossings. The New Zealand Railways Corporation has an objective of rationalising existing and minimising new level crossings so as to maintain the efficient operation of the rail network.

10.2.3 Safety and Accessibility

The safety and convenience of pedestrians, cyclists, road, and rail users can be adversely affected by the inappropriate location, nature and design of land use activities, their vehicle access and vehicle crossings, parking and servicing.

To enable people to carry out their existing and likely future activities it is necessary to provide for a basic level of accessibility within and through the District. This level of accessibility is particularly important to people living in the country areas as many commercial, educational, health, and work needs are located in towns some distance away. Within most parts of the Ashburton District this accessibility will be assured with the maintenance of the current road system, providing fossil fuel remains an economic form of fuel for motor vehicles, or an alternative that retains a high degree of individual vehicle based mobility.

Access to transport networks, in particular roads and the railway is vital to the economic wellbeing and growth in the Ashburton District. Without such networks it would not be feasible to transport people, materials and produce both in and out of the District, thus making it impossible for the District 'to do business' with the rest of the Country and importantly, access links to export markets. The provision and maintenance of transport networks is therefore of great importance to the future of the District.

Accessibility is also important for the viability and vitality of business activities within Ashburton (Kapuka) and the smaller towns. Accessibility to various activities can be provided not only by an efficient road system, but also by provision of pedestrian ways, cycle routes and adequate public car parking and cycle parking, and, where appropriate, adequate bus stops and shelters.

Because of the potential conflicts between motor vehicles and between vehicles, and pedestrians/cyclists, it is particularly important to design and locate roads, and off road routes, in a way which encourages safe and predictable movement by all users. In addition activities located

alongside roads should be controlled to ensure the effects of these uses, such as the generation of traffic, do not cause significant conflict with through traffic. Vehicle access points and vehicle crossings need to be limited in areas of higher speed restrictions, such as rural areas or on roads where through traffic has priority, particularly State Highways 1 and 77.

There is also the potential for conflict for trains, vehicles, cyclists, and pedestrians at railway level crossings. In particular there is the potential for the location of vehicle access ways adjacent to the rail corridor to result in the queuing of vehicles within the frontage road and across the rail corridor compromising road and rail safety. Similarly obstructions located adjacent to railway level crossings may affect sightlines for road users and train operators thereby affecting safety.

Visual distractions or impediments to vehicle drivers, particularly in areas of higher speeds or vehicle numbers, can reduce the safety of vehicles, cyclists and pedestrians. These conflicts can be avoided or mitigated by the control of activities alongside roads, such as advertising signs, aerial activities, glare and light overspill on to roads. Trees inappropriately located close to roads can shade road surfaces from sun in winter and prevent ice from melting, causing dangerous driving conditions.

Works can be carried out to locate or move obstacles such as power poles away from intersections and widen and improve approaches to schools. Works can be carried out on local streets which inhibit through traffic and so reduce the possibility of traffic crashes, especially those involving vehicles and pedestrians/cyclists. The adequacy of crossings, route markings and signage can also affect the attractiveness of walking and cycling as an alternative to driving.

10.2.4 Environmental Effects of Transport

Motorised transport can adversely affect the amenities of areas of the District, as a result of effects such as noise, emissions, loss of visual amenity, privacy, and accessibility.

Motorised transport has obvious advantages to the community in convenience and mobility. However, there are numerous environmental effects of the operation of transportation systems throughout the District. Some of these impacts are of global significance, such as the emission of greenhouse gases associated with vehicle emissions. Other impacts are of more local significance, such as decreased accessibility to some areas because of the increased numbers of motor vehicles using roads. Other impacts affect residents or workers in an area, such as the noise and fumes associated with traffic visiting or passing through an area. To some extent the latter type of impact can be restricted to known locations by developing and encouraging the use of a road hierarchy which directs the majority of through traffic away from residential areas, and in some cases could also divert heavy and/or through traffic away from commercial areas. Road traffic noise on State Highways and other roads is not controlled by the provisions of this District Plan. However, NZTA, the controlling authority of the nation's State Highways, has developed Guidelines for the Management of Road Traffic Noise. These are applicable to State Highway improvements which may affect noise sensitive activities in residential zones, and are set out in Appendix 6 of the NZTA's Planning Policy Manual.

The promotion and use of public transport can reduce private vehicle use thereby achieving a reduction in vehicle emissions and vehicle congestion. With regard to noise and fume emissions, the initiative to require or encourage more fuel efficient and quieter vehicles most effectively lies with national or regional government, for example by the introduction of mandatory vehicle emission

performance testing as part of warrant of fitness tests. The transport industry and vehicle manufacturers also have an obvious role to play in demanding and developing improved engine design to improve fuel efficiency and limit emissions, both air and noise.

10.3 Objectives and Policies

Objective 10.1: Transport Sustainability

To maintain and enhance the sustainability of the District's transport system.

Policy 10.1A

To mitigate the adverse effects of vehicle and fossil fuel usage by reducing potential travel times to home, work, community and business places, primarily through encouraging infill, intensification within the core area of Ashburton, and consolidated development of the District's towns. Provision for some essential services within residential and commercial areas will also assist to reduce travel times and distances e.g. Business A zones within residential areas.

Policy 10.1B

To consider opportunities for encouraging and developing greater use of public transportation facilities.

Policy 10.1C

To support/advocate for the maintenance of rail corridors for future public transport and / or alternative transport uses such as cycling should they no longer be required for rail transport.

Policy 10.1D

To encourage the use of rail as a sustainable form of transportation, and to support the development of a rail operational facility as part of the Ashburton Business Estate.

Policy 10.1E

To encourage and enable the use of walking and cycling as sustainable forms of transportation.

Policy 10.1F

To give effect to any relevant RMA national and regional policy statements, and take into account any other relevant national, regional and Ashburton district policy in Council policy development and decision making.

Explanation and Reasons

It is necessary to provide where possible for minimum time of travel between work and home to assist in reducing reliance on fossil fuel transport. This can be achieved in part by permitting working at home and by directing new residential use into areas close to the business centre of Ashburton (Kapuka) and into areas in the general proximity of the main towns. The use of **walking and cycling,** public transportation and rail opportunities can assist in the overall sustainability of the transportation network.

Objective 10.2: Transport Efficiency

The efficient use of the District's existing and future transport infrastructure and of fossil fuel usage associated with transportation.

Policy 10.2A

To provide for the efficiency of the transport network by implementing a policy of consolidation to avoid sprawl and unnecessary extension of urban areas.

Policy 10.2B

To promote the efficient use of all roads within the District by adopting and applying a road hierarchy, with associated standards for design, vehicle access and vehicle crossings, based on the intended function of each road.

Policy 10.2C

To protect the efficiency of through traffic on State Highways 1 and 77, and their primary role as a carrier of through traffic, by strictly limiting vehicle access and vehicle crossings for high traffic generating activities.

Policy 10.2D

To promote the efficiency of the Main South Railway and the primary role of the rail network, by rationalising existing and minimising new level crossings, and controlling direct access over the railway via level crossings to subdivision and land use activities, where there is no alternative road access provided.

Policy 10.2E

To limit **road** congestion and loss of efficiency of adjacent roads, by ensuring off-street loading is provided for activities **and by managing adverse effects on roads from land use activities and subdivision development.**

Policy 10.2F

To work cooperatively with NZTA to ensure the continued, efficient functioning of State Highways 1 and 77.

Explanation and Reasons

Efficient use of the existing road and rail infrastructure is desired to maximise the returns to the nation and the community on its investment in this infrastructure. This requires the up-grading of road intersections to both the local and State Highway road networks as part of any rezoning for or subdivision of new areas of development. Similarly it requires consideration as to the appropriateness of new and increased use of direct access via a railway level crossing to service subdivision and land use activities where there is no alternative access provided. It is also important that vehicle access and vehicle crossings are adequately controlled to protect the efficiency of the roading network.

Like those set out in the zone sections, this objective and policies seek the consolidation of urban areas. Consolidation is an important aspect of the development of the settlements as it focuses residential development around the areas which generally have the employment, community and infrastructural services able to sustain a growing population, and which are able to be adequately serviced with formed and sealed roading, footpaths, reticulated water supply and sewage treatment and disposal.

As an overriding goal for the District, it is proposed to continue the policy of avoiding disjointed development and promote the concentration of residential activity in and around urban areas, as opposed to enabling residential activity to be dispersed throughout the rural areas. This policy base, together with that set out in the Residential section, seeks to provide opportunities for the use of shared transport and maintain the future potential for public transport, in Ashburton (Kapuka) particularly, along with providing for the efficient use of energy, services and infrastructure by containing the outward spread of urban areas, and concentrating low density residential development around the urban areas.

Objective 10.3: Transport Safety and Accessibility

The maintenance and improvement of the safety and ease of pedestrian, cyclist and vehicle movement throughout the District.

Policy 10.3A

To maintain and, where necessary, improve safety and accessibility of the transport network within the District by adopting and applying a road hierarchy, with associated standards for design based on the intended function of each road, and including controls on trees.

Policy 10.3B

To preserve road safety and accessibility by ensuring that standards of road design, vehicle access, vehicle crossings, loading, **manoeuvring,** parking for people with ~~**disabilities**~~ **limited mobility** and cycle parking are related to **the** intended use of each site and the relationship to the adjoining road classification, and that visual distractions that may affect the safety of road users are avoided or mitigated e.g. lighting and advertising.

Policy 10.3C

To maintain and upgrade the existing roads in the District and provide for new roads and related facilities where these are important.

Policy 10.3D

To integrate land use and transport by ensuring all substantial new developments provide access and linkages in accordance with an outline development plan or similar, and that as well as new roads, safe and attractive pedestrian and cycle routes are provided.

Policy 10.3E

To ensure that the number, location and design of vehicle crossings and the intensity and nature of activities along roads is compatible with road capacity and function, in order to ensure vehicle, cyclist

and pedestrian safety, and to strictly limit the establishment of high traffic generating activities with vehicle crossings to State Highways 1 and 77.

Policy 10.3F

To ensure that convenient and accessible car parking for people with ~~disabilities~~ **limited mobility** and cycle parking is available for both staff and visitors for all activities.

Policy 10.3G

To ensure that on-site parking is designed and managed safely and efficiently, where it is provided.

Policy 10.3H

To ensure that high traffic generating activities promote opportunities for safe and efficient travel other than by private motor vehicle.

Policy 10.3I

To require loading facilities appropriate for the vehicles servicing land use activities.

Policy 10.3J

To consider, where practicable, opportunities for effective public transport, particularly for people without access to cars, and where appropriate to provide public transport infrastructure.

Policy 10.3K

To encourage the development of pedestrian areas, walking tracks, and cycle ways, especially on the approaches to all schools, to improve amenity and accessibility for residents.

Policy 10.3L

To encourage community groups to become involved in improving the road safety culture of the District.

Policy 10.3M

To preserve road and rail safety by ensuring that level crossing sightlines are maintained and the potential for traffic queuing across the rail corridor as a consequence of the location of adjacent vehicle accessways is avoided or mitigated.

Explanation and Reasons

The safety and ease of movement of pedestrians, cyclists, motorists, and rail users within and through the District is required for the social and economic wellbeing of the people of the District and for visitors to the area. It is very important that provision and maintenance of transport routes and of adjacent land use activities be such that the safety of motorists, cyclists, pedestrians, and railway operators and passengers is provided for.

Policy 3H refers to public transport which may be provided by the Council or a private operator. Public transport is not confined to extensive bus routes serviced by large buses. It can also be a minibus that collects and drives people to a specified place of work, taxis and private services that run between

towns. All public transport requires associated infrastructure such as bus shelters and taxi ranks. This policy intends to provide for these types of associated infrastructure requirements whether needed by the public or private sector.

Objective 10.4: Environmental Effects of Transport

To provide for a transport network that avoids adverse effects on the surrounding environment.

Policy 10.4A

To assist in preserving the amenities of particular areas, particularly residential areas and pedestrian-oriented business areas, by adopting a road classification system which recognises the amenities of particular areas and to which appropriate activities will be related.

Policy 10.4B

To ensure adequate car parking for people with ~~disabilities~~**limited mobility**, cycle parking and loading provision is made in association with ~~all~~ activities, which is sufficient to cater for normal generation demand.

Policy 10.4C

Where public carparking is provided in the central commercial area of Ashburton town, it should be conveniently located, avoid disruption to commercial frontages and support good urban design outcomes.

Policy 10.4D

To adopt techniques to discourage traffic in areas where it would have adverse environmental effects.

Policy 10.4E

Avoid, where reasonably practicable, or else mitigate the adverse effects of high traffic generating activities on the transport network and the amenity of the environment.

Policy 10.4F

Promote positive transport effects from high traffic generating activities including the provision for multi modal transport, travel demand management, infrastructure upgrades, and low emission transport.

Policy 10.4G

To avoid adverse amenity impacts by ensuring that new roads are designed to, at least, minimum standards and visually complement the character of any surrounding area.

Policy 10.4H

To incorporate tree and landscape plantings within roading networks wherever practicable, taking into account the primary purpose of the road corridors is the safe and efficient movement of traffic, and the conveyance of utilities.

Policy 10.4I

To encourage roading design that enhances the quality of design and the visual experience. These could include a range of carriageway widths, different surface materials, grass berms and protection of existing mature trees.

Policy 10.4J

To avoid the adverse effects of land transport activities on sensitive areas, natural and physical resources, amenity and landscape values.

Policy 10.4K

To preserve the open nature of the High Country landscape by encouraging the location of roads, car-parks and tracks along the edges of existing landforms and vegetation patterns.

Explanation and Reasons

Impacts of traffic passing through or visiting an area can, to a certain extent, be controlled by developing and encouraging the use of a road hierarchy which directs the majority of such traffic on to particular routes, away from the majority of residential areas, and, where possible, diverts through traffic away from commercial areas. The hierarchy can be reinforced by traffic management measures outside the District Plan which discourage the use of residential streets, other than by those vehicles that have no alternative. The development of safe, pleasant and convenient pedestrian and cycle links can assist in reducing vehicle usage and improve the amenity around a settlement. Consideration must also be given to the effects of roads and transport activities on the natural environment through which they pass.

Traffic associated with non-residential development has the potential to affect the residential amenity of the immediate area. Limited non-residential land uses are permitted in residential zones. An integrated approach to transport and land-use means locating any other non-residential activity where the effect of traffic generated can be absorbed by the surroundings.

The road environment is an important, highly visible and extensive area of public open space within the District. The way that the roads and their immediate surrounds are developed - their alignment, layout and associated plantings - are significant in maintaining and improving the amenity of both residential and business areas.

There are many ways to reduce the local impact of transport and traffic, including reducing the amount of traffic on roads, improving pedestrian **and cycle** access, encouraging the use of public transport, **walking and cycling**, and encouraging development forms which make other forms of transport more attractive. The adoption of policies directed at the above outcomes should also help conserve energy and provide for a more sustainable transport environment.

10.4 Anticipated Environmental Results

- Safe, efficient and accessible transport systems.
- Minimal adverse effects on the environment from transportation.
- Efficiency in the use of fossil fuels and in traffic flow on the District's roads.

- Construction of any new road, accessways and parking areas to appropriate use and safety standards.
- Increased use of alternative forms of transport, rather than private cars.
- Improvement to pedestrian and cyclist safety and accessibility throughout Ashburton (Kapuka) town.

10.5 Methods of Implementation

Through the District Plan

- The inclusion of rules to:

  - define a roading hierarchy with associated standards for road design, vehicle access and vehicle crossings;
  - control vehicle access and vehicle crossings onto State Highway 1;
  - set performance standards for property vehicle access and vehicle crossings, parking and loading;
  - provide for rail operations as part of the Ashburton Business Estate;
  - provide for pedestrian and cycle way connections to any new subdivisions;
  - protect the efficiency of the rail network and maintain road and rail safety at railway level crossings**;**
  - **require high traffic generating activities to consider design of the activity and the effectiveness of the methods proposed to manage expected increases in traffic generation and to encourage the use of walking, cycling, and public transport.**

- The inclusion of rules specifying performance standards for road construction, based on the road's intended function within the roading hierarchy.
- Through the use of rules requiring intersections and roads associated with new development and subdivision to be up-graded or designed in such a way as to avoid adverse effects on the surrounding environment.
- Consolidation of existing settlements through the clear definition of the extent of Ashburton (Kapuka) town and other settlements through zoning provisions.
- The use of zoning provisions to define appropriate areas for different types of activities, in relation to their proximity to major through routes.
- Collect fair and reasonable contributions from benefiting landowners for the provision of public car-parking in the central commercial area of Ashburton (Kapuka) following the adoption of a Parking Plan.

Outside the District Plan

- Continue to employ a Road Safety Coordinator to work closely with the Ashburton District Road Safety Council.
- The provision of works and services, such as cycleways, landscaping and use of roadside trees to address CO2 emissions.
- The provision of information and promotional material, such as promotion of cycling.
- Council's own practice in managing its vehicle fleet.

- Through the development and implementation of key community and council strategies such as community outcomes, cycling and walking strategy, physical activity strategy, parking strategy, and regional transport strategy.
- To continue to develop and maintain roads in accordance with Government policy such as the Land Transport Act 1998, relevant national policy statements, national environmental standards and other relevant statutory documents.

Through the Council's LTP process

- Continue to maintain and progressively upgrade the roading network throughout the District, to improve traffic safety, efficiency and accessibility.
- Investigate the need for and, where appropriate, develop additional pedestrian areas, walking tracks and cycleways within the District's main towns.
- Minimise congestion through having traffic flow at optimal levels, reducing travel times and pollution.
- Consider how to provide for adequate public car-parking in close proximity to the central commercial area of Ashburton (Kapuka).

10.6 Reasons for Rules

10.6.1 Parking and Loading Space Requirements and Design

Where an activity establishes on a site, there is change of activity, or buildings are altered, the developer is required to supply off-street parking for people with ~~disabilities~~ **limited mobility**~~and cyclists~~. **Cycle parking is also required, except for visitor parking in the Business A Zone, where public cycle parking is generally available.** On-site loading facilities are also required for activities in the business zones where the movement of goods is likely to occur.

The provision of off-street ~~parking for people with disabilities, cycle parking and~~ loading for each activity minimises ~~the~~ adverse effects on the safety and efficiency of the road.

Off-street mobility parking improves accessibility and safety for people with mobility impairments. It is expected that only permit holders will use these car parks, in accordance with New Zealand's official mobility parking permit scheme. The users of this scheme include people with disabilities, medical conditions and the elderly who may be in wheelchairs, or have severely restricted ability to walk distances.

The provision of off-street cycle parking which is convenient, accessible and secure encourages the use of an active and sustainable mode of transport. Requiring covered parking for long term cycle parking (i.e. for staff or students) provides rain and UV protection for bikes. Cycle parking will also be considered to provide facilities for parking and storage of electric scooters.

Controls over the surfacing of parking and loading areas have been included to protect the amenity of surrounding properties and public places from noise and dust nuisance. The controls are also intended to avoid deterioration of road and footpath surfaces or vehicle and pedestrian safety through loose surfacing material being carried onto footpaths, roads or service lanes.

Landscape treatments and plantings within large car-park areas can assist in the remedying and mitigation of adverse effects of car-park areas by softening the visual impact and glare, providing some visual relief from large expanses of seal, providing screening from adjoining properties, and providing shade for vehicles in hot weather.

10.6.2 On-Site Manoeuvring

The design of the parking and loading areas are based on 90-percentile design vehicles. The dimensions of these vehicles and their associated turning circle requirements are such that 90 percent of the vehicles in New Zealand comply with their requirements.

Critical manoeuvre areas have been calculated to allow 99 percent of vehicles to use them. These areas are typically bounded by immovable objects such as walls and columns and it is therefore important to provide the space to allow vehicles to manoeuvre easily.

On-site manoeuvring is required for all sites on arterial roads, shared access and where a large number of vehicle movements onto and off a site are expected. This helps to protect the efficiency and safety of the roads by minimising the number of vehicles required to reverse onto or off a site, which can be the cause of accidents at accesses. Arterial, principal and collector roads have the most protection applied to them as their function is to carry the largest volumes of traffic at the highest level of efficiency.

10.6.3 Queuing Length

A queuing space length is required at the entrance to car parking and loading areas to provide an area off the street for cars to queue while waiting for manoeuvring vehicles or for a parking space. This protects the safety and efficiency of the frontage road from the effects of vehicles requiring queuing on the street and potentially blocking traffic lanes**/footpaths**.

10.6.4 Roading, Access, Vehicle Crossings and Intersections

The rules specifying widths for roads, minimum sight and separation distances are to ensure that all new roads and accesses are created with the capacity to provide accessibility for residents of the area and link up with the adjoining road transport network safely and efficiently, avoiding congestion, and providing for on-street parking and pedestrian/cycle movement.

The rules specifying the development standards for level crossing safety are to minimise the risk of conflict between road and rail users. These standards specify the minimum sightline and separation distances for level crossings and ensure new land use development or roads and accessways provide for the safe and efficient operation of the rail network.

The rules regulating High Traffic Generating Activities are to ensure significant developments avoid or mitigate adverse effects on the transport network, promote opportunities for travel other than by private motor vehicle, and recognise positive transport effects.

Guidance on preparing an Integrated Transport Assessment to address the matters in 10.10.1 is available from New Zealand Transport Agency Research Report No. 422 'Integrated Transport Assessment Guidelines', Abley et al, November 2010.

The rules for private vehicular access are to ensure the accesses can adequately cater for likely anticipated volumes of traffic. Provision for turning areas and passing bays also relate to the likely number of users and have the purpose of avoiding hazardous and inconvenient reverse manoeuvres. Footpaths are required to promote pedestrian safety. Where more than 6 residential units are likely to be served, a road is considered necessary to ensure safe and efficient vehicle movement. Corner roundings are required to facilitate pedestrian movement and safety.

Road upgrading costs have the purpose of ensuring that costs of providing roads of an acceptable standard is apportioned in accordance with the demands placed on those roads by development of subdivisions. Point strips can ensure that contributions to road transport networking will be made in the future as required.

Adequate design and construction standards are needed for vehicle crossings on to arterial roads in the District, in order to ensure that vehicles can enter and leave a site at all times in a safe and convenient manner without causing any adverse effects on the safe and efficient operation of the adjoining road. In all situations, vehicle crossings shall be designed and constructed to a standard that will accommodate the maximum number, size and weight of vehicles intended to visit the site, so that the road berm and footpaths are not damaged by heavy traffic or the number of vehicles visiting the site. The construction and ongoing maintenance costs will be borne by the site owner/occupier.

In order to simplify the driving task by reducing potential conflict points and areas of distraction, there is a requirement to locate vehicle crossings and intersections at varying distances from each other depending on the function of the road. Arterial roads typically carry the highest traffic volumes at higher operating speeds. Distances therefore need to be greater on these roads to allow for driver reaction times and also for longer queuing distances at intersections. It also reduces confusion for drivers who may not otherwise be able to tell whether an indicating vehicle is intending to turn at one driveway or another or at one intersection or another. Similarly, principal and collector roads carry higher traffic volumes at higher operating speeds than local roads and distances of vehicle crossings and intersections from each other are accordingly required to be greater on these roads.

Parts of State Highway 1, between Ashburton (Kapuka) and Hinds (Hekeao) are declared Limited Access Roads in accordance with Section 88 of the Transit New Zealand Act 1989. As a principle function of State Highway 1 is to provide for the through movement of vehicles in a safe and efficient manner, NZTA endeavours to reduce and rationalise the number of accesses onto this road. The objective of this control is to protect and maintain the safety and high level of traffic service on these important routes, which may otherwise be adversely affected by traffic generated by adjacent property.

Similarly the Main South Railway principally functions to provide for the movement of rail freight within and through the District. The New Zealand Railways Corporation aims to reduce and rationalise the number of level crossings throughout the District to maintain the safe and efficient operation of the railway.

Therefore, limitations are required on the number of vehicle crossings to facilitate the intended function of the road hierarchy. High speed arterial roads are intended to function primarily as through roads, with minimal property access, requiring the greatest level of access restriction. Conversely local

roads are intended to provide direct property access and have the least restriction on the number of access points.

Adequate visibility distances are required from vehicle crossings and at intersections to ensure that vehicle movements are as safe and convenient as possible at all times, and without causing any undue adverse effect on the safe and efficient operation of the road. The required visibility distances will increase with increasing vehicle speed on the adjoining road and associated increased stopping distances.

10.6.5 Vehicle Oriented Commercial Activities

It is necessary that vehicles entering and exiting major commercial facilities can do so without adversely affecting the safety and efficiency of traffic along the adjoining roadway. Crossings should be located so that they do not cause a confusion of priorities and result in unexpected or complex manoeuvres resulting in driver confusion or distraction near intersections. Visibility distances from crossings also need to provide for safe vehicle movements with minimal interference to other road users.

10.6.6 Tree Planting – Shading and Intersection Visibility

Existing or future trees have the potential to cause shading or block visibility in ways that could lead to significant safety concerns. Where trees cause shading onto roadways in the winter the potential for icing increases and can lead to road safety incidents. Where trees are planted too close to intersections they can block visibility for motorists and reduce the safety for all road transport network users.

10.7 Rules – Transport

10.7.1 Permitted Activities

Any activity, which complies with all of the following Site Standards below and all relevant Zone and District-Wide Rules, shall be a permitted activity.

10.7.2 Restricted Discretionary Activities

a) Any activity, which does not comply with any one or more of the following Site Standards, shall be a restricted discretionary activity, with the exercise of the Council's discretion being restricted to the matter(s) specified in the applicable assessment matters in 10.10.

b) Any Activity which complies with all of the relevant Site and Zone Standards, shall where the Site Standards specify, be a Restricted Discretionary Activity with the exercise of the Council's discretion being restricted to the matter(s) specified in the applicable assessment matters in 10.10.

10.7.3 Notification / Consultation / Notes

Resource consents in relation to the following matters shall not be publicly notified:

Size of Parking Spaces	Site Standard 10.8.4
Residential Parking Spaces	Site Standard 10.8.5
Cycle Parking	Site Standard 10.8.6
On-site Manoeuvring	Site Standard 10.8.7
Surface of Parking and Loading Areas	Site Standard 10.8.10

Consultation with the New Zealand Transport Agency (NZTA) will be important in the assessment of resource consent applications in relation to the following standards:

State Highway Access	Site Standard 10.9.9

Consultation with the New Zealand Railways Corporation (NZRC) will be important in the assessment of resource consent applications in relation to the following standards:

Direct Access via Railway Level Crossings	Site Standard 10.9.13
Railway Level Crossings – Vehicle Accessway Location and Minimum Sight Distances	Site Standard10.9.14

Notes:

- In addition to compliance with the Transport Rules set out in this section, District-Wide Rules may also apply. If any one or more of the District-Wide Rules apply, the activity may require consent in respect of those rules.
- Prior to commencing any works on any State Highway, approval must be obtained from the New Zealand Transport Agency to work on the transport network.

- Prior to commencing any works on any railway premises, approval must be obtained from the New Zealand Railways Corporation to work on the rail network.
- The Roading Hierarchy is set out in Appendix 10-1.
- Reference should also be made to applicable Zone Rules which may restrict vehicle access and vehicle crossings on some arterial roads.
- Further information on parking design and layouts can be found in NZS4121: 2001 Design for access and mobility: Buildings and associated facilities and AS/NZS2890.1: 2004 Parking Facilities – off street car parking.

10.8 Site Standards – Parking and Loading

10.8.1 High Traffic Generating Activities

a) **Any new subdivision or land use activity, or ~~changes in use~~ expansion of an existing activity, that exceeds the thresholds set out Table 10-1 shall be classified as a High Traffic Generator and a restricted discretionary activity.**

b) **A Basic Integrated Transport Assessment shall be undertaken for activities that exceed the threshold for a Basic Assessment in Table 10-1 below. The relevant assessment matters shall be restricted to those set out in 10.10.1 a. to c. (Safety and efficiency, Design and Layout, and ITA requirements).**

c) **A Full Integrated Transport Assessment shall be undertaken for activities that exceed the threshold for a Full Assessment in Table 10-1 below. The relevant assessment matters shall be restricted to those set out in 10.10.1 a. to e. (Safety and efficiency, Design and layout, ITA requirements, Heavy vehicles, and Network effects).**

d) **Where an Integrated Transport Assessment has already been approved for the site as part of a granted resource consent, then these rules do not apply to any development that is within scope of that Integrated Transport Assessment and in accordance with the resource consent, unless the resource consent has lapsed.**

Table 10-1: Thresholds for High Traffic Generating Activities

Activity	Basic Assessment required	Full Assessment required
Education: Preschools	40 children	90 children
Education: Schools	70 students	170 students
Education: Tertiary	250 FTE students	750 FTE students

Industrial	**5,000m² GFA**	**12,000m² GFA**
Warehousing and distribution	**6,500m² GFA**	**25,000m² GFA**
Health Care Facilities	**300m² GFA**	**1,200m² GFA**
Office	**2,000m² GFA**	**4,800m² GFA**
Residential (excluding retirement homes)	**50 residential sites/units**	**120 residential sites/units**
Retail – Shops and supermarkets	**250m² GFA**	**900m² GFA**
Retail – Large format and bulk goods (excluding trade retail and trade supply activities)	**550m² GFA**	**2,200m² GFA**
Service stations	**2 filling points**	**6 filling points**
Mixed use or other activities not otherwise listed in this table	**50 vehicles per peak hour.** **'Peak hour' means any hour when the greatest number of vehicle movements occurs.**	**120 vehicles per peak hour.**

10.8.2 Car Parking Spaces in the Business A Zone

a) In the Business A Zone of Ashburton where on-site car parking for the convenience of persons working or living on-site is proposed, it shall be provided to the rear of any building(s) on the site and all required loading spaces shall be provided at the rear of building(s) on the site.

10.8.3 Mobility Parking~~Car~~ Spaces ~~for People with Disabilities~~

a) ~~**Where car parking is provided for a non-residential activity, t**~~The minimum number of **mobility** parking spaces **provided** ~~**for people with a disability**~~ shall be **as specified in Table 10-2** ~~**as follows**~~:

- ~~**no spaces required for the first 9 car parking spaces provided on site;**~~
- ~~**1 space where between 10 and 20 car parking spaces are provided on site;**~~
- ~~**2 spaces where between 21 and 50 car parking spaces are provided on site;**~~

~~plus 1 space for every additional 50 car parking spaces provided on site, or part thereof~~

Table 10-2: Mobility Parking Provision

Applicable to	Total number of standard car parking spaces provided on site	Minimum number of mobility parking spaces required
A) Any activity where standard car parking spaces are provided (except for: a. residential activities; or b. visitor accommodation for ~~less than~~ up to 10 guests); or B) Any activity containing buildings with a GFA of more than 2,500m².	1 - 20 spaces	1 space
	21 – 50 spaces	2 spaces
	Every additional 50 spaces, or part thereof	1 space

Note for Table 10-2: Mobility Parking Provision: Mobility parking spaces are required for all buildings with a GFA greater than 2,500m². If no other car parking spaces are provided, then the amount of mobility parking spaces required shall be calculated by determining how many mobility parking spaces would be required if one standard parking space per 100m² of GFA were provided.

b) ~~Car parking for people with disabilities~~ **Mobility parking spaces** shall be**:**
- **on the same site as the activity;**
- located as close as practicable **via the most direct route** to the **accessible** ~~building~~ entrance **to the activity with which they are associated;**
- ~~. The spaces should be~~ on a level surface**;**
- ~~and be~~ clearly marked**;** and
- designed & constructed in accordance with NZS 4121: 2001 Design for access and mobility: Buildings and associated facilities.

10.8.4 Size of Parking Spaces

a) All ~~required~~ parking spaces, other than for residential units, shall be designed to accommodate a 90 percentile design motor car (refer Appendix 10-2) and shall be laid out in

accordance with the minimum dimensions specified within Table 10-3 below and as illustrated within Appendix 10-2:

Table 10-3: Minimum Parking Space Dimensions

Type of User	Parking Angle	Stall Width	Aisle Width	Stall Depth(5)
Class 1 (1)	90°	2.5	6.2	5.0
Class 2 (2)	90°	2.6	7.0	5.0
~~**People with disabilities**~~ **Mobility Parking**	90°	3.6	6.2	5.0
All	0° (parallel)	2.1	3.3(3) 6.5(4)	6.1
All	30°	2.5	3.5	4.4
All	45°	2.6	4.2	5.2
All	60°	2.6	5.1	5.7

Notes for Table 10-3:

1. Class 1: medium to long term parking including areas such as employee and commuter parking, long-term town centre parking, sporting facilities, entertainment centres and hotels and motels.

2. Class 2: short term, high turnover parking at retail / commercial activities and where goods can be expected to be loaded into vehicles.

3. One-way aisle only.

4. Two-way aisle.

5. Stall depth may be reduced by 600mm where there is sufficient overhang space in front of the space, provided such space is not required for another parking space, pedestrian path or similar purpose

6. Spaces adjacent to walls or columns shall be 300mm wider than specified within Table 10-3

7. All dimensions are in metres.

10.8.5 Residential Parking Spaces

a) Where residential car parking spaces are provided within a garage, the minimum internal dimensions shall be as set out in Table 10-4:

Table 10-4: Residential Parking Space Dimensions

	Width	Depth
Single	3.1m	5.5m
Double	5.6m	5.6m

b) The minimum width of the entrance to a single garage shall be no less that 2.4 m.

10.8.6 Cycle Parking

a) All developments~~, other than residential and farming,~~**in the Business A Zone** are to provide **long term** cycle parking **on the same site as the activity to at least the minimum numbers specified in Table 10-5.** ~~at a rate of 1 cycle space for every 20 car parking spaces provided.~~

b) **In other zones, all developments other than farming activities are to provide Visitor and Long Term cycle parking on the same site as the activity to at least the minimum numbers specified in Table 10-5**

c) **Where the calculation of the number of cycle parks results in a fractional number, any fraction under one half shall be disregarded and any fraction of one half or more shall be counted as one space.**

d) **Where a land use corresponds with two or more similar activities in Table 10-5, the activity with the higher cycle parking rate shall apply. Where there are two or more separate activities on a site, the total requirement for the site shall be the sum of the cycle parking requirements for each activity.**

e) All required **visitor** cycle parking shall be provided **as follows:**

- in cycle stands and laid out in accordance with Appendix 10-3 **and securely anchored to an immovable object;**
- **on the same site and conveniently located to the activity it serves;**
- **clearly visible to cyclists entering the site or appropriately signposted; and**
- **well lit.**

f) **All required long term cycle parking shall be provided as follows:**

- **provided in cycle stands and laid out in accordance with Appendix 10-3;**
- **on the same site as the activity;**
- **well lit and covered;**

- **located in a secure area, unless located in an area where access by the general public is generally excluded; and**
- **where a cycle stand is provided, it shall be laid out in accordance with Appendix 10-3.**

Table 10-5: Minimum Cycle Parks Required

Activity	Visitor Cycle Parks (for the use of customers / visitors)	Long Term Cycle Parks (for the use of staff / students and residents)
Offices	2 cycle parks for the first 500m^2 GFA, and 1 space for every 750m^2 GFA thereafter	1 per 150m^2 GFA
Industrial Activities and Service Activities	Nil	1 per 1,000m^2 GFA
Food and Beverage Outlets	1 per 300m^2 PFA	1 per 100m^2 PFA (2 minimum)
Commercial activities involving retail sales in the Rural Zone	Nil	Nil
Other retail or commercial activities	1 per 500m^2 GFA	1 per 500m^2 GFA
Hospitals and Care Homes	1 per 30 beds	1 per 15 beds
Other Health Care Service	<100m^2 GFA: Nil ≥100m^2 GFA: 1 per 100m^2 GFA	<200m^2 GFA: Nil ≥200m^2 GFA: 1 space per 200m^2 GFA
Day Care facilities	2 spaces per centre	1 per 5 FTE staff
Educational Facilities – primary and secondary	1 space per 50 students	Students: 1 cycle or scooter park per 5 pupils, and Staff: 1 cycle park per 5 FTE employees
Educational Facilities – tertiary	1 space per 100 FTE students	1 space per 5 FTE students, and 1 space per 5 FTE employees
Recreational Activities	Sports fields: 3 per field	1 per field
	Swimming pools: 1 per 10m^2 pool area	1 space per 500m^2 pool area
	Netball / basketball courts: 3 per court	1 space per 500m^2 of PFA
	Tennis courts: 1 space per court	
	Gymnasium and dance studios: 1 / 50m^2 GFA	
	Other recreation facilities, if not specified above: 1 per 50m^2 of PFA	10% of visitor requirement

	(Note: Reserves and Recreation Activities in the Aquatic Park Zone are excluded.)	
Meeting Places / Entertainment Facilities	**Cinemas and theatres: 1 per 30 seats** **Other meeting places / entertainment facilities: 1 per 50m PFA**	**10% of visitor requirement** **Other meeting places / entertainment facilities: 10% of visitor requirement**
Other community activities or places of assembly (not specified above)	**1 per 200m^2 of PFA**	**1 per 500m^2 PFA**
Boarding houses and visitor accommodation	**1 space per 10 beds**	**1 space per 3 beds**
Residential developments of 20 or more units	**1 per 20 units**	**1 per unit without a dedicated garage**
Retirement Units	**1 per 10 units, for developments with 10 or more units**	**1 space per 5 FTE employees**

10.8.7 On-site Manoeuvring

a) The manoeuvring area from the road transport network boundary to any parking space shall be designed to accommodate a 90 percentile car (refer Appendix 10-4).

b) Onsite manoeuvring for a 90 percentile car (refer Appendix 10-4) shall be provided to ensure that no vehicle is required to reverse either onto or off a site where:

- any activity has vehicle access and/or vehicle crossings to an arterial road;
- any activity provides 4 or more parking spaces having vehicle access and/or vehicle crossings onto a principal or collector road;
- any activity provides 10 or more parking spaces;
- three or more residential units share a common **vehicle** access.

10.8.8 Loading Space Provisions

a) Every site in the Business Zones and in the Commercial Area of the Aquatic Park Zone, except for the Business A Zone, shall provide one loading space and associated manoeuvring area.

10.8.9 Loading Areas

a) Every loading space provided shall be of a useable shape and in accordance with the following minimum dimensions:

- 9m deep
- 3.5m wide
- 4.5m high

Except for: activities not involving the trading of goods (e.g. offices), where the gross floor area is less than 1500m², and on street space is available for occasional servicing by larger vehicles, then loading space dimensions shall be in accordance with the following minimum dimensions:

- 6.4m deep
- 3.5m wide
- 3.5m high

b) The manoeuvring area from the road boundary to any loading space shall be designed to accommodate a 90 percentile two axle truck (refer Appendix 10-5).

c) Onsite manoeuvring for a 90 percentile two axle truck shall be provided to ensure that no truck is required to reverse onto or off a site where any development provides loading areas or trade vehicle storage having vehicle access and/or a vehicle crossing onto an arterial, principal or a collector road.

d) If parking or servicing by a large heavy vehicle, such as an articulated truck, is anticipated to occur on a site, then both b) and c) from above apply for the manoeuvring requirements of the vehicle.

e) All loading spaces/areas shall be provided in a location that does not impede any through traffic, or manoeuvring areas, or any pedestrian or cycle access.

10.8.10 Surface of Parking and Loading Areas

a) The surface of all ~~required~~ parking, loading and trade vehicle storage areas in the Residential Zone, Business A, B, and C Zones, and the Aquatic Park Zone (except parking areas within the Recreational Area of the Aquatic Park Zone), shall be formed to provide an all weather surface.

b) The first 3m of all such ~~required~~ areas (as measured from the road boundary) shall be formed and sealed for the full width of the vehicle crossing, to ensure that material such as mud, stone chips or gravel is not carried onto any footpath, road transport network or service lane.

c) Parking and loading areas in the Recreational Area of the Aquatic Park Zone shall be formed and oversown with grass so as to maintain the character and appearance of the surrounding recreational area.

10.8.11 Tree Planting within Car Parking Areas

a) Where a car parking area has central parking rows, which do not abut a site boundary or building, trees shall be planted at least 7.5m apart adjacent to the central car parking spaces. The trees shall be protected from damage by vehicles.

10.8.12 Queuing ~~Length~~Requirements

a) Where car parking is provided within a site, a minimum queuing length shall be provided in accordance with Table 10-6 below for vehicles entering the site:

Table 10-6: Queuing Length

Car Parking Spaces Provided	Queuing Length (m)
less than 20	6
21-50	12
51-75	18
76-100	24
100+	30

b) The required queuing length shall be measured from the road boundary at the car park entrance to the nearest vehicle control point or the point where entering cars could conflict with vehicles already on the site.

c) Where more than one vehicle crossing is provided to a site, the required queuing length may be assessed for each access point individually, with each parking space allocated to the nearest entry vehicle crossing for the purpose of the assessment.

d) **Where the following facilities are provided within a site, minimum queuing spaces shall be provided in accordance with Table 10-7 below:**

Table 10-7: Queuing Spaces

Activity	Queuing Spaces
Drive through facilities (excluding service stations)	**5 queuing spaces per booth or facility**
~~Service Station facilities~~	~~3 queuing spaces on entry to the site~~ ~~vehicles using or waiting to use fuel dispensers, electric charging stations, car washes or air hose/vacuum do not queue into the adjoining road or obstruct entry to or exit from the site.Queueing space shall be designed so that~~

10.9 Site Standards – Accessibility and Safety

10.9.1 Roading, Access and Vehicle Crossings

All new roads shall be laid out and vested in the Council, in accordance with Standard NZS4404:2010, other than as specified below:

Table 10-8: New Road Standards

Road Hierarchy	Typical Daily Traffic Volumes (vpd)	Road Width (metres)		Carriageway Width (metres)		Footpath
		Min	Max	Min	Max	
Arterial – urban	>5,000	27	-	15	-	Both Sides
Arterial – rural	>1,000	20	-	8	-	-

a) Where a new road transport network is proposed that is located in a manner that makes it capable of being extended in the future to service additional land, the future potential daily traffic volume for the extended road shall be used to determine the minimum and maximum widths required in Table 10-8 above. This determination shall be based on the greater of the actual number of allotments served or the potential number of allotments that could be served as a permitted or controlled activity.

b) The carriageway of all new road transport networks laid out and vested in accordance with a) above shall be formed and sealed.

c) Footpaths shall be constructed as a sealed strip of 1.5m width within the berm.

d) All areas of berms not sealed in footpath are to be formed in grass.

e) Cul-de-sac shall be constructed with turning heads of the following radii, measured from the centre of the turning head to the kerb face:

- Residential zones and the Residential and Rural-Residential Areas of the Aquatic Park Zone – 9.5m
- All other zones – 15m

f) If the corner lot is included in any subdivision, the corner at the road intersection shall be splayed with a diagonal line reducing each boundary by at least 4 metres from the corner, except that in a Business or Rural Zone or if the highest speed limit on either frontage road is greater than 50km/h, then the diagonal line reducing each boundary shall be at least 6 metres from the corner. The corner rounding or splay shall be vested in the Council.

g) Within any new subdivision, provision shall be made for pedestrian and cycle access links, to a level appropriate to the scale and location of the development.

h) Where a subdivision adjoins land not yet subdivided, provision shall be made for pedestrian, cyclist and vehicle access linkages between the areas, including vesting of land for future road transport network reserves for the purpose of facilitating connections to future roading extensions to serve surrounding land, or planned road links that may need to pass through the subdivision.

10.9.2 Vehicular Access

a) All vehicular access to fee simple title allotments, cross leases, unit titles or leased premises shall be in accordance with the standards set out in Table 10-9 below. This rule shall not apply to vehicle crossings directly on to individual sites, which do not involve an access (refer to the definition of "access"). The following standards in Table 10-9 are minimum standards:

Table 10-9: Vehicular Access

Zone	Potential No of Sites	Length (m)	Legal Width (m)	Carriage-way Width (m)	Turning Area	Passing Bay	Foot-paths
Residential and Aquatic Park	1-2	All	3.5	3.0	Optional	Optional	Optional
Residential and Aquatic Park	3-6	0-50	4.0	3.5	Required	Required	Optional
Residential and Aquatic Park	3-6	50+	4.5	4.0	Required	Required	Required
Rural	Any	All	10.0	4.0	Optional	Optional	Optional
All Other Zones	Any	All	8.0	7.0	Required	Optional	Optional

b) The minimum height clearance for all vehicular accesses shall be 4.5m.

c) Access to allotments with the potential to accommodate more than 6 residential units shall be provided by way of a road and not by a private way or access lot.

d) All vehicle crossings from sealed roads to vehicular accesses shall be sealed for the full berm width of the adjoining road. In the case of the Rural A, B and C Zones, if the access slopes up from the road, the crossing shall be sealed to a minimum distance of 10m from the edge of the carriageway.

e) Where an allotment being created by subdivision or a new land use activity establishes on an existing site that has frontage to a state highway as well as to another road, vehicle access and vehicle crossings to the allotment shall be from the other road transport network, rather than the State Highway.

f) No activity in the lower density area of the Residential C Zone as shown on the Lochhead Outline Development Plan shall have a vehicle access or vehicle crossing to State Highway 77.

Note: For the purposes of this rule, an access shall be taken to slope up from the road if the access has an average gradient of 1:20 or steeper within 10m of the edge of the carriageway.

10.9.3 Distances of Vehicle Crossings from Intersections

a) No part of any vehicle crossing shall be located closer to the intersection of any roads than the minimum distances specified in Table 10-10 below:

Table 10-10: Minimum Distance of Vehicle Crossings from Intersections

Frontage Road	Intersecting Road Type (distances in metres)					
	Urban			Rural		
	Arterial	Principal / Collector	Local	Arterial	Principal / Collector	Local
Arterial	30	30	30	200	200	200
Principal / Collector	20	20	15	60	50	50
Local	20	15	10	60	50	50

b) Distances shall be measured from the point at which the legal boundary lines of the two road frontages intersect.

c) Where the boundaries of the site do not allow the provision of any vehicle crossing whatsoever in conformity with the above distances, a single vehicle crossing may be constructed provided it is located in the position which most nearly complies with the provisions of these rules.

10.9.4 Spacing Between Vehicle Crossings

a) On Principal and Arterial Roads where the legal speed limit is 100km/hr, the minimum spacing between successive vehicle crossings (regardless of the side of the road on which they are located) shall not be less than 200m. This rule shall not apply to vehicle crossings to farming activities, which do not provide access or a driveway to buildings (other than haysheds).

b) On Principal and Arterial Roads where the legal speed limit is less than 100km/hr, the minimum spacing between successive vehicle crossings (either single or combined) on the same side of the road, shall not be less than 15m. This rule shall not apply to vehicle crossings which serve residential activities only.

c) The separation distances shall be measured from the centre of one vehicle crossing to the centre of the succeeding vehicle crossing, parallel to the centreline of the transport network.

d) Where the boundaries of the site do not allow the provision of any vehicle crossing whatsoever in conformity with the above distances a single vehicle crossing may be constructed in the position which most nearly complies with the provisions of this rule.

10.9.5 Maximum Number of Vehicle Crossings

a) The maximum number of vehicle crossings to a site per road frontage shall be in accordance with Table 10-11 below:

Table 10-11: Maximum Number of Vehicle Crossings

	Legal Speed Limit for Road (km/hr)	Frontage Length (m)			
		0-20	21-60	61-100	101+
Local & Collector	Any	1	2	2	3
Principal & Arterial	<100	1	1	2	2
Principal & Arterial	100	1	1	1	1

10.9.6 Sight Distances from Vehicle Crossings

a) Unobstructed sight distances shall be available from all vehicle crossings, in accordance with the minimum sight distances specified in Table 10-12 below:

Table 10-12: Minimum Sight Distances from Vehicle Crossings

Legal Speed Limit for Road (km/hr)	Minimum Sight Distance (m)
0-50	45
51-60	65
61-70	85
71-80	105
81-100	160

b) All sight distance measurements shall be undertaken in accordance with the diagram in Appendix 10-6.

10.9.7 Design and Construction of Vehicle Crossings onto Arterial Roads

a) The length of any vehicle crossing shall be in accordance with dimensions set out in Table 10-13 below:

Table 10-13: Vehicle Crossing Length

	Minimum	Maximum
Residential	3m	7.5m
Other	4m	9m

b) The vehicle crossing length shall be measured along the property boundary.

c) All vehicle crossings on to arterial and principal roads where the speed limit exceeds 50km/hr shall be designed and constructed in accordance with the diagrams included in Appendices 10-7 – 10-8, except for vehicle crossings to farming activities in Rural Zones; this standard shall only apply where a vehicle crossing provides access or a driveway to building(s).

10.9.8 Vehicle Oriented Commercial Activities

a) Notwithstanding rules 10.9.3-10.9.6 above, all:

- service stations;
- truck stops;
- commercial activities (or groups of retail activities using common vehicle crossings) containing a total gross floor area of more than 500m²;

shall comply with the following additional rules:

- No part of any vehicle crossing on to an arterial road shall be located closer than:

  - 60m to the departure side of any intersection; or
  - 30m to the approach side of any intersection.

- Distance shall be measured from the point at which the legal boundary lines of the two road frontages intersect.
- Unobstructed sight distances shall be available from all vehicle crossings, in accordance with the minimum sight distances specified in Table 10-14 below:

Table 10-14: Minimum Sight Distances for Vehicle Oriented Commercial Activities

Legal Speed Limit for Road (km/hr)	Minimum Sight Distance (m)
0-50	110
51-60	140
61-70	170
71-80	200
81-100	280

- Where the legal road speed limit is 50km/hr, the above rule shall only apply to Arterial and Principal roads.
- All sight distance measurements shall be undertaken in accordance with the relevant diagram in Appendix 10-6.

10.9.9 State Highway Access

a) Any new subdivision or land use activity that would require direct access to a state highway at a location where there is currently no such direct access, or would require any alteration to, or increase in the use of an existing direct access to such a state highway, shall be a restricted discretionary activity.

10.9.10 Minimum Sight Distances from Intersections

a) Unobstructed sight distances shall be available from all intersections, in accordance with the minimum sight distances specified in Table 10-15 below:

Table 10-15: Minimum Sight Distances from Intersections

Legal Speed Limit for Road (km/h)	Minimum Sight Distance (m)
0-50	110
51-60	140
61-70	170
71-80	200
81-100	280

b) All sight distance measurements shall be undertaken in accordance with the relevant diagram in Appendix 10-6.

10.9.11 Spacing between Intersections

a) All intersections shall be designed and located such that the minimum spacing between successive intersections is not less than the minimum distance specified in Table 10-16 below:

Table 10-16: Minimum Spacing Between Intersections

Legal Speed Limit for Road (km/h)	Minimum Distance (m)
0-50	125
51-60	160
61-70	220
71-80	550
81-100	800

b) The distance shall be measured from the centre of one intersection to the centre of the succeeding intersection, parallel to the centreline of the road.

c) In Rural Zones where the legal speed limit for the road is 100km/hr, the above standard shall apply regardless of the side of the road on which the intersections are located.

d) On roads in other zones, the above standard shall apply to intersections on the same side of the road only.

10.9.12 Tree Planting – Shading and Intersection Visibility

a) No tree shall be allowed to grow such that it shades the carriageway of a road throughout the hours of 10am and 2pm on the shortest day of the year.

b) No tree shall be planted within 30m of a road intersection, measured to the point at which the legal boundary lines of the two road frontages intersect.

10.9.13 Direct Access via Railway Level Crossings

a) Any new subdivision or land use activity that would require direct access over a railway level crossing at a location where there is currently no such direct access, and where no alternative access is provided, or would require any alteration to or increase in use of an existing direct access over a railway level crossing, shall be a restricted discretionary activity.

b) Any new accessway shall be located a minimum of 30 metres from a road/rail level crossing. The 30 metres shall be measured from the closest rail track to the edge of seal on the proposed accessway.

10.9.14 Railway Level Crossings – Vehicle Accessway Location and Minimum Sight Distances

a) Any new vehicle accessway onto a road shall be located a minimum of 30 metres from a railway level crossing, measured from the closest railway track to the edge of seal of the proposed accessway.

b) No obstruction shall be located such that it fails to comply with the railway level crossing approach sight triangles determined in accordance with Appendix 10-9.

Notes:

- The above controls apply to established level crossings. Sightlines are also a factor in the development of the design of new level crossings: however further technical assessment against rail and road design standards, and formal statutory approvals under the Railways Act 2005, are also required from the railway operator (Kiwirail).
- The rail operator (Kiwirail) also has the authority to require the removal of vegetation, walls, fences, and other obstructions from these sightlines under Section 77 of the Railways Act 2005. The inclusion of the above sightline control standard ensures that development and road/rail safety standards are well integrated, and reduce the (later) risk of a landowner being required to remove obstructions.

10.10 Assessment Matters

In considering resource consents for land use activities the Council shall apply the relevant Assessment Matters set out below.

10.10.1 High Traffic Generating Activities

a) **Whether the provision of access and on-site manoeuvring areas associated with the activity, including vehicle loading and servicing deliveries, affects the safety, efficiency, accessibility (including for people with limited ~~whose~~ mobility~~ is restricted~~) of the site, and the land transport network (including considering the network classification of the frontage road).**

b) **Whether the design and layout of the proposed activity promotes opportunities for travel other than private cars, including by providing safe and convenient access for travel using more active modes.**

c) **Whether the ITA has been prepared by a suitably qualified and experienced transport specialist.**

d) **Whether there are any effects from the anticipated trip generation and how they are to be mitigated where activities will generate more than 250hvm/d.**

e) **Having particular regard to the level of additional traffic generated by the activity, whether measures are proposed to adequately mitigate the actual or potential effects from the anticipated trip generation (for all transport modes) from the proposed activity, including consideration of cumulative effects with other activities in the vicinity, proposed infrastructure, and construction work associated with the activity.**

~~10.10.1~~10.10.2 Parking and Loading Space Requirements and Design, and On-Site Manoeuvring

a) Whether it is physically practicable to provide the ~~required~~ parking or loading spaces on the site, in terms of the existing location of buildings, access or driveways to the road, topography and utility location.

b) Whether there is an adequate alternative supply of the required off-street ~~parking for people with disabilities or~~ loading spaces in the immediate vicinity. ~~(In general on-street parking for people with disabilities is not considered an acceptable alternative.)~~**(In such a situation the Council may require the use of alternative loading spaces to be secured in some manner.)**

c) Whether there is ~~another site~~ **a public carpark or other convenient mobility parking solution** in the immediate vicinity that has available parking for people with ~~disabilities~~ **limited mobility, and is easily accessible to the site.**~~or loading spaces which are not required at the same time as the proposed activity.~~ (In such a situation the Council may require the alternative **mobility** parking ~~or loading~~ spaces to be secured in some manner.)

d) Whether a demonstrably less than normal incidence of parking for people with ~~disabilities~~**limited mobility**, or loading will be generated by the proposal.

e) Whether an adverse effect on the character and amenity of the surrounding area will occur as a result of not providing the required loading space/s on the site.

~~e)~~f) **The extent to which the safety and efficiency of the surrounding roading network, would be adversely affected by loading vehicles parking or manoeuvring on the road/s.**

~~f)~~g) Any cumulative effect of the lack of on-site parking for people with ~~**disabilities**~~**limited mobility,** cycle parking and loading spaces in conjunction with other activities in the vicinity, especially those also not providing the required number of spaces.

~~g)~~

h) The extent to which the safety of pedestrians, both on and off the site will be affected.

i) The extent to which alternative and convenient cycle parking is available within the vicinity of the site.

j) The extent to which the nature of the activity has less demand for cycle parking than anticipated by the Plan requirements.

k) Any potential adverse effects on the safety and security of people and vehicles using the facility.

l) The extent to which there will be any adverse effect on the safety and efficiency of the frontage road.

m) The extent to which any reduction in the design characteristics will result in the parking and loading area and/or access/driveways and manoeuvring areas being impractical, inconvenient or unsafe to be used by vehicles, cyclists or pedestrians.

n) Whether the proposed surfacing could cause adverse effects on adjacent roads or neighbouring properties.

o) The extent to which planting is unnecessary or inappropriate due to the nature and location of the car-park, the nature of any fencing around the car-park, or the nature and amount of planting on adjoining sites in the vicinity.

~~10.10.2~~10.10.3 Queuing Length

a) The extent to which conflicts between vehicles will be created by vehicles queuing across the vehicle crossing; confusion between vehicles turning at the crossing or the intersection; or inadequate rate of driver assimilation of data, thereby adversely affecting the safety of the road.

b) Whether the hours of operation of activities on the site coincide with the peak flows and vehicle queues on the road.

~~10.10.3~~10.10.4 Roading, Access, Vehicle Crossings and Intersections

a) The extent to which the safety and efficiency of the adjoining road/s would be compromised by vehicle crossings or intersections being located closer together, or with a lesser unobstructed sight distance or intersection visibility, than is permitted by the Plan.

b) Whether the speed and volume of vehicles on the road will increase the adverse effects of the use of the vehicle crossing on the safety of road users.

c) Whether safety and efficiency would be enhanced by the provision of acceleration and deceleration lanes.

d) Whether the geometry of the road will mitigate the adverse effects of the vehicle crossing.

e) The extent to which the safety and efficiency of the frontage road would be affected by the creation of additional vehicle crossings.

f) The potential for cumulative effects on the safety and efficiency of the frontage road resulting from new vehicle crossings in addition to existing crossings in the vicinity.

g) The degree to which the location of the intersection, in combination with the position of any proposed or existing vehicular accesses or roads, will affect visibility and thereby, the safe and efficient movement of traffic using the intersection and along the adjoining road taking into account the following matters:

- the numbers and types of manoeuvres anticipated to be undertaken;
- forms of controls at the intersection;
- functions of the intersecting roads;
- the speed and volumes of traffic using the road;
- the physical features of the road i.e. number of lanes, need for acceleration and deceleration lanes, extent of visibility.

h) The degree of compatibility and consistency with the Planning Maps and any Outline Development Plan/s including: Road Hierarchy, location of roads, designations, and location and provision of walkways and cycleways.

i) In the case of access to any subdivision in the Business E Zone (Ashburton Business Estate), the effects of the traffic generated by a subdivision on the Works Road/State Highway 1 and Northpark Road / State Highway 1 intersections and the need for a financial contribution toward the intersections to mitigate the effects of subdivision.

j) The need to provide access for Takata Whenua to waahi tapu and waahi taoka.

k) The need for construction standards and ongoing maintenance for private vehicular access, and entry to individual allotments, whilst ensuring practicality, convenience and safety.

l) Any need to require provision be made in a subdivision for the vesting of road reserves for the purpose of facilitating connections to future roading extensions to serve surrounding land, or

planned road links that may need to pass through the subdivision and the practicality of creating such easements during the time of subdivision application in order to facilitate later development.

m) Any need to require subdividers to enter into agreements that will enable the Council to require the future owners to form and vest roads when other land becomes available.

n) The need for, and practicality of, providing vehicular access and vehicle crossings to all allotments.

o) The degree to which proposed new roads make adequate provision for vehicle movements, car-parking and property accessibility.

p) The provisions of the roading hierarchy, the account taken of pedestrian movement, provision of space for cyclists, amenity values of the street, opportunities for tree planting in the open space of the road to enhance the character and identity of the neighbourhood.

q) The need to provide pedestrian access way facilities and/or cycleways in circumstances where the roading network does not provide sufficient or direct route/s through the locality and to facilities in the vicinity.

r) The need to provide alternative access for car-parking and vehicle loading in Business Zones and in the Commercial Area of the Aquatic Park Zone by way of vested service lanes at the rear of properties, having regard to performance standards for activities within such zones.

s) Any impact of roading and access on water bodies, ecosystems, drainage patterns or the amenities of adjoining properties, including the ability to mitigate such effects through street planting.

t) Whether a proposed subdivision has frontage to any existing road(s) that are not constructed to the standards set out in the rule and/or whether road widening is required, and if so, whether the land uses that will be established on the proposed allotments will increase the use of that road(s) to the extent that forming or upgrading the existing road(s) is required. Accordingly, whether there is any need for the applicant to pay to the Council a financial contribution towards the forming or upgrading of the road(s) (including carriageway formation and widening, berm formation, and the provision of footpaths, kerb and channel). Such financial contribution shall not exceed the extent to which the road(s) serves or is intended to serve the subdivision and, where the road(s) are adjacent to the subdivision, shall not exceed half the cost of the formation or upgrading works.

u) Where any proposed subdivision in any zone has frontage to any existing road(s) that have been formed or upgraded by the Council within the previous 5 years, using financial contributions from an adjoining landowner paid to the Council in accordance with the clause above; the need for the benefiting applicant to pay to the Council a fair financial contribution towards the costs that have been incurred by the Council in forming or upgrading the frontage road(s). Such financial contribution shall not exceed the amounts specified above.

v) Whether adequate sightlines are available from alternative exits or vehicle crossings.

w) The extent to which the safety and efficiency of the intersecting roads would be compromised by a lesser unobstructed sight distance than is permitted in the Plan.

x) The effect of any new intersections or accesses created by the subdivision on traffic safety and efficiency, including the availability of adequate, unobstructed sight distances from intersections and adequate spacing between intersections.

y) In relation to new or altered access to a state highway, consideration of the nature of use, location, design and number of access points proposed.

z) In relation to a new subdivision or land use activity that would require direct access via a railway level crossing or would require any alteration to or increase in the use of an existing direct access over a railway level crossing, where there is no alternative access provided:

- the potential for adverse effects on the safety and efficiency of the road and railway resulting from the nature, use, location, and design of direct access to a subdivision or land use activity; and
- the ability to obtain alternative legal access to the site

aa) In relation to new vehicle access ways within 30 metres of a railway level crossing, whether vehicles can safely and efficiently enter and exit a site without resulting in the queuing of vehicles blocking the railway corridor

bb) In relation to non-compliance with railway level crossing sightlines, the extent to which the nature, location, scale, and height of any obstruction will obstruct visibility along the railway and adversely affect road and rail safety, having regard to the geometry and orientation of the intersection and the speed and volume of traffic on the road.

~~10.10.4~~10.10.5 Vehicle Oriented Commercial Activities

a) The degree to which the location of the site, in combination with the position of any proposed and existing vehicle crossings and the actual or potential vehicle operation, will affect the safe and efficient movement of traffic onto and off the site and along the adjoining road taking into account the following matters:

- the numbers and types of manoeuvres anticipated to be undertaken at adjacent intersections;
- the forms of control at adjacent intersections;
- the functions of the frontage road and any intersecting roads;
- the speed and volumes of through traffic;
- the physical features of the roadway, i.e. number of lanes, visibility;
- whether the access will be on an upstream or downstream side of the intersection.

b) The ability for vehicles to queue ~~and park~~ or be serviced on site without affecting the safe movement of vehicles or pedestrians along the adjoining road or footpath or the movement of vehicles and pedestrians using the onsite facilities.

c) The degree to which tankers and other heavy vehicles may enter and exit the site without excessive manoeuvring or disruption to vehicles on the site or the safe movement of vehicles along the adjoining road.

~~10.10.5~~10.10.6 Tree Planting – Shading and Intersection Visibility

a) The extent to which the location, orientation, species and maximum proposed tree(s) will result in shading of the carriageway and a potential for icing which could endanger the safety of motorists.

b) The extent to which tree location, species, maximum height and spread of the proposed tree will obstruct visibility from the intersection of approaching traffic, and adversely affect road safety having regard to the geometry and orientation of the intersection and the speed and volume of vehicles on the road.

c) The extent to which the topography or other existing features are already preventing the direct access of sunlight onto the road.

d) Whether the vegetation existed at the time of notification of the Plan and if so the extent to which the vegetation scale has altered.

Section 10 Appendices

Appendix 10-1: Roading Hierarchy

Arterial Roads

Road ID	Road Name	Part of Road	Start m	End m
31	ARUNDEL RAKAIA GORGE ROAD	From RANGITATA BRIDGE (STH ABUT) to STATE HIGHWAY 77	0	57112
183	EAST STREET ROTARY	From EAST STREET (SOUTH INT) to EAST STREET (SOUTH INT)	0	70

Principal Roads

Road ID	Road Name	Part of Road	Start m	End m
40	**BACK TRACK**	**From BARKERS ROAD EASTBOUND to RAKAIA BARRHILL METHVEN ROAD**	**1969**	**2283**
48	**BARKERS ROAD**	**From HALL STREET to BARKERS ROAD EASTBOUND**	**187**	**2563**
5081	**BARKERS ROAD EASTBOUND**	**From BARKERS ROAD to BACK TRACK**	**0**	**354**
53	BEACH ROAD	From CHALMERS AVENUE ROTARY SOUTH to TREVORS ROAD (ASHBURTON)	0	711
5069	BEACH ROAD EAST	From TREVORS ROAD (ASHBURTON) to RIVER ROAD	0	4436
61	BELT ROAD	From HARRISON STREET ROTARY to RACECOURSE ROAD	0	1159
77	BREMNERS ROAD	From EAST STREET to SEAFIELD ROAD	0	191
78	BRIDGE STREET (ASHBURTON)	From CHALMERS AVENUE ROTARY NORTH to SEAFIELD ROAD	0	1113
108	**CASS STREET**	**From MONA SQUARE (NORTH INT) to WILLS STREET EAST**	**521**	**1196**
713	CHALMERS AVENUE EAST	From CHALMERS AVENUE ROTARY NORTH to SOUTH STREET	0	1576
5052	CHALMERS AVENUE ROTARY NORTH	From CHALMERS AVENUE EAST to CHALMERS AVENUE EAST	0	70
5055	CHALMERS AVENUE ROTARY SOUTH	From CHALMERS AVENUE EAST (NORTH INT) to CHALMERS AVENUE EAST	0	90
112	CHALMERS AVENUE WEST	From SOUTH STREET to CHALMERS AVENUE ROTARY NORTH	0	1578
144	CRACROFT MARONAN ROAD	From MARONAN ROAD to TREVORS ROAD (CAREW)	0	3653
711	DOBSON STREET WEST	From KERMODE STREET WEST to ROBINSON STREET (ASHBURTON)	0	660
182	EAST STREET	From STATE HIGHWAY 1 (SOUTH INT) to STATE HIGHWAY 1 (NORTH INT)	0	2424
736	ELIZABETH AVENUE 01 WEST	From WEST TOWN BELT WEST to ELIZABETH AVENUE 02 ROTARY WEST	0	457
737	ELIZABETH AVENUE 02 ROTARY WEST	From ELIZABETH AVENUE 01 WEST to ELIZABETH AVENUE 01 WEST	0	120
509	ELIZABETH AVENUE 03 RAILWAY	From ELIZABETH AVENUE 02 ROTARY WEST to ELIZABETH AVENUE 04 ROTARY EAST	0	79
5041	ELIZABETH AVENUE 04 ROTARY EAST	From ELIZABETH AVENUE 03 RAILWAY to ELIZABETH AVENUE 03 RAILWAY	0	71
527	ELIZABETH AVENUE 05 NORTH	From ELIZABETH AVENUE 04 ROTARY EAST to STATE HIGHWAY 1	0	159
547	ELIZABETH AVENUE 06 SOUTH	From ELIZABETH AVENUE 04 ROTARY EAST to STATE HIGHWAY 1	0	159

Principal Roads

Road ID	Road Name	Part of Road	Start m	End m
208	FOREST DRIVE	From STATE HIGHWAY 77 to PUDDING HILL ROAD (MT HARDING RD RHS)	0	1389
5008	GRAHAM STREET	From STATE HIGHWAY 1 to GROVE STREET	0	483
232	GRAHAMS ROAD	From GROVE STREET to BOUNDARY ROAD	0	3580
258	HARRISON STREET	From HARRISON STREET ROTARY to FARM ROAD	0	1567
5053	HARRISON STREET ROTARY	From HARRISON STREET to HARRISON STREET	0	66
263	HAVELOCK STREET	From WALKER STREET to CHALMERS AVENUE EAST	113	1710
5054	HAVELOCK STREET ROTARY	From HAVELOCK STREET (NW INT) to HAVELOCK STREET (NW INT)	0	56
278	HINDS ARUNDEL ROAD	From WITHELLS ROAD (NORTH INT) to ARUNDEL RAKAIA GORGE ROAD	20088	20863
328	LAGMHOR ROAD	From STATE HIGHWAY 1 to TINWALD WESTERFIELD MAYFIELD ROAD	0	730
~~349~~	~~LONGBEACH ROAD~~	~~From STATE HIGHWAY 1 to SURVEYORS ROAD~~	~~0~~	~~10054~~
371	MARONAN ROAD	From STATE HIGHWAY 1 to CRACROFT MARONAN ROAD	0	18202
378	MAYFIELD VALETTA ROAD	From TINWALD WESTERFIELD MAYFIELD ROAD to TRAMWAY ROAD	0	11001
419	MOORE STREET	From STATE HIGHWAY 1 to CHALMERS AVENUE ROTARY SOUTH	0	759
722	OAK GROVE EAST	From HARRISON STREET ROTARY to STATE HIGHWAY 77	0	835
445	OAK GROVE WEST	From STATE HIGHWAY 77 to HARRISON STREET ROTARY	0	821
490	RACECOURSE ROAD	From STATE HIGHWAY 1 to STATE HIGHWAY 77	0	4794
491	**RAILWAY TERRACE EAST**	**From ELIZABETH AVENUE 04 ROTARY EAST to SOUTH TOWN BELT**	**526**	**949**
493	RAKAIA BARRHILL METHVEN ROAD	From WEST TOWN BELT WEST to BACK TRACK	0	33621
536	SEAFIELD ROAD	From BREMNERS ROAD to ~~MILTON ROAD SOUTH~~ **CHRISTYS ROAD (EAST INT)**	0	~~3145~~ **11818**
551	SMALLBONE DRIVE	From STATE HIGHWAY 77 to ROBINSON STREET (ASHBURTON)	0	410
558	SOUTH STREET	From STATE HIGHWAY 1 to CHALMERS AVENUE EAST	0	688
~~559~~	~~SOUTH TOWN BELT~~	~~From THOMPSONS TRACK to SPEED RSTRN 50:70~~	~~347~~	~~733~~
570	**STRANGES ROAD**	**From BOUNDARY ROAD to LAKE HOOD DRIVE**	**0**	**1001**
591	THOMPSONS TRACK	From SOUTH TOWN BELT to TRAMWAY ROAD	0	39631
596	TINWALD WESTERFIELD MAYFIELD ROAD	From LAGMHOR ROAD to ARUNDEL RAKAIA GORGE ROAD	0	27355
~~600~~	~~TREVORS ROAD (CAREW)~~	~~From CRACROFT MARONAN ROAD to HINDS ARUNDEL ROAD~~	~~0~~	~~11385~~
721	WALNUT AVENUE	From HARRISON STREET ROTARY to SH 1 WALNUT AVENUE ROTARY	0	958
715	WALNUT AVENUE NORTH	From SH 1 WALNUT AVENUE ROTARY to CHALMERS AVENUE ROTARY NORTH	0	758
622	WALNUT AVENUE SOUTH	From CHALMERS AVENUE ROTARY NORTH to SH 1 WALNUT AVENUE ROTARY	0	759

Collector Roads

Road ID	Road Name	Part of Road	Start m	End m
4	ACTON ROAD	From MICHAEL STREET EAST to CORBETTS ROAD NORTH	0	19696
7	AGNES STREET	From STATE HIGHWAY 1 to ~~MCMURDO STREET~~ **THOMSON STREET**	0	~~121~~ **241**
8	**AITKEN STREET**	**From EAST STREET to CHALMERS AVENUE EAST**	**0**	**704**
10	ALBERT STREET	From CHALMERS AVENUE ROTARY NORTH to ~~TREVORS ROAD (ASHBURTON)~~ **WAKANUI ROAD**	0	~~714~~ **1373**
17	**ALINGTON STREET**	**From MCMILLAN STREET ROTARY to MORGAN STREET**	**0**	**368**
19	ALLENS ROAD	From STATE HIGHWAY 77 to RACECOURSE ROAD	0	1733
20	**ALLISON STREET**	**From HARRISON STREET to ELIZABETH STREET**	**0**	**383**
26	**ANDREW STREET**	**From STATE HIGHWAY 77 to HARRISON STREET**	**0**	**462**
34	ASHBURTON GORGE ROAD	From ARUNDEL RAKAIA GORGE ROAD to HAKATERE HERON ROAD	0	23869
37	ASHBURTON STAVELEY ROAD	From STATE HIGHWAY 77 to ARUNDEL RAKAIA GORGE ROAD	0	34509
~~40~~	~~BACK TRACK~~	~~From BARKERS ROAD EASTBOUND to RAKAIA BARRHILL METHVEN ROAD~~	~~1969~~	~~2283~~
48	**BARKERS ROAD**	**From MACKIE STREET to HALL STREET**	**151**	**187**
~~48~~	~~BARKERS ROAD~~	~~From HALL STREET to BARKERS ROAD EASTBOUND~~	~~187~~	~~2563~~
~~5081~~	~~BARKERS ROAD EASTBOUND~~	~~From BARKERS ROAD to BACK TRACK~~	~~0~~	~~354~~
51	**BATHURST STREET**	**From HARRISON STREET to MIDDLE ROAD**	**0**	**419**
5069	BEACH ROAD EAST	From RIVER ROAD to WAKANUI SCHOOL ROAD	4436	8477
77	BREMNERS ROAD	From SEAFIELD ROAD to NORTHPARK ROAD	191	1905
78	BRIDGE STREET (ASHBURTON)	From SEAFIELD ROAD to GLASSWORKS ROAD	1113	2002
82	BRUCEFIELD AVENUE	From PRINCES STREET to END (SHOWGROUNDS)	0	644
95	BURNETT STREET EAST	From EAST STREET to WILLIAM STREET	0	465
717	BURNETT STREET WEST	From PARK STREET to STATE HIGHWAY 1	461	684
449	BURROWES ROAD	From ROLLESTON STREET EAST to ELIZABETH AVENUE	128	260
100	CAMERON STREET EAST (ASHBURTON)	From EAST STREET to CASS STREET	0	224
107	CARTERS TERRACE	From STATE HIGHWAY 1 to GROVE STREET	0	489
108	CASS STREET	From SOUTH STREET to MONA SQUARE (SOUTH INT)	117	308
~~108~~	~~CASS STREET~~	~~From MONA SQUARE (NORTH INT) to WALNUT AVENUE SOUTH~~	~~521~~	~~1827~~
108	**CASS STREET**	**From WILLS STREET EAST to WALNUT AVENUE NORTH**	**1196**	**1827**
111	**CAVENDISH STREET**	**From HARRISON STREET to MIDDLE ROAD**	**0**	**345**
109	CATHERINE STREET	From STATE HIGHWAY 1 to MCMURDO STREET	0	121
113	**CHAPMAN STREET (METHVEN)**	**From MCMILLAN STREET ROTARY to MORGAN STREET**	**0**	**322**
118	CHERTSEY KYLE ROAD	From STATE HIGHWAY 1 to CHERTSEY LINE ROAD	0	131
118	**CHERTSEY KYLE ROAD**	**From PENDARVES RAKAIA ROAD to MCCRORYS RD (L) CHRISTYS RD (R)**	**10185**	**10253**
122	CHRISTYS ROAD	From BEACH ROAD EAST to CHERTSEY KYLE ROAD	0	15942
5010	COLDSTREAM ROAD	From STATE HIGHWAY 1 to EALING ROAD	0	14992
135	COMPANY ROAD	From SEAFIELD ROAD to FAIRFIELD ROAD	0	4482
136	**COMPTON STREET**	**From MELCOMBE STREET to GEORGE STREET**	**0**	**118**

Collector Roads

Road ID	Road Name	Part of Road	Start m	End m
146	CREEK ROAD	From WALNUT AVENUE to RACECOURSE ROAD	0	1168
148	CROSS STREET	From STATE HIGHWAY 77 to HARRISON STREET	0	730
5009	DELAMAINE STREET	From STATE HIGHWAY 1 to HINDS ARUNDEL RD	0	373
163	DOBSON STREET EAST	From STATE HIGHWAY 1 to CHALMERS AVENUE EAST	0	713
179	EALING ROAD	From STATE HIGHWAY 1 to COLDSTREAM ROAD	0	14226
512	ELIZABETH AVENUE 07 EAST	From STATE HIGHWAY 1 to BURROWES ROAD	0	475
188	ELIZABETH STREET	From GRIGG STREET (ASHBURTON) to ALLENS ROAD	0	1071
189	EMERSONS ROAD	From COLDSTREAM ROAD to PYES ROAD	0	4292
193	FAIRFIELD ROAD	From SILVER FERN FARMS ACCESS [PRIVATE] to SINGLETREE ROAD	0	3140
777	FAIRFIELD ROAD WEST	From STATE HIGHWAY 1 to SILVER FERN FARMS ACCESS [PRIVATE]	0	819
195	FARM ROAD	From STATE HIGHWAY 77 to RACECOURSE ROAD	0	1388
204	FITZGERALD ROAD	From BONNINGTONS ROAD to RIVER ROAD	0	3668
207	FORDS ROAD	From THOMSON STREET to BOUNDARY ROAD	0	4913
209	FORKS ROAD	From ASHBURTON STAVELEY ROAD to ARUNDEL RAKAIA GORGE ROAD	0	10942
214	**FRASERS ROAD**	**From TINWALD WESTERFIELD MAYFIELD ROAD to MARONAN VALETTA ROAD**	**0**	**21414**
227	**GLASSWORKS ROAD**	**From BREMNERS ROAD to COMPANY ROAD**	**0**	**1127**
232	GRAHAMS ROAD	From STRANGES ROAD to LONGBEACH ROAD	3719	21068
723	**GRIGG STREET (ASHBURTON)**	**From BURNETT STREET to ELIZABETH STREET**	**0**	**606**
243	**GROVE STREET**	**From CARTERS TERRACE to CATHERINE STREET**	**0**	**1759**
251	HALL STREET	From STATE HIGHWAY 77 to BARKERS ROAD	0	118
253	**HANRAHAN STREET**	**From BELT ROAD to TURTON STREET**	**0**	**803**
261	HASSAL STREET	From STATE HIGHWAY 1 to THOMSON STREET	0	309
270	**HEPBURNS ROAD**	**From RACECOURSE ROAD to WINCHMORE DROMORE ROAD**	**0**	**8370**
278	HINDS ARUNDEL ROAD	From DELAMAINE STREET to WITHELLS ROAD (SOUTH INT)	0	20064
292	ISLEWORTH ROAD	From STATE HIGHWAY 1 to PYES ROAD	0	12733
302	JANE STREET	From STATE HIGHWAY 1 to MCMURDO STREET	0	121
5065	JB CULLEN DRIVE	From NORTHPARK ROAD to WORKS ROAD (RAILWAY CROSSING)	0	2015
756	JB CULLEN DRIVE ROTARY	From JB CULLEN DRIVE (SW INT) to JB CULLEN DRIVE (SW INT)	0	96
306	JOHNSTONE STREET (TINWALD)	From STATE HIGHWAY 1 to MCMURDO STREET	0	122
317	KERMODE STREET EAST	From EAST STREET to MONA SQUARE	0	163
716	KERMODE STREET WEST	From STATE HIGHWAY 77 to STATE HIGHWAY 1	0	470
767	KERMODE STREET WEST ROTARY	From KERMODE ST WEST (NORTH INT) to KERMODE ST WEST (NORTH INT)	0	36
320	KING STREET (ASHBURTON)	From EAST STREET to BRUCEFIELD AVENUE	0	343
323	KITCHENER STREET	From BRUCEFIELD AVENUE to BRIDGE STREET	0	295
5085	LAKE HOOD DRIVE	From STRANGES ROAD to ~~**BRIDGEWATER QUAY**~~ **BRIDGE (WEST ABUT)**	0	~~**1299**~~ **1989**

Collector Roads

Road ID	Road Name	Part of Road	Start m	End m
803	**LAKE HOOD DRIVE ROTARY**	**From LAKE HOOD DRIVE (NORTH INT) to LAKE HOOD DRIVE (NORTH INT)**	**0**	**76**
333	LAURISTON BARRHILL ROAD	From LINE ROAD to RAKAIA BARRHILL METHVEN ROAD	0	8830
344	LINE ROAD	From METHVEN CHERTSEY ROAD to THOMPSONS TRACK	0	17500
345	LISMORE MAYFIELD ROAD	From ARUNDEL RAKAIA GORGE ROAD to CRACROFT MARONAN ROAD	0	12406
349	LONGBEACH ROAD	From ~~SURVEYORS ROAD~~ **STATE HIGHWAY 1** to GRAHAMS ROAD	~~10054~~ **0**	~~14766~~ **15064**
359	**MACKIE STREET (METHVEN)**	**From BARKERS ROAD to METHVEN CHERTSEY ROAD**	**0**	**340**
360	**MACKIE STREET (RAKAIA)**	**From ELIZABETH AVENUE 02 ROTARY WEST to RAKAIA TERRACE (AT CORNER)**	**0**	**580**
5079	**MAGNOLIA DRIVE**	**From BRIDGE STREET to BRAEBROOK DRIVE (AT CORNER)**	**0**	**580**
367	MANCHESTER STREET	From STATE HIGHWAY 1 to MCMURDO STREET	0	121
370	MARONAN EALING ROAD	From WITHELLS ROAD to MCDOUGALLS ROAD	0	15213
372	MARONAN VALETTA ROAD	From MARONAN ROAD to VALETTA WESTERFIELD ROAD	0	19962
377	MAYFIELD KLONDYKE ROAD	From ARUNDEL RAKAIA GORGE ROAD to ~~MOORHOUSE ROAD (SE INT)~~ **HINDS GORGE ROAD**	0	~~1003~~ **7218**
384	MCCRORYS ROAD	From CHERTSEY KYLE ROAD to ACTON ROAD	0	13482
106	MCDOUGALLS ROAD	From CRACROFT MARONAN ROAD to MARONAN EALING ROAD	0	25
395	MCLENNANS BUSH ROAD	From STATE HIGHWAY 77 to ROSEHILL ROAD	0	2432
397	MCMILLAN STREET	From ~~MCMILLAN STREET ROTARY~~ **SOUTH BELT** to FOREST DRIVE	~~330~~ **0**	436
753	MCMILLAN STREET ROTARY	From MCMILLAN STREET (SOUTH INT) to MCMILLAN STREET (SOUTH INT)	0	82
399	**MCNALLY STREET**	**From RANGE STREET to END OF LEGAL ROAD**	**0**	**296**
402	MELCOMBE STREET	From BUCKLEYS TERRACE to MARONAN ROAD	0	2268
698	MELCOMBE STREET RAIL CROSSING NORTH	From STATE HIGHWAY 1 to MELCOMBE STREET	0	90
697	MELCOMBE STREET RAIL CROSSING SOUTH	From STATE HIGHWAY 1 to MELCOMBE STREET	0	61
186	METHVEN CHERTSEY ROAD	From STATE HIGHWAY 77 to LINE ROAD	0	644
405	MICHAEL STREET EAST	From RAILWAY TERRACE EAST to ACTON ROAD	0	718
406	MIDDLE ROAD	From CREEK ROAD to BATHURST STREET	0	1556
412	**MILTON ROAD SOUTH**	**From SEAFIELD ROAD to END OF LEGAL ROAD**	**0**	**4160**
414	MITCHAM ROAD	From STATE HIGHWAY 1 to RAKAIA BARRHILL METHVEN ROAD	0	24376
416	MONA SQUARE	From CASS STREET (SW INT) to CASS STREET (NE INT)	0	212
422	**MORGAN STREET (METHVEN)**	**From FOREST DRIVE to SOUTH BELT**	**0**	**521**
427	MOUNT HUTT STATION ROAD	From STATE HIGHWAY 77 (SOUTH INT) to STATE HIGHWAY 77 (NORTH INT)	1990	10952
432	**NELSON STREET**	**From CHALMERS AVENUE EAST to TREVORS ROAD**	**0**	**716**
436	**NIXON STREET**	**From MELCOMBE STREET to TARBOTTONS ROAD**	**0**	**486**
439	NORTHPARK ROAD	From STATE HIGHWAY 1 to JB CULLEN DRIVE	0	330
462	PARK STREET	From KERMODE STREET WEST to WILLS STREET WEST	0	717

Collector Roads

Road ID	Road Name	Part of Road	Start m	End m
467	PENDARVES RAKAIA ROAD	From STATE HIGHWAY 1 to CHERTSEY KYLE ROAD	0	12364
469	**PETER STREET WEST**	**From EAST STREET to WILLIAM STREET**	**0**	**462**
480	POPLAR ROAD	From LONGBEACH ROAD to COLDSTREAM ROAD	0	12826
484	PRINCES STREET	From EAST STREET to BRIDGE STREET	0	709
485	PUDDING HILL ROAD	From FOREST DRIVE (MT HARDING RD RHS) to ARUNDEL RAKAIA GORGE ROAD	0	8591
488	**QUEENS DRIVE**	**From STATE HIGHWAY 1 to CREEK ROAD**	**0**	**581**
491	RAILWAY TERRACE EAST	From MICHAEL STREET EAST to ~~SOUTH TOWN BELT~~ **ELIZABETH AVENUE 04 ROTARY EAST**	~~224~~ **219**	~~954~~ **477**
492	RAILWAY TERRACE WEST	From ELIZABETH AVENUE 02 ROTARY WEST to SOUTH TOWN BELT	609	1000
~~508~~	~~RHODES STREET~~	~~From HINDS ARUNDEL ROAD to BENNETT STREET~~	~~0~~	~~230~~
511	RIVER ROAD	From FITZGERALD ROAD to ~~END OF ROAD~~ **HAKATERE DRIVE**	10286	~~12448~~ **11911**
515	ROBINSON STREET (ASHBURTON)	From START OF ROAD to RANGE STREET	0	824
519	ROLLESTON STREET EAST	From BURROWES ROAD to MICHAEL STREET EAST	623	787
524	**RULES ROAD**	**From CHERTSEY ROAD to PENDARVES RAKAIA ROAD**	**0**	**5911**
526	**RUSSELL AVENUE**	**From RACECOURSE ROAD to SAUNDERS ROAD**	**0**	**375**
531	**SAUNDERS ROAD**	**From STATE HIGHWAY 1 to CREEK ROAD**	**0**	**550**
~~536~~	~~SEAFIELD ROAD~~	~~From MILTON ROAD SOUTH to CHRISTYS ROAD~~	~~3145~~	~~11818~~
546	**SHORT STREET**	**From PARK STREET to BURNETT STREET**	**0**	**439**
550	SINGLETREE ROAD	From SEAFIELD ROAD to CHERTSEY ROAD	0	8862
554	**SMITHFIELD ROAD**	**From SEAFIELD ROAD to MILTON ROAD SOUTH**	**0**	**2302**
557	SOUTH BELT	From STATE HIGHWAY 77 to MORGAN STREET	0	640
559	**SOUTH TOWN BELT**	**From HARDYS ROAD to STATE HIGHWAY 1**	**0**	**750**
~~570~~	~~STRANGES ROAD~~	~~From BOUNDARY ROAD to HUNTINGDON AVENUE~~	~~0~~	~~2094~~
573	**SUFFOLK STREET**	**From WILLOW STREET to TREVORS ROAD**	**0**	**459**
724	TANCRED STREET EAST (ASHBURTON)	From EAST STREET to ~~WILLIAM STREET~~ **CHALMERS AVENUE EAST**	0	~~466~~ **705**
579	TANCRED STREET WEST (ASHBURTON)	From PARK STREET to STATE HIGHWAY 1	0	223
587	**THE MALL**	**From MCMILLAN STREET ROTARY to STATE HIGHWAY 77**	**0**	**125**
592	**THOMSON STREET**	**From CARTERS TERRACE to HASSAL STREET**	**0**	**2155**
598	TRAMWAY ROAD	From THOMPSONS TRACK to ARUNDEL RAKAIA GORGE ROAD	0	10493
599	TREVORS ROAD (ASHBURTON)	From ALBERT STREET to BEACH ROAD EAST	0	1208
600	**TREVORS ROAD (CAREW)**	**From CRACROFT MARONAN ROAD to HINDS ARUNDEL ROAD**	**0**	**11385**
603	TUCKER STREET	From BELT ROAD to TURTON STREET	0	619
604	**TURTON STREET**	**From MIDDLE ROAD to ALLENS ROAD**	**0**	**367**
609	VALETTA WESTERFIELD ROAD	From TINWALD WESTERFIELD MAYFIELD ROAD to MAYFIELD VALETTA ROAD	0	12447
611	VICTORIA STREET	From CAMERON ST EAST to CHALMERS AVENUE EAST	0	723
615	WAKANUI ROAD	From CHALMERS AVENUE EAST to BEACH ROAD EAST	0	7283

Collector Roads

Road ID	Road Name	Part of Road	Start m	End m
~~617~~	~~WAKANUI SCHOOL ROAD~~	~~From BEACH ROAD EAST to WILSONS ROAD (STAGGERED INT)~~	~~0~~	~~1742~~
620	WALKER STREET	From STATE HIGHWAY 77 to ELIZABETH STREET	0	564
628	WELLINGTON STREET	From CHALMERS AVENUE EAST to TREVORS ROAD (ASHBURTON)	0	718
636	WILKIN STREET	From STATE HIGHWAY 1 to ~~THOMSON STREET~~ **GROVE STREET**	0	~~243~~ **485**
637	**WILLIAM STREET (ASHBURTON)**	**From PRINCES STREET to THE TERRACE**	**0**	**1937**
643	WILLS STREET EAST	From EAST STREET to ~~VICTORIA STREET (STAGGERED INT)~~ **CHALMERS AVENUE EAST**	0	~~275~~ **722**
710	WILLS STREET WEST	From OAK GROVE WEST to STATE HIGHWAY 1	0	988
644	WILSONS ROAD	From BEACH ROAD EAST to BONNINGTONS ROAD	0	7040
646	WINCHMORE LAURISTON ROAD	From STATE HIGHWAY 77 to LINE ROAD	0	10800
656	WITHELLS ROAD	From STATE HIGHWAY 1 to ~~END OF SEAL~~ **MARONAN EALING ROAD**	0	~~300~~ **267**
656	**WITHELLS ROAD**	**From HINDS ARUNDEL ROAD (SOUTH INT) to HINDS ARUNDEL ROAD (NORTH INT)**	**11566**	**11591**
662	**WORKS ROAD**	**From STATE HIGHWAY 1 to JB CULLEN DRIVE (RAILWAY CROSSING)**	**0**	**385**

Local Roads

All other Ashburton District Council Roads (formed or unformed).

The following roads are owned and managed by the New Zealand Transport Agency, but are included for clarity.

State Highways

Road ID	Road Name	Part of Road	Start m	End m
10401	SH 1 RS 401 RAKAIA TO CHERTSEY [BRIDGE STREET]	From RAKAIA TERRACE to SOUTH TOWN BELT	376	1268
10401	SH 1 RS 401 RAKAIA TO CHERTSEY [RAKAIA HIGHWAY]	From RAKAIA RIVER BRIDGE (SOUTH ABUT) to RAKAIA TERRACE	0	376
10401	SH 1 RS 401 RAKAIA TO CHERTSEY [RAKAIA HIGHWAY]	From SOUTH TOWN BELT to SH 1 RS 416	1268	14667
10416	SH 1 RS 416A CHERTSEY TO ASHBURTON [RAKAIA HIGHWAY]	From RS 416 SIGN to RACECOURSE ROAD	0	12071
10416	SH 1 RS 416A CHERTSEY TO ASHBURTON [WEST STREET]	From RACECOURSE ROAD to SH 1 WALNUT AVENUE ROTARY (NORTH INT)	12071	13222
10428	SH 1 RS 416B WALNUT AVENUE ROTARY [WEST STREET ROUNDABOUT]	From STATE HIGHWAY 1 (NORTH INT) to STATE HIGHWAY 1 (NORTH INT)	0	78
10429	SH 1 RS 416C ASHBURTON [WEST STREET]	From SH 1 WALNUT AVENUE ROTARY (SOUTH INT) to STATE HIGHWAY 77 (MOORE STREET)	13273	14470
10430	SH 1 RS 430 ASHBURTON TO HINDS [ARCHIBALD STREET]	From ASHBURTON RIVER (BRDG SOUTH ABUT) to SPEED RSTRN 70:100 ASHBURTON	953	3650
10430	SH 1 RS 430 ASHBURTON TO HINDS [ASHBURTON RIVER BRIDGE]	From ASHBURTON RIVER (BRDG NORTH ABUT) to ASHBURTON RIVER (BRDG SOUTH ABUT)	597	953
10430	SH 1 RS 430 ASHBURTON TO HINDS [EAST STREET]	From STATE HIGHWAY 77 to ASHBURTON RIVER (BRDG NORTH ABUT)	0	597
10430	SH 1 RS 430 ASHBURTON TO HINDS [HINDS HIGHWAY]	From SPEED RSTRN 70:100 ASHBURTON to HINDS RIVER (BRDG NORTH ABUT)	3650	16510
10447	SH 1 RS 447 HINDS TO RANGITATA [HINDS HIGHWAY]	From HINDS RIVER (BRDG SOUTH ABUT) to SPEED RSTRN 100:70 HINDS	85	368
10447	SH 1 RS 447 HINDS TO RANGITATA [HINDS RIVER BRIDGE]	From HINDS RIVER (BRDG NORTH ABUT) to HINDS RIVER (BRDG SOUTH ABUT)	0	85
10447	SH 1 RS 447 HINDS TO RANGITATA [PETERS STREET]	From SPEED RSTRN 100:70 HINDS to SPEED RSTRN 70:100 HINDS	368	1680
10447	SH 1 RS 447 HINDS TO RANGITATA [RANGITATA HIGHWAY]	From SPEED RSTRN 70:100 HINDS to RANGITATA RVR BRDG NTH BRNCH (NTH ABUT)	1680	15225
77000	SH 77 RS 0 ASHBURTON TO BRAEMAR [ALFORD FOREST ROAD]	From OAK GROVE WEST to SPEED RSTRN 50:100 ASHBURTON	1116	3005
77000	SH 77 RS 0 ASHBURTON TO BRAEMAR [ASHBURTON RAKAIA GORGE ROAD]	From SPEED RSTRN 50:100 ASHBURTON to BRAEMAR LAURISTON ROAD	3005	16930
77000	SH 77 RS 0 ASHBURTON TO BRAEMAR [MOORE STREET]	From STATE HIGHWAY 1 (WEST STREET) to SMALLBONE DRIVE	0	484
77000	SH 77 RS 0 ASHBURTON TO BRAEMAR [RIVER TERRACE]	From SMALLBONE DRIVE to OAK GROVE WEST	484	1116
77017	SH 77 RS 17 BRAEMAR TO METHVEN [ASHBURTON RAKAIA GORGE ROAD]	From BRAEMAR LAURISTON ROAD to SPEED RSTRN 100:50 METHVEN	0	15960
77017	SH 77 RS 17 BRAEMAR TO METHVEN [MAIN STREET]	From SPEED RSTRN 100:50 METHVEN to SH 77 RS 33	15960	16830
77033	SH 77 RS 33 METHVEN TO MT HUTT [MAIN STREET]	From SH 77 RS 33 to SPEED RSTRN 50:100 METHVEN	0	860

77033	SH 77 RS 33 METHVEN TO MT HUTT [MT HUTT STATION ROAD]	From SPEED RSTRN 50:100 METHVEN to HOLMES ROAD	860	1266
77033	SH 77 RS 33 METHVEN TO MT HUTT [MT HUTT STATION ROAD]	From HOLMES ROAD to MOUNT HUTT STATION ROAD	1266	2773
77033	SH 77 RS 33 METHVEN TO MT HUTT [WAIMARAMA ROAD]	From MOUNT HUTT STATION ROAD to SH 77 RS 43	2773	9760
77043	SH 77 RS 43 MT HUTT TO RAKAIA GORGE [ARUNDEL RAKAIA GORGE ROAD]	From SH 77 RS 43 to RAKAIA GORGE BRIDGE NO.1 (SW ABUT)	0	9959

Description of Roading Hierarchy

Typical Total Daily Traffic Flows

Road Hierarchy	Location	Vehicles per day
Arterial	urban	>5000
Arterial	rural	>1000
Principal	urban	1000 to 6000
Principal	rural	500 to 1500
Collector	urban	200 to 2000
Collector	rural	150 to 800
Local	urban	<250
Local	rural	<200

For the purposes of calculating Typical Total Daily Traffic Flows (VPD) on local roads, the minimum vacant allotment size for the respective zone shall determine the number of household units, which in turn will be deemed to generate 10 vehicle movements per day.

Explanation and Reasons for Hierarchy

The Council has established the hierarchy of roads to classify each road by the balance of its planned traffic functions and its use as access for adjacent land uses. The highest classified roads (Arterials) provide for predominantly through traffic function and these are consistent with the State Highway network through the District. The lowest classification (Local) roads provide for primary access to adjacent land and properties and through traffic use is discouraged. In this way the hierarchical network provides for the efficient and safe movement of people and goods while reducing the conflicts arising between traffic requirements and the surrounding environment.

Overall, the various types of road combine to form a complementary network. Consistency of standards for upgrading and new additions to this network are important to ensure all components continue to operate effectively together, to maintain safety standards and amenity values for residential areas. The programme of works for upgrading and additions to the road network will be implemented through the Annual Plan.

The function of each road classification within the hierarchy is as follows:

Arterial Roads

Arterial roads are the dominant elements of the roading network connecting the major localities of the region, both within and beyond the main urban area and link to the most important external localities. Some arterials, particularly parts of the State Highways, serve an important by-pass function within the townships, directing traffic through the District to areas beyond. Arterial roads cater especially for longer trips and generally link to other arterial roads and collector roads. They will be constructed and managed to minimise their local access function.

Principal Roads

Principal roads provide the connections between arterial roads and inter-connect the major rural, suburban, commercial and industrial areas. They may also define the boundaries of neighbourhood areas, along with arterial roads. Generally, these roads cater for trips of intermediate length. They will generally connect to arterial roads and to collector roads. Some of these roads are essential routes to more remote parts of the region and to recreation facilities such as ski-fields and parks.

Collector Roads

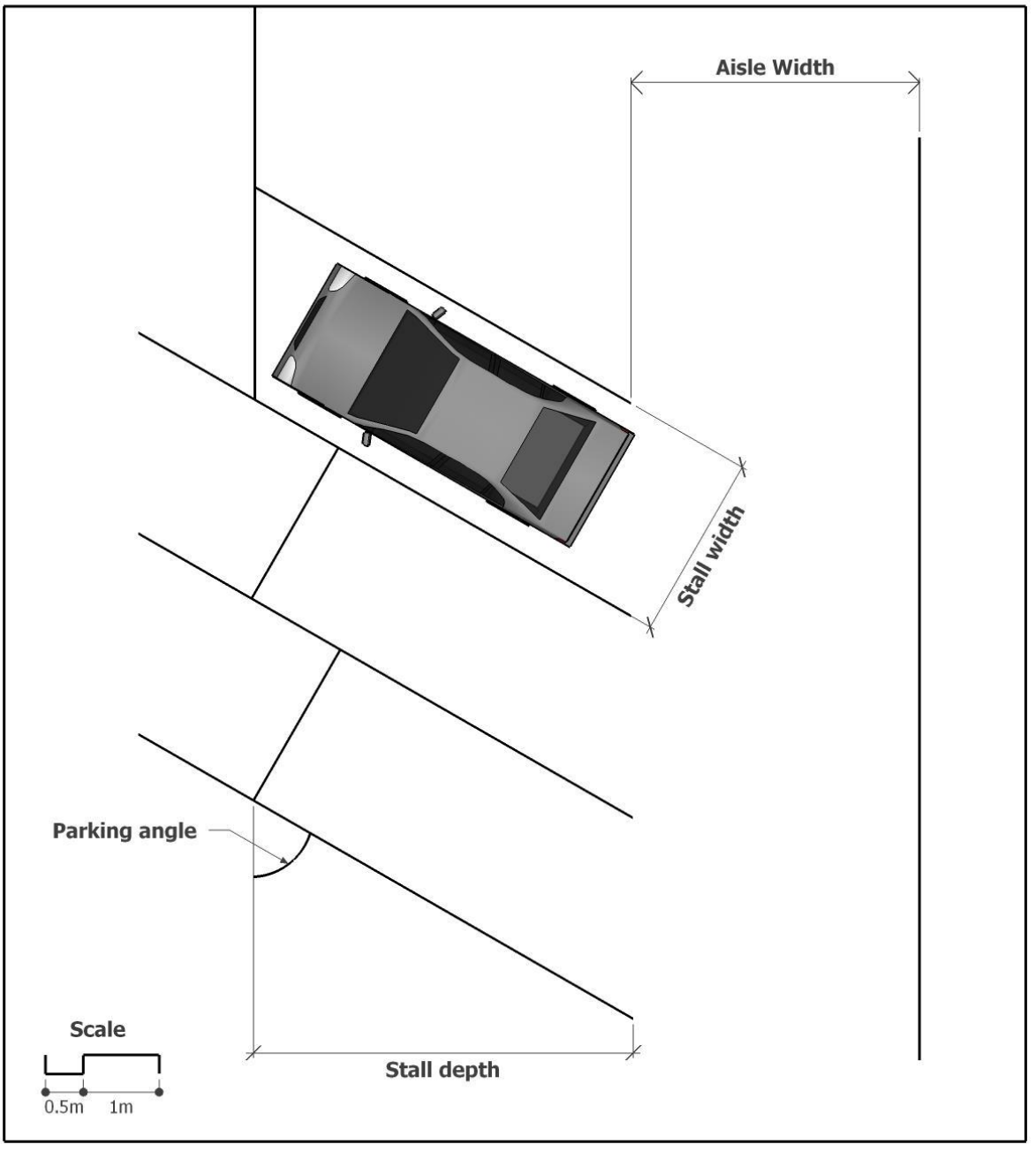
Collector roads distribute and collect local traffic within and between neighbourhoods and link rural communities. They link to the arterial network and act as local spine roads within neighbourhoods. Their traffic movement function must be balanced against the property access function which they provide.

Local Roads

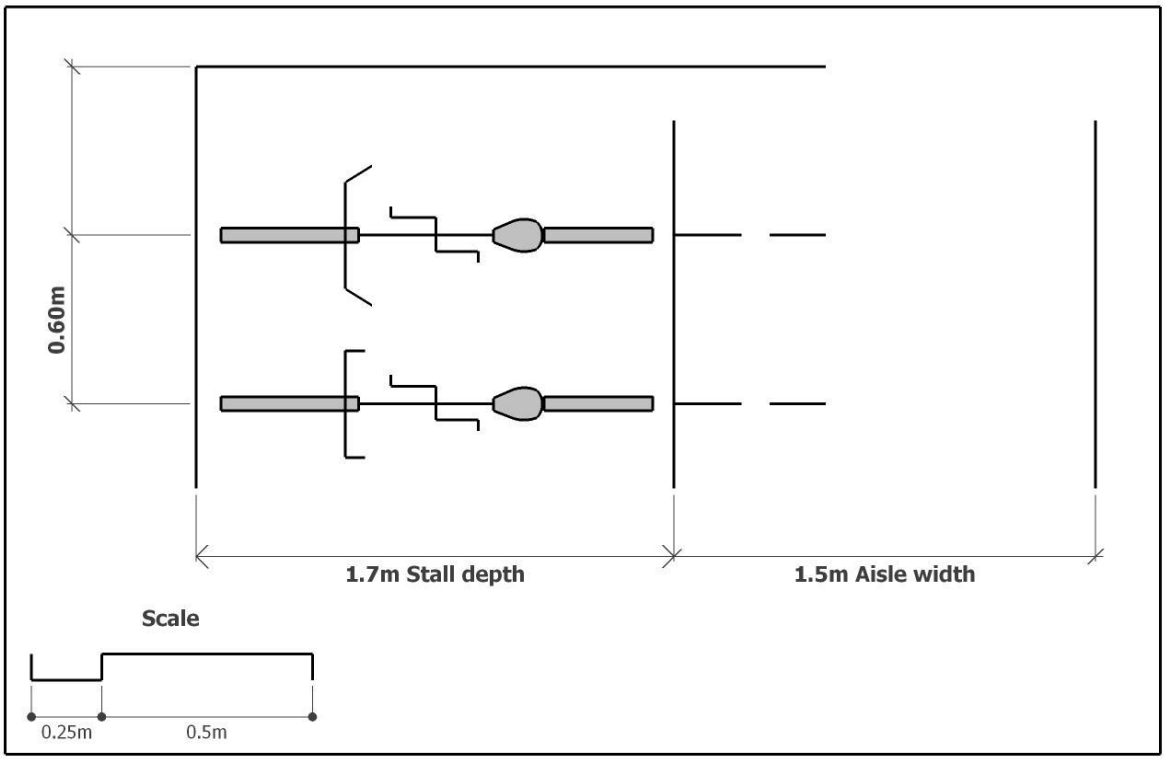
Local roads make up the balance of rural and urban roads across the District and form the neighbourhood areas between the traffic corridors formed by roads of higher classification. These roads may also act as cycle routes and provide areas of open space. They may also function as pedestrian malls or parking precincts by the banning of through traffic.

Ongoing roading improvements on all roads will eventually provide continuity of travel with roads of similar function having similar design and access controls. By emphasising traffic functions in Arterial and Principal roads the amenity values of residential areas on lower classified roads can be protected from adverse through-traffic effects by the adoption of various traffic management measures. This allows local roads in residential areas to act not only as access routes to properties, but also to provide areas for landscape planting. In some cases, local roads may be narrowed when reconstructed to better reflect the function of the road. Where this occurs excess land may be used for landscape planting or legally stopped and sold to adjacent land owners.

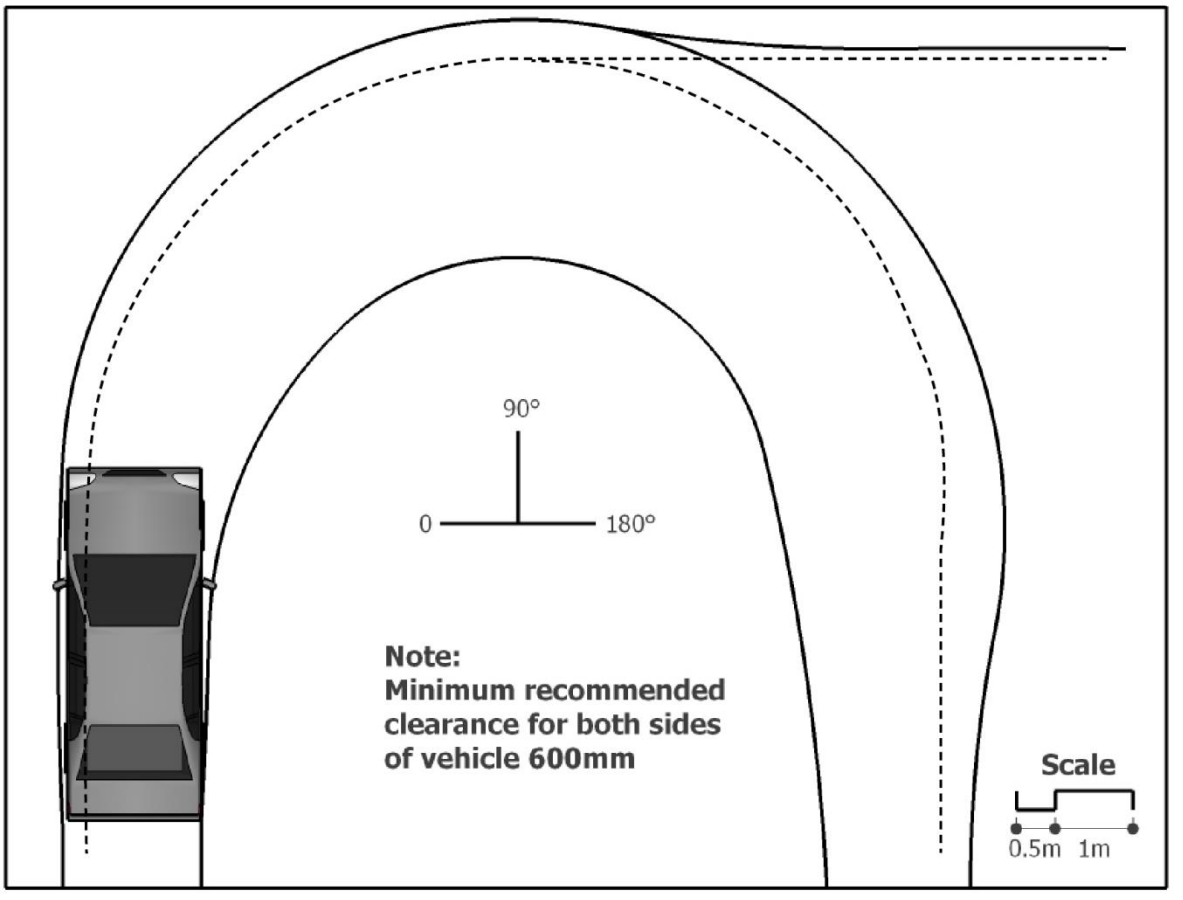
Appendix 10-2: Car Parking Space Layouts

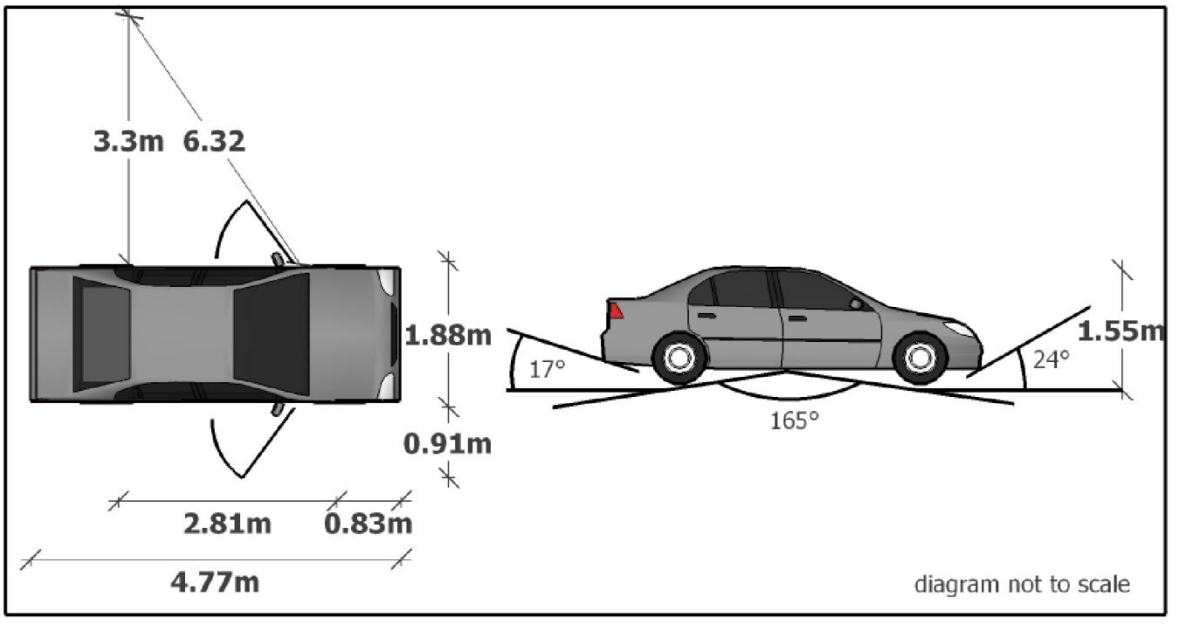


Appendix 10-3: Cycle Parking Space Layouts

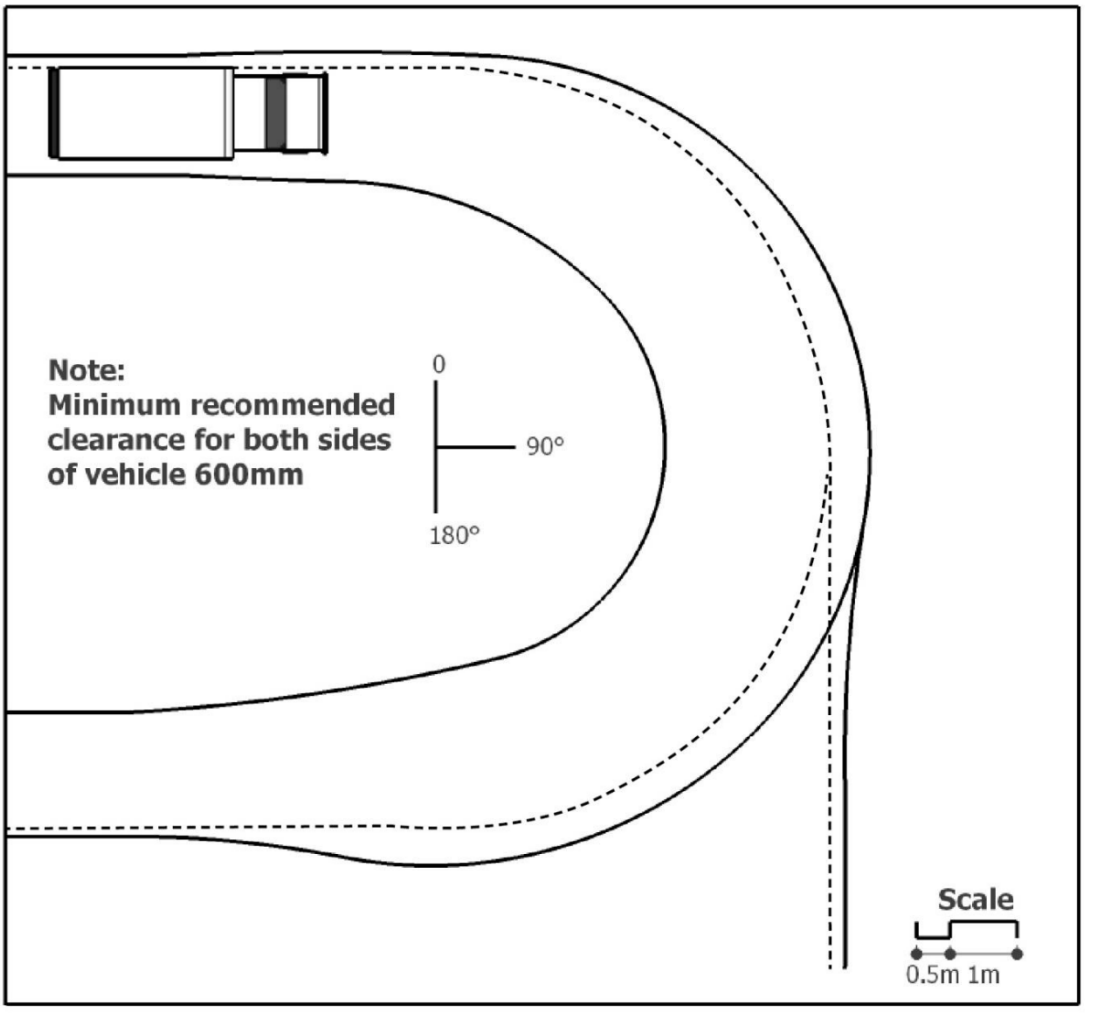


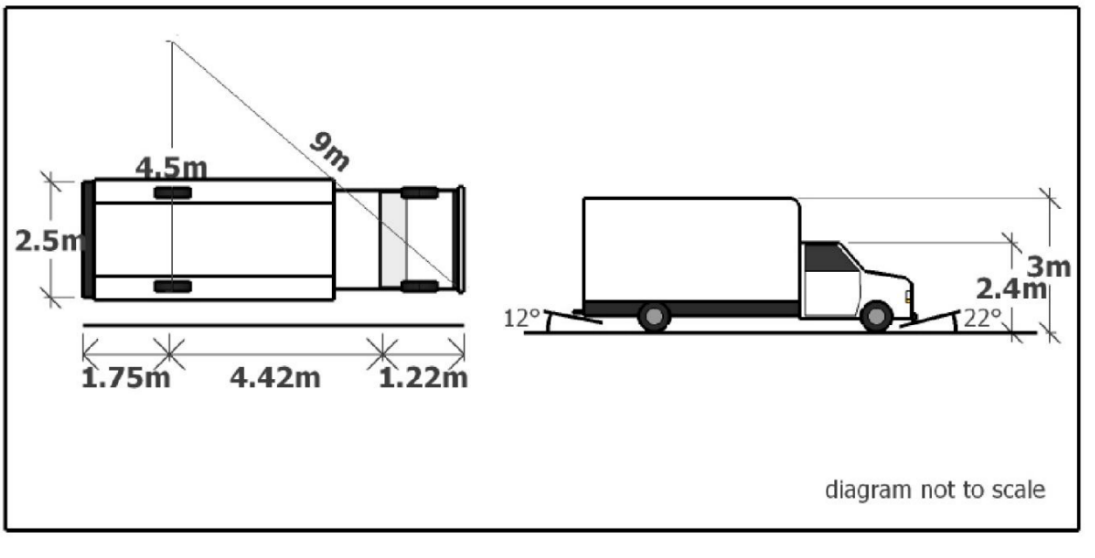
Appendix 10-4: 90 Percentile Design Motor Car



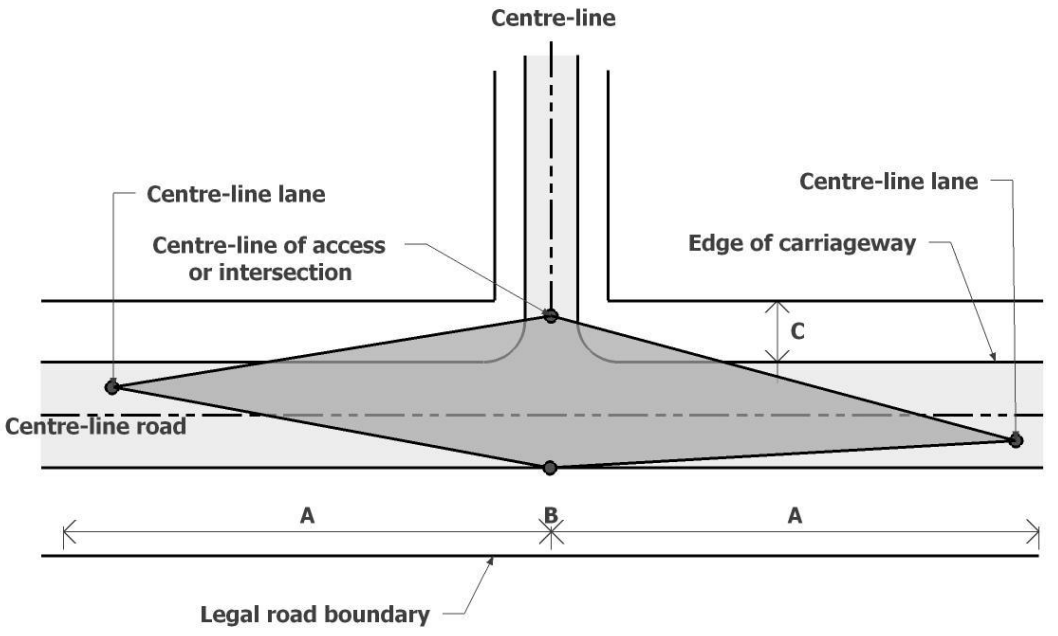


Appendix 10-5: 90 Percentile Design Two Axled Truck





Appendix 10-6: Sight Distance Measurement Diagram

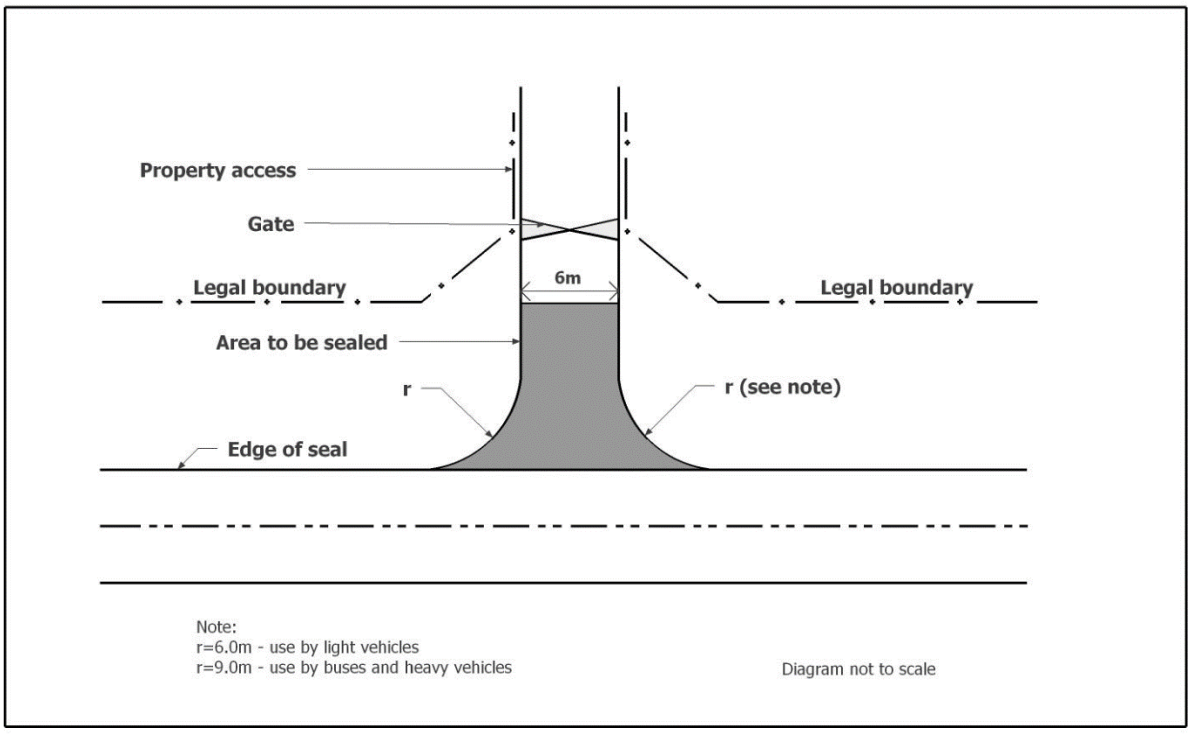


A) Sight distance
B) Edge of carriageway
C) 3.5m from edge of carriageway

diagram not to scale

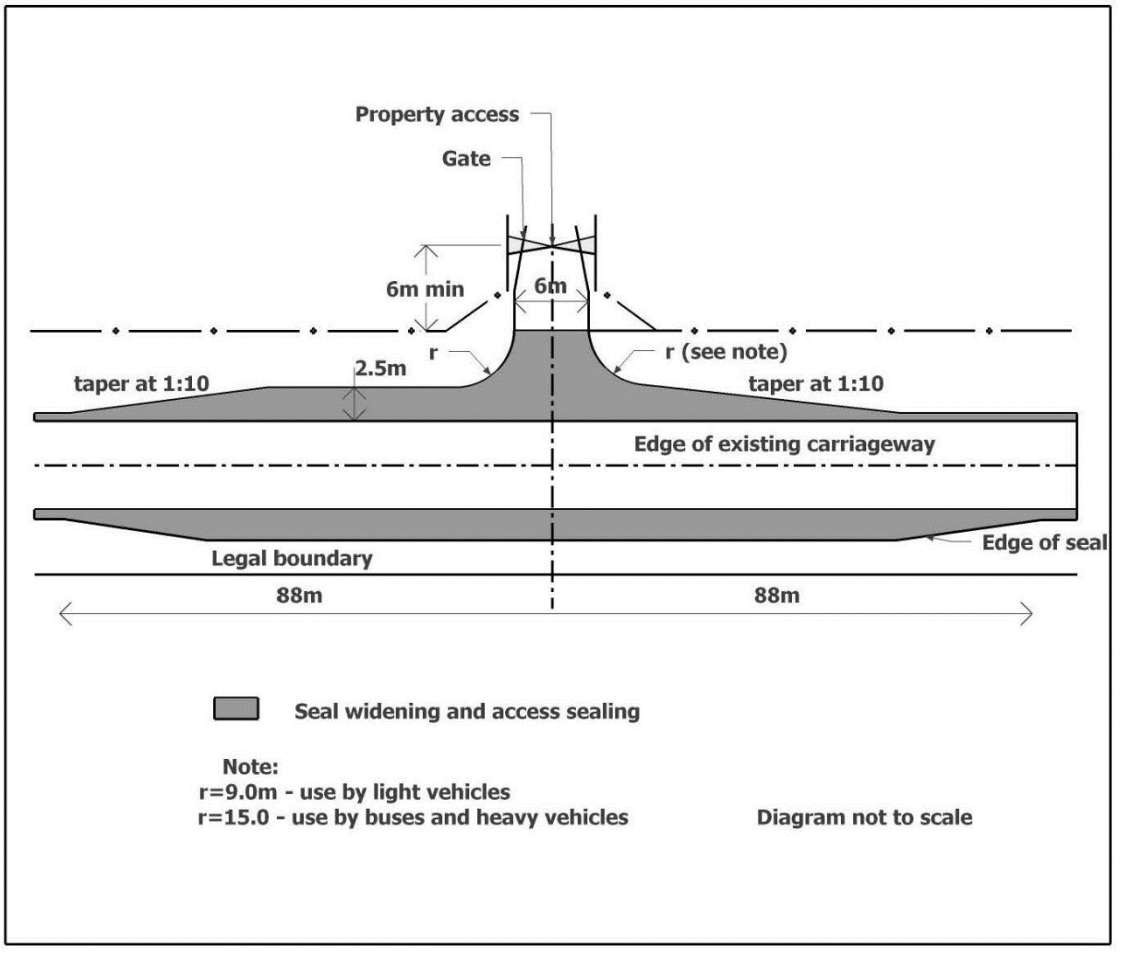
Note:
Sight distances shall be measured to and from a height of 1.15 metres above the existing road surface and the proposed surface level of the access or intersection

Appendix 10-7: Standards for the Design and Construction of Vehicle Crossings on Arterial and Principal Roads (Speeds >50km/Hr): Vehicle crossings where traffic levels are less than 30 equivalent car trips per day



Note: for the purposes of calculating equivalent car trips per day, one truck trip equates to 3 car trips and one truck and trailer combination trip equates to 5 car trips.

Appendix 10-8: Standards for the Design and Construction of Vehicle Crossings on Arterial and Principal Roads (Speeds >50km/Hr): Vehicle crossings where traffic levels are 30 or more equivalent car trips per day



Notes:

- For the purposes of calculating equivalent car trips per day, one truck trip equates to 3 car trips and one truck and trailer combination trip equates to 5 car trips.
- Specific design of the access is required if the access serves more than 6 residential lots (Rule 10.9.2(c)) or is a Vehicle Oriented Commercial Activity (Rule 10.9.8)

Appendix 10-9: Railway Level Crossing Requirements

Developments near Existing Level Crossings

Maintaining the sight triangle requirements set out in this Appendix is important to maintain clear visibility around level crossings to reduce the risk of collisions.

The requirements set out in clause 1.1 below apply only to level crossings without alarms and boom gates, while the requirements set out in clause 1.2 below apply to all level crossings.

All the requirements set out in this Appendix apply during both the construction and operation stages of any land use or development.

1.1 Approach Sight Triangles at Level Crossings without Alarms and Boom Gates

A road vehicle driver when approaching a level crossing with signs and without alarms and boom gates needs to be able to either:

- see a train and stop before the crossing; or to
- continue at the approach speed and cross the level crossing safely.

The required sight triangles to achieve this are shown diagrammatically in Figure 1. Distances A and B are dependent on the vehicle approach speed and are determined from Table 1 for a level crossing with a single set of rail tracks.

No new visual obstructions are permitted within the approach sight triangles, irrespective of whether any visual obstructions already exist.

Figure 10-1: Approach Sight Triangles For Level Crossings

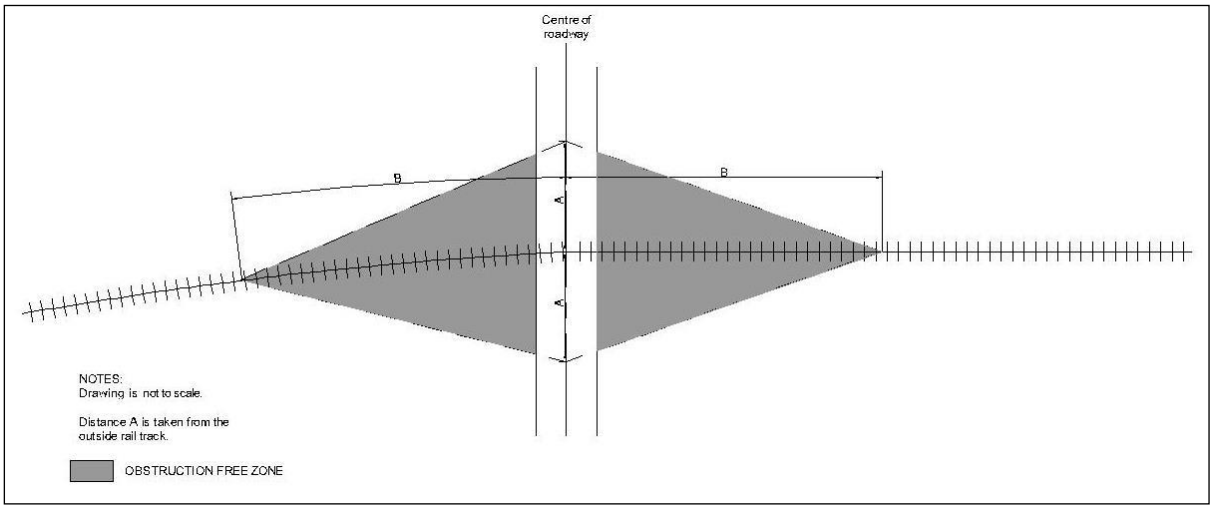


Table 10-1: Required Approach Sight Distances For Figure 1

Vehicle approach speed (kph)[1]	Approach distance A (m)	Required approach visibility along tracks B (m)		
		Signs only	Alarms only	Alarms and boom gates
20	31	318	Not applicable	
30	50	282	Not applicable	
40	73	274	Not applicable	
50	100	278	Not applicable	
60	130	287	Not applicable	
70	164	300	Not applicable	
80	208	314	Not applicable	
90	251	330	Not applicable	
100	298	357	Not applicable	
110	350	376	Not applicable	

1.2 Restart Sight Triangles for all Level Crossings

A road vehicle driver when stopped at the level crossing needs to be able to see far enough along the railway to be able to start off, cross and clear the level crossing safely before the arrival of any previously unseen train.

The required sight triangles to achieve this are shown diagrammatically in Figure 2. The restart sight triangle is measured 5 m back from the outside rail and distance C is specified in Table 2 for a level crossing with a single set of rail tracks.

No new visual obstructions are permitted within the restart sight triangles, irrespective of whether any visual obstructions already exist.

Figure 10-2: Restart Sight Triangles for Level Crossings

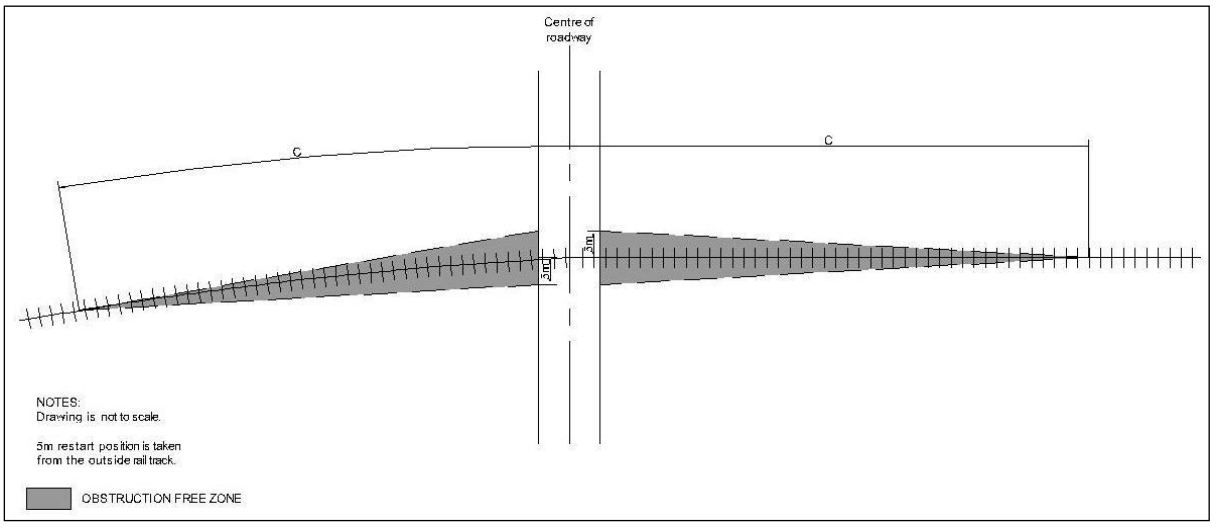


Table 10-2: Required Restart Sight Distances For Level Crossings

Required approach visibility along tracks C (m)		
Signs only	**Alarms only**	**Alarms and boom gates**
677 m	677 m	60 m

Notes:

1. The 85th percentile free-flow vehicle speed of the road shall be adopted. Where this is not known, the signposted road speed + 10% shall be used.

2. Table 1 is based on the sighting distance formula used in NZTA Traffic Control Devices Manual 2008, Part 9 Level Crossings and in the Australian Level Crossing Assessment Model (ALCAM). Distances are conservative and are derived from:

   - A train speed of 110 kph and a single set of rail tracks
   - A fall of 8 % on the approach to the level crossing and a rise of 8 % at the level crossing
   - 25 m design truck
   - 90° angle between road and rail
   - Other parameters as specified in NZTA's Traffic Control Devices Manual 2008, Part 9 Level Crossings – Appendix B

3. Tables 1 and 2 apply to a single set of rail tracks only. For each additional set of tracks add 25 m to distance B, and 50 m to distance C.

4. Speed restrictions are not used in New Zealand around level crossings.

4.11 Assessment Matters

Note: When considering any application for resource consent, the Council may also choose to consider how a proposal responds to urban design principles and relevant matters contained in the Ministry for the Environment Urban Design Protocol 2005.

4.11.1 Residential Density and Building Coverage

a) In Residential C and D zones, the extent to which the character of the site will remain dominated by open space and garden plantings, rather than buildings.

b) The ability to provide adequate opportunity for garden and tree planting around buildings.

c) The ability of the site to contain a residential unit and sewerage disposal system without adversely affecting the provision of sufficient outdoor living space.

d) Whether the undersized site can contain a sewerage disposal system without undermining the amenity values anticipated in the zone.

e) Whether the sewerage disposal system will have any adverse effects on visual amenity.

f) Whether the sewerage disposal system will create any adverse effects on neighbours, particularly if located close to an internal boundary.

g) The extent to which there is a need for the decreased site size or increased building coverage in order to undertake the proposed activities on the site.

h) The ability of the residential unit to gain greater access to sunlight and/or daylight and to provide for solar heating.

i) The extent to which any proposed buildings will be compatible with the scale of other buildings in the surrounding area and will not result in visual domination as a result of building density and coverage which is out of character with the local environment.

j) The ability to provide adequate vehicle manoeuvring space on site**s where parking is provided**.

k) The extent to which decreased site size or increased building coverage would have any adverse effects on adjoining properties in terms of dominance by buildings, loss of privacy, access to sunlight and day light and loss of opportunities for views.

l) The ability to provide adequate outdoor space on the site for all outdoor activities associated with residential and other activities permitted on the site.

m) Whether the residential units are to be used for elderly persons housing and the extent to which a decreased site size will adequately provide for the outdoor needs of the activities on the site, and retain a balance of open space to buildings.

n) The ability to mitigate any adverse effects of increased coverage or site density.

4.11.2 Building Height and Recession Lines

a) The extent to which there is a need for the increased height or intrusion through the recession lines, in order to undertake the proposed activities on the site.

b) The extent to which the proposed buildings will be compatible with the character of the local environment, including the scale of other buildings in the surrounding area.

c) The effect of the increased height in terms of visual dominance by buildings of the outlook from other sites, roads and public open space in the surrounding area, which is out of character with the local environment.

d) The extent to which the proposed building will overshadow adjoining sites and result in reduced sunlight and daylight admission, beyond that anticipated by the recession plane requirements for the area.

e) The extent to which the increased height would have any adverse effect on other sites in the surrounding area in terms of loss of privacy through being over-looked from neighbouring buildings.

f) The extent to which the increased building height will result in decreased opportunities for views from properties in the vicinity, or from roads or public open space in the surrounding area.

g) The extent to which the increased height is offset by a reduced building footprint, which may increase open space on the site and allow for greater efficiency of land use.

h) The ability to mitigate any adverse effects of increased height or exceedence of the recession lines, such as through increased separation distances between the building and adjoining sites or the provision of screening.

4.11.3 Setback from Streets

a) The extent to which the intrusion towards the road is necessary in order to allow more efficient, practical and/or pleasant use of the remainder of the site.

b) The extent to which alternative practical locations are available for the building.

c) The extent to which the proposed building will detract from the pleasantness, coherence, openness and attractiveness of the site as viewed from the street and adjoining sites.

d) The ability to provide adequate opportunity for garden and tree planting in the vicinity of road boundaries, which will mitigate the effects of the building intrusion towards the road.

e) The adverse effects of the building intrusion on the outlook and privacy of people on adjoining sites.

f) The ability to provide adequate manoeuvring space for vehicles clear of the road**, where on-site parking is provided**.

g) **The ability of the public to use the footpath free from obstruction.**

h) The extent to which the proposed building will be compatible with the appearance, layout and scale of other buildings and sites in the surrounding area, including the setback of existing buildings in the vicinity from road boundaries.

i) The extent to which the proposed building will have a size, form, proportions, roof line, style, external materials and colour, which are similar to or in keeping with those of existing buildings.

j) The ability to mitigate any adverse effects of the proposal on the street scene; and the effectiveness of other factors in the surrounding environment in reducing the adverse effects, such as existing wide road widths, street plantings and the orientation of existing buildings on adjoining sites.

k) The extent to which the reduced setback from the road provides for a more efficient use of the site

l) The extent to which the design of the house creates an attractive, interesting view from the street

m) The degree to which existing or proposed landscaping, including plantings, mitigate the effects of limited building setback from a road.

4.11.4 Setback from Neighbours

a) The extent to which the intrusion towards the internal boundary is necessary to enable more efficient, practical and/or pleasant use of the remainder of the site.

b) The extent to which alternative practical locations are available for the building.

c) Any adverse effects of the proximity or bulk of the building, in terms of visual dominance by buildings of the outlook from adjoining sites and buildings, which is out of character with the local environment.

d) Any adverse effects on adjoining sites of the proximity of the building, in terms of reduced privacy through being overlooked from or being in close proximity to neighbouring buildings, to an extent which is inconsistent with the surrounding environment.

e) Any adverse effects of the proximity or bulk of the building in terms of loss of access to daylight on adjoining sites.

f) The ability to provide adequate opportunities for garden and tree plantings around buildings.

g) Any adverse effects of the proximity of the building in terms of difficulty of access to the building or to adjoining rear sites.

h) The extent to which the use of the proposed building will detract from the pleasantness or amenity of adjoining sites, in terms of such matters as noise, smell, dust, glare or vibration.

i) Any adverse effects of the proximity of buildings housing animals in terms of noise, smell, flies or vermin on adjoining sites.

j) The ability to mitigate any adverse effects of the proposal on adjoining sites, including through the provision of landscape plantings.

k) The extent to which any reduced setback from neighbours allows more flexibility in house design and layout providing a more efficient use of the site, providing greater access to sunlight and overall, enhanced amenity for the residents and neighbours.

l) With respect to the minimum set back of 1m from internal boundaries, required where a site immediately adjoins an access or part of an access - whether the building is already located on the site with a new access being located alongside the building; whether there is any alternative location for the access; the nature of the building; and any adverse effects of the proximity of the building in terms of obstruction of access or limitations on the use of the building.

m) Within the area subject to The Village Green Outline Development Plan: the ability to provide view shafts between buildings within the area marked as 'Village Green 4'.

4.11.5 Outdoor Living Space

a) The extent to which the reduction in outdoor living space and/or its location will adversely affect the ability of the site to provide for the outdoor living needs of likely future residents of the site.

b) Any alternative provision on, or in close proximity to the site for outdoor living space to meet the needs of likely future residents of the site.

c) The extent to which the reduction in outdoor living space or the lack of its access to sunlight is compensated for by alternative space within buildings with access to ample sunlight and fresh air.

d) Whether the residential units are to be used for elderly persons housing and the extent to which a reduced area of outdoor living space will adequately provide for the outdoor living needs of the likely residents of the site including future residents.

4.11.6 Outdoor Service Space

a) The extent to which the reduction in outdoor service space will adversely affect the ability of the site to provide for the outdoor service needs of likely future residents of the site.

b) Any alternative provision on, or in close proximity to, the site for outdoor service space to meet the needs of likely future residents of the site.

c) The extent to which the lack of screening adversely affects the visual amenity of adjoining sites, public places and living spaces.

4.11.7 Barrhill

a) Context – The degree to which development maintains and enhances the historical and architectural character and layout of Barrhill.

b) Alterations/Extensions to Existing Buildings – The extent to which any alterations and/or extensions will conserve the simplistic building form, scale, composition and external appearance of the building and the contribution it makes to the overall character and appearance of Barrhill.

c) Siting and Location – The extent to which development:

- maintains the early pattern of development by providing a sufficient front boundary setback to enable a sense of openness to the street;
- is orientated towards the street;
- on corner sites is orientated towards all adjacent streets and public spaces and the development emphasises the corner;
- has a pedestrian entrance that is clearly identifiable and directly accessible from the street;
- car parking and garaging is located back from the front wall of the main building and is of a lesser scale.

d) Building Scale, Form and Appearance – The extent to which development:

- is responsive to the scale of important existing civic buildings (Church and former School);
- adopts a simple, well-proportioned form, which avoids complicated over-elaborate layouts and excessively detailed external finishes;
- relates to its immediate neighbours in terms of architectural form and building outline, being of a similar scale to the original houses;
- includes a balanced relationship between horizontal and vertical elements and the proportion of solid, window and void within the façade.

e) Buildings Materials and Colour – The extent to which development incorporates:

- building materials and colour, which are compatible with the existing materials used on original buildings within Barrhill;
- building materials and colours that have been kept to a minimum and have adopted a simplistic approach.

f) Landscaping and Boundary Treatment – The extent to which development:

- includes landscaping across the site that will contribute to the rural character of Barrhill;
- includes front boundary planting, which does not impact on the importance of the existing avenues of mature trees as the dominant planting within Barrhill;

- avoids the use of hard surfaces such as concrete pads, or paving for driveway areas;
- includes fencing and/or landscaping along the road boundary (or adjacent to open space) that will not obstruct ground level views;

g) Visual Impact - The extent to which any visual impacts have been mitigated.

4.11.8 Design and Appearance

a) Context – The degree to which development enhances the visual amenity and residential character of the area and acknowledges its relationship with nearby buildings.

b) Location and Streetscape – The extent to which development makes a positive contribution to the overall streetscape in respect of the following:

- buildings are orientated towards the street and promote a continuity of frontage and enclosure to the public realm;
- if located on a corner site building/s is/are orientated towards all adjacent streets and spaces and emphasises the corner of the building through additional design features;
- includes a pedestrian entrance/s that is/are clearly identifiable and directly accessible from the street, or in the case of rear units, shared access ways;
- car parking and garaging areas do not dominate the development, particularly as viewed from the street, or neighbouring properties.

c) Building Scale, Form and Appearance – The extent to which development:

- is respectful of the scale of neighbouring properties;
- avoids excessive repetition of building form and there is a balanced relationship between horizontal and vertical features of the façade;
- includes separation space between buildings within sites to reduce perceived building bulk;
- avoids facades and elevations whose length or bulk is visually excessive;
- includes roofs that have been designed to limit continuous ridgelines and minimise the visual bulk of a building;
- includes architectural features, a variety of materials and colours, which promote a human scale and visual interest;
- includes facades facing the street which have a high degree of glazing that is evenly distributed.

d) Open Space and Visual Privacy – The extent to which development:

- includes outdoor living spaces which are located in a way that will optimise useable space and provide a pleasant outlook for unit occupants;
- includes units that have adequately designed internal and external outdoor living spaces, levels of privacy and access to sunlight;
- includes communal open space, which is attractive and usable by occupants.

e) Buildings Materials – The extent to which development incorporates the use of high quality, durable and easily maintained materials on the exterior of buildings.

f) Landscaping and Boundary Treatment – The extent to which development:

- takes account, where possible, of the existing vegetation and landscape characteristics of the site;
- includes landscaping throughout the development, particularly along the front boundary and includes the provision of larger vegetation;
- includes landscaping to soften car parking, garages, side boundaries and service areas;
- includes fencing and/or landscaping along the road boundary (or adjacent to open space) that will not obstruct ground level views.

g) Visual Impact - The extent to which any visual impacts have been mitigated.

4.11.9 Home Occupations

a) The extent to which larger home occupations may impact on the amenity of surrounding sites, particularly in relation to any noise, smell, flies or vermin.

b) Any adverse effects of the scale of the activity, in terms of visual dominance by buildings of the outlook from adjoining sites and buildings, which is out of character with the local environment.

c) Any adverse effects on adjoining sites of the scale of the activity, in terms of reduced privacy through being overlooked from or being in close proximity to neighbouring buildings, to an extent which is inconsistent with the surrounding environment.

d) The extent to which the use of the proposed building will detract from the pleasantness or amenity of adjoining sites, in terms of such matters as noise, smell, dust, glare or vibration.

e) The need for any increase in size of building, hours of operation, noise and, the potential adverse effects in the surrounding environment, particularly adjoining residential properties.

4.11.10 Flooding

a) The likelihood of the proposed activity, including the addition or establishment of any residential unit, being threatened from coastal erosion, flooding or ponding.

b) Any available information regarding coastal erosion rates, flooding and ponding levels, and frequency of flooding events, in relation to the site of the building.

c) The likelihood of the proposed activity, including the addition or establishment of any residential unit, being inundated by the sea.

d) The value of assets that will be vulnerable to flooding, coastal erosion or inundation by the sea, as a result of the establishment of the proposed activity.

e) The ability of buildings to be relocated, and estimated cost, and the possible destination of a relocated building.

f) Any other matter that is relevant to an activity, or residential unit, being vulnerable to flooding or erosion from a river, coastal erosion or inundation from the sea.

4.11.11 Racecourse Avenue, Methven Outline Development Plan

a) The nature of the non-compliance with the Outline Development Plan in terms of activity and/or layout.

b) The co-ordination of roading with the road network in the surrounding area.

c) The extent of, and location of, open space areas within the development.

d) The extent to which the provision of services can be efficiently provided.

e) That the Stormwater Management Area shown on the Outline Development Plan is protected from any development so as to avoid direct vehicular access to or from State Highway 77 and to mitigate reverse sensitivity effects with state Highway 77.

f) The effects on permitted adjacent activities and the need for any consent conditions to avoid reverse sensitivity effects.

4.11.12 Lochhead Outline Development Plan

a) The nature of the non-compliance with the Outline Development Plan in terms of activity and /or layout.

b) The extent to which the non-compliances may adversely affect the safety and efficiency of the State Highway.

c) The effect of any altered layout on amenity values of the locality taking into account the site density of the development, the compatibility of adjoining activities and the extent to which adverse effects such as traffic movements, noise, loss of privacy and open space may affect adjoining sites.

d) Where relevant, refer to the assessment matters for the residential zone for density, building coverage, building setbacks, height, and outdoor living space.

4.11.13 Trevors Road outline development plan

a) The nature of the non-compliance with the Outline Development Plan in terms of activity and /or layout.

b) The effect of any altered layout on amenity values of the locality taking into account the site density of the development, the compatibility of adjoining activities and the extent to which adverse effects such as traffic movements, noise, loss of privacy and open space may affect adjoining sites.

5.11 Assessment Matters

Note: When considering any application for resource consent, the Council may also choose to consider how a proposal responds to urban design principles and relevant matters contained in the Ministry for the Environment Urban Design Protocol 2005.

5.11.1 Height of Buildings

a) The extent of any adverse effects on the environment from exceeding a maximum height and in particular the effect of any increased building height on the visual character of the area and compatibility with the scale of adjoining buildings.

b) The degree to which the increased height may affect the amenity and enjoyment of other sites, roads and public open space through a reduction in view, casting of shadows, visual dominance of outlook by buildings, or loss of privacy through being overlooked, which is out of character with the local environment.

c) The degree to which the increased building height may result in decreased opportunities for views from properties in the vicinity or from roads.

d) The potential for any adverse effects created through increased height to be mitigated through site layout, separation distances or the provision of landscaping.

5.11.2 Setback from Streets

a) Where the performance standard requires no setback to be provided:

- the degree to which a setback from the road boundary will affect the visual continuity of building frontage along the street and the character of the area, as a defined business centre of distinctive building style with a sense of enclosure and continuity of business activity.

b) Where the performance standard requires a setback to be provided:

- the extent to which the reduced setback will affect the potential of the site to comply with the standards for parking and/or landscaping;
- the design and appearance of the building and its visual impact from the street or adjoining properties;
- the necessity for a reduced setback to enable more efficient or practical use of a site;
- the degree to which a reduced setback will affect the coherence of adjoining site development in terms of appearance, layout and scale and the openness and visual amenity of the street when viewed from adjoining properties;
- the potential for the privacy of adjoining residential sites to be affected by buildings built at a reduced setback;
- the potential for any landscaping to mitigate any increased visual impact created by a reduced setback.

5.11.3 Setback from Neighbours

a) Where a setback is not required on a site the extent to which this will affect:

- the visual continuity of building frontage;

- the character of those streets as visually distinctive centres of intensive business activity;
- the necessity to provide access or driveways along the side of buildings to the rear of the site for other business activities as well as activities such as parking, loading and storage;
- the impact on neighbours in terms of noise from traffic utilising any proposed access or driveway.

b) Where a setback is required:

- the design and appearance of the building and its relationship with adjoining buildings in terms of continuity of design, height and scale;
- the effects of a reduced setback on neighbouring sites;
- the necessity to reduce the width of the setback;
- the layout of the site and the options for maximisation of use of the site area;
- with respect to Area 1 in the Ashburton Business Estate, the effect of any reduced setback from side boundaries increasing the length and continuity of walls adjacent to the buffer boundary and the effect this may have on the outlook, amenity and landscape values experienced from the buffer and the Residential D Zone.

5.11.4 Building Coverage

a) The effect on the amenity and character of the local environment of reducing open space and increasing the amount of building over a site.

b) The extent to which site development will be able to comply with other performance standards such as setback, landscaping, **mobility and cycle parking**, manoeuvring and loading.

c) The necessity for the increased building coverage in order to undertake the proposed activities on the site.

d) The ability of any landscaping or screening to mitigate any effects of a reduction in open space.

e) The effect of increased building coverage, or reduction in permeable surfaces on stormwater treatment and discharge and the ability to meet any conditions of consent imposed on stormwater consents from the Canterbury Regional Council in the Business E Zone.

5.11.5 Verandas

a) The extent of the effect a reduced or no veranda will have on the visual continuity of building frontage from the street and the distinctive form and character of buildings in areas of intensive business activity.

b) The volume of pedestrians using the street and the extent to which they will be exposed to adverse climatic conditions if a veranda is not provided.

c) The design and appearance of the building and its compatibility with other adjoining buildings in terms of design, height, setback and scale and the extent of the impact that non- provision of a veranda will have on the architectural cohesiveness of the street.

5.11.6 Windows

a) The extent of the effect the reduced or non-provision of a display windows(s) will have on the visual continuity of building frontage as viewed from the street and on the form and character of buildings in areas of intensive business activity.

b) The volume of pedestrians using the street and the potential impact that a blank wall may have on the amenity, interest and attractiveness of the street and the consequential effects this may have on the continued viability of the business centre to attract custom.

c) The design and appearance of the building and its compatibility with other adjoining buildings in terms of design, height, setback and scale and the extent of the impact that non- provision of a display window will have on the architectural cohesiveness of the street.

5.11.7 Outdoor Storage and Display

a) The degree to which an undeveloped or unbuilt on site will detrimentally affect the character of the street as an area of continuous building frontage of architectural cohesiveness and a feeling of a defined and concentrated area of intensive business activity.

b) The extent to which the site is visible from adjoining sites, particularly from residential areas and the effect this will have on the amenities and character of the area.

c) The type of goods or vehicles to be stored on site, their visual appearance and the nature of any adverse effects or potential hazards associated with their storage.

d) The height of any stacks of stored goods or vehicles and their visibility from surrounding sites and in particular, from residential sites.

e) The extent and quality of landscaping provided on the site or alternative means of screening.

f) The location of the storage area in relation to buildings and options for the alternative layout of activities on site.

5.11.8 Landscaping

a) The extent of the visual impact of buildings and outdoor storage areas on sites with a reduced area of landscaping.

b) The extent to which the site is visible from adjoining sites, particularly from residential areas.

c) The extent to which other factors may compensate for a reduced landscaped area, such as:

- a higher quality of planting over a smaller area;
- a high standard of architectural design that is not visually obtrusive.

d) The location of different activities on site and their relationship to the boundaries of the site and their visibility from the general area.

e) The visual appearance of the site and the length of boundary open to public view and the impact of buildings and activities on site on the character and amenity of the area.

5.11.9 Amenity

a) The extent of the visual impact of the building from the adjoining site and its impact on the amenity and character of the environment taking into account its design and appearance, bulk and length of wall.

b) The extent of any overshadowing created and the impact this may have on any outdoor living spaces or main living areas within a residential unit.

c) The potential for the development to affect the privacy of the residents.

d) The potential to mitigate any adverse effects created through options on the layout of buildings, car parking and storage areas on site.

e) The potential for the development to affect the amenity of the adjoining environment in terms of such matters as noise, glare, dust, smell and vibration.

5.11.10 Setbacks from Stopbanks and Water bodies

a) Potential flood conditions at the site, the safety of occupants of buildings and the vulnerability of buildings to the effects of flooding and/or failure of the stopbank.

b) The effects of the building on the integrity of the stopbank.

c) The ability for maintenance activities to be undertaken in or along the margins of water bodies.

5.11.11 Design and Appearance

a) The degree to which the proposed development will impact on the amenity and character of the area having regard to the scale, bulk and setback of buildings and in particular, the extent to which the development can be viewed from residential areas and public places.

b) The extent to which any adverse visual effect can be mitigated by altering the layout of buildings, storage areas, car parking and landscaped areas.

c) The extent and quality of landscape planting.

d) The degree to which the architectural style and materials of the building is compatible with adjoining buildings.

5.11.12 Offensive Processes – Business E Zone

a) The nature of the offensiveness of the activity and the extent to which this may adversely affect the amenity and character of the surrounding environment and, in particular, sites in any residential area.

b) The duration and frequency with which the offensiveness will occur; any possible methods to contain or mitigate the offensive element; and the extent to which this is likely to be effective.

5.11.13 Hours of Operation

a) The nature and scale of the activity proposed to be established and the proposed hours of operation or frequency with which the activity is to be undertaken.

b) The extent to which any increase in hours of operation will affect the amenity values of the area in terms of noise generation, effect on traffic safety and efficiency, privacy, security (as a result of people other than residents frequenting the area) and community identity and character. This should include a consideration of any adverse effects of pedestrian activity as a result of the extended hours of operation.

c) The level, duration and frequency of any noise likely to be generated and the degree to which this will contrast with the existing noise environment and the impact of any cumulative increase, taking into account the nature of any measures to mitigate excessive noise levels and the degree to which they are likely to be successful.

d) The extent to which lighting associated with the activity may adversely affect adjoining sites and the likely success of measures to mitigate any adverse effect.

e) The volume and type of traffic which may be generated to the site and the ability of the site to accommodate loading, manoeuvring and access requirements, including the extent to which the frequency and timing of vehicle movements and the impact these may have on the surrounding environment in terms of noise, vibration, glare from headlights and the safety and efficiency of the road network.

5.11.14 Effluent Disposal

a) The degree to which the proposed effluent disposal is likely to lead to odour, dust, noise or health nuisances beyond the boundary of the site, and in particular, the technology and management systems proposed to mitigate noise or odour nuisance, including:

- the design, management and operation of the waste and noise management systems;
- waste treatment measures employed;
- odour and noise abatement measures employed.

b) The degree to which existing or proposed landscaping, including plantings, will shelter and screen the proposed site.

5.11.15 Residential Activities

Same as for Residential A Zone

5.11.16 Food and Beverage Outlets in the Business E zone

a) The extent to which the scale of the activity is consistent with, and serves the needs of workers and visitors to the Business E zone;

b) the effect of the activity on the ability of existing or future permitted industrial activities to operate or establish without undue constraint.

5.11.17 Supermarkets in the Supermarket Overlay

Transport

(a) the extent of effects of intensity and scale of the activity and management of accessways and the generation of vehicle movements in terms of the safety, efficiency and effectiveness of the transport network.

ii) no activity shall result in a greater than 10 lux spill (horizontal and vertical) of light onto any adjoining property within the zone, measured 2m inside the boundary of any adjoining property;

iii) no activity shall result in a greater than 3 lux spill (horizontal and vertical) of light onto any adjoining site which is situated within the Residential Area, measured at any point more than 2m inside the boundary of that adjoining site.

7.10.8 Heavy Vehicle Storage

a) No more than one heavy vehicle shall be stored or parked overnight on any area within the zone, except for within the Processing Plant and Stockpiling areas as specified on the Outline Development Plan attached in Appendix 7-1 to these rules. Heavy vehicle storage within these areas shall be accordance with the Lake Creation Management Plan to be prepared prior to commencement of works on site.

7.10.9 Noxious or Unpleasant Activities

a) No activity, other than residential or farming activities, shall involve the following; panel-beating, spray-painting, motor vehicle repairs or dismantling, fibre glassing, sheet metal work, bottle or scrap storage, rubbish collection service, motor body building, or fish or meat processing, or require an offensive trade licence under the Health Act 1956.

7.10.10 Setback from High-voltage Transmission Lines

Within the High-voltage Transmission Corridor inner area (0-12m from the transmission line) as shown on the Outline Development Plan in Appendix 7-1, there shall be:

a) no new buildings or structures;

b) no new trees/vegetation which at a mature height would encroach upon the relevant growth limit zone [or notice zone] for the line, as defined in the Electricity (Hazards from Trees) Regulations 2003;

c) no earthworks within 12 metres from the outer edge of the visible foundation of any transmission tower;

d) no earthworks that reduce the existing clearance distances from the lines within the transmission corridor.

7.10.11 Flood Risk

The residential development of the Aquatic Park Zone shall be undertaken in accordance with the following:

a) The floor level of all new residential units shall be above a level of 61.5m above mean sea level; and

b) All new residential units shall be such that the floor height of the unit is a minimum of 150mm above the assessed flood waters with a 0.5 percent probability in any one year.

7.10.12 Lake Management

The management of the lake shall be in accordance:

a) Any relevant consents granted by the Canterbury Regional Council; and

b) The updated Aquatic Park Lake Management Plan to be prepared prior to the use of the extended lake for recreational activities.

Note: The existing Aquatic Park Management Plan will remain in effect to control the use of the existing lake until being superseded by this rule.

7.11 Assessment Matters

In considering whether or not to grant consent or impose conditions, the Council shall have regard to, but not be limited by, the following assessment matters:

7.11.1 Residential Density and Building Coverage

a) The extent to which the character of the site will remain dominated by open space and garden plantings, rather than buildings.

b) The ability to provide adequate opportunity for garden and tree planting around buildings.

c) The extent to which there is a need for the decreased site size or increased building coverage in order to undertake the proposed activities on the site.

d) The extent to which any proposed buildings will be compatible with the scale of other buildings in the surrounding area and will not result in visual domination as a result of building coverage which is out of character with the local environment.

e) The ability to provide adequate vehicle manoeuvring space on site**s where parking is provided**.

f) The extent to which decreased site size or increased building coverage would have any adverse effects on adjoining properties in terms of dominance by buildings, loss of privacy, access to sunlight and day light and loss of opportunities for views.

g) The ability to provide adequate outdoor space on the site for all outdoor activities associated with residential and other activities permitted on the site.

h) Whether the residential units are to be used for elderly persons housing and the extent to which a decreased site size will adequately provide for the outdoor needs of the activities on the site, and retain a dominance of open space over buildings.

i) The ability to mitigate any adverse effects of increased coverage or site density.

7.11.2 Height of Buildings and Recession Lines

a) The extent of any adverse effects on the environment from exceeding a maximum height and in particular the effect of any increased building height on the visual character of the area and compatibility with the scale of adjoining buildings.

b) The extent to which there is a need for the increased height or intrusion through the recession lines, in order to undertake the proposed activities on the site.

c) The extent to which the character of the site and the surrounding area remains dominated by open space, rather than by buildings, with buildings at low heights and low densities of building coverage.

d) The extent to which the proposed buildings will be compatible with the character of the local environment, including the scale of other buildings in the surrounding area.

e) The degree to which the increased height may affect the amenity and enjoyment of other sites, roads and public open space through a reduction in view, casting of shadows, visual dominance of outlook by buildings, or loss of privacy through being overlooked, which is out of character with the local environment.

f) The extent to which the proposed building will overshadow adjoining sites and result in reduced sunlight and daylight admission, beyond that anticipated by the recession plane requirements for the area.

g) The extent to which the increased height would have any adverse effect on other sites in the surrounding area in terms of loss of privacy through being over-looked from neighbouring buildings.

h) The extent to which the increased building height will result in decreased opportunities for views from properties in the vicinity, or from roads or public open space in the surrounding area.

i) The ability to mitigate any adverse effects of increased height or exceedance of the recession lines, such as through site layout, increased separation distances between the building and adjoining sites or the provision of screening/landscaping.

7.11.3 Setback from Streets

a) The extent to which the intrusion towards the road is necessary in order to allow more efficient, practical and/or pleasant use of the remainder of the site.

b) The extent to which alternative practical locations are available for the building.

c) The extent to which the proposed building will detract from the pleasantness, coherence, openness and attractiveness of the site as viewed from the street and adjoining sites.

d) The ability to provide adequate opportunity for garden and tree planting in the vicinity of road boundaries, which will mitigate the effects of the building intrusion towards the road.

e) The adverse effects of the building intrusion on the outlook and privacy of people on adjoining sites.

f) The ability to provide adequate manoeuvring space for vehicles clear of the road **on sites where parking is provided**.

g) The ability of the public to use the footpath free from obstruction.

h) The extent to which the proposed building will be compatible with the appearance, layout and scale of other buildings and sites in the surrounding area, including the setback of existing buildings in the vicinity from road boundaries.

i) The extent to which the proposed building will have a size, form, proportions, roof line, style, external materials and colour, which are similar to or in keeping with those of existing buildings on the site.

j) The ability to mitigate any adverse effects of the proposal on the street scene; and the effectiveness of other factors in the surrounding environment in reducing the adverse effects, such as existing wide road widths, street plantings and the orientation of existing buildings on adjoining sites.

k) The degree to which existing or proposed landscaping, including plantings, mitigate the effects of limited building setback from a road.

7.11.4 Setback from Neighbours

a) The extent to which the intrusion towards the internal boundary is necessary to enable more efficient, practical and/or pleasant use of the remainder of the site.

b) The extent to which alternative practical locations are available for the building.

c) Any adverse effects of the proximity or bulk of the building, in terms of visual dominance by buildings of the outlook from adjoining sites and buildings, which is out of character with the local environment.

d) Any adverse effects on adjoining sites of the proximity of the building, in terms of reduced privacy through being overlooked from or being in close proximity to neighbouring buildings, to an extent which is inconsistent with the surrounding environment.

e) Any adverse effects of the proximity or bulk of the building in terms of loss of access to daylight on adjoining sites.

f) The ability to provide adequate opportunities for garden and tree plantings around buildings.

g) Any adverse effects of the proximity of the building in terms of difficulty of access to the building or to adjoining rear sites.

h) The extent to which the use of the proposed building will detract from the pleasantness or amenity of adjoining sites, in terms of such matters as noise, smell, dust, glare or vibration.

i) Any adverse effects of the proximity of buildings housing animals in terms of noise, smell, flies or vermin on adjoining sites.

j) The ability to mitigate any adverse effects of the proposal on adjoining sites, including through the provision of landscape plantings.

7.11.5 Setback from High-Voltage Transmission Lines

a) The location of building sites, platforms and works and whether they will inhibit the safe and efficient operation of the National Grid, or result in adverse effects on people's health and safety including:

b) The ability for emergency maintenance and inspection of transmission lines, including support structures, and the minimizing of risk of injury or property damage from or to such lines;

c) The extent to which any buildings, structures, construction activities, mobile plant or earthworks could affect transmission lines and support structures;

d) The ability to comply with the New Zealand Electrical Code of Practice of Electrical Safety Distances (NZECP: 34 2001);

e) The nature and location of tree/vegetation planting near the transmission lines and support structures and the ability to comply with the Electricity (Hazards from Trees) Regulations 2003;

f) The extent to which the proposal would constrain the operation needs of the national grid; and

g) The outcome of any consultation with the line operator.

7.11.6 Outdoor Living Space

a) The extent to which the reduction in outdoor living space and/or its location will adversely affect the ability of the site to provide for the outdoor living needs of likely future residents of the site.

b) Any alternative provision on, or in close proximity to the site for outdoor living space to meet the needs of likely future residents of the site.

c) The extent to which the reduction in outdoor living space or the lack of its access to sunlight is compensated for by alternative space within buildings with access to ample sunlight and fresh air.

d) Whether the residential units are to be used for elderly persons housing and the extent to which a reduced area of outdoor living space will adequately provide for the outdoor living needs of the likely residents of the site.

7.11.7 Vehicle Access and Vehicle Crossings

a) The extent to which alternative formed access and/or vehicle crossings can be assured to the residential unit in the long-term.

b) The extent to which the level and nature of the use of the residential unit will make it unlikely that access by way of a formed road will ever be necessary.

c) The level of financial contribution required to be made to the Council towards the formation of the road to a suitable residential standard, taking into account the levels of traffic likely to be generated by the use of the residential unit in relation to the existing use of the road.

7.11.8 Outdoor Storage

a) The extent to which the character of the site will remain dominated by open space or tree and garden plantings rather than by buildings and areas of hard surfacing.

b) The extent to which the proposed outdoor activities will detract from the pleasantness, coherence and attractiveness of the site as viewed from adjoining roads and sites.

c) Any adverse effects of the outdoor activity on the outlook of people on adjoining sites, including the loss of residential or rural character.

d) The extent to which the outdoor activity will be compatible with the appearance, layout and functioning of other sites in the adjoining area.

e) The ability to screen outdoor activities from adjoining roads and sites by alternative means.

f) The ability to mitigate any adverse effects of the outdoor activity on adjoining roads and sites.

7.11.9 Landscaping

a) The extent of the visual impact of buildings and outdoor storage areas on sites with a reduced area of landscaping.

b) The extent to which the site is visible from adjoining sites, particularly from residential areas.

c) The extent to which other factors may compensate for a reduced landscaped area, such as:

- a higher quality of planting over a smaller area;
- a high standard of architectural design that is not visually obtrusive;
- the type of building materials used;
- the location of different activities on site and their relationship to the boundaries of the site and their visibility from the general area.

h) All existing shelterbelts are to be retained and maintained for their visual screening attributes, to a height of at least 6 metres.
i) There shall be no more than 48 heavy vehicle movements between 0500 and 0700 in any calendar week (7 days) and no more than 20 heavy vehicle movements in this time period on any one day.
j) There shall be no more than 12 heavy vehicle movements between 2200 and 0500 in any calendar week (7 days) and no more than 4 heavy vehicle movements in this time period on any one day.
k) The number of heavy vehicle movements entering or departing the site shall be recorded, and such record provided to the Ashburton District Council on request.
l) The recording mechanism (for standards b and k) shall be the site log and by way of a fixed camera positioned at the entrance to the site and angled and lit in such a way that all vehicles movements are recorded. The raw data/footage shall be time and date stamped and stored electronically for a period of at least six (6) months.
m) No heavy vehicle washing shall occur on site at night (2200 – 0700), with any required heavy vehicle washing to be carried out as soon as possible the following day.
n) No maintenance activities that require the use of hammering or pneumatic/electric power tools shall occur at night.
o) Heavy vehicles parked on the site should be orientated towards the Ryal Bush site access so that they do not have to be reversed as part of exiting the site.
p) Heavy vehicles entering the site at night (2200 – 0700) shall avoid decelerating using engine braking.
q) Up to two heavy vehicles may be stored on the Ryal Bush site by Prestige Commercial Vehicles Limited for the purposes of carrying out repairs or maintenance of those vehicles. The storage and movements of these heavy vehicles are to be included in the maximum storage limit for heavy vehicles and the maximum number of heavy vehicle movements per day, and the number of vehicles stored on the site for this purpose will be recorded in a log book which is to be made available to the Ashburton District Council upon request.
r) Broadband reversing alarms ('Rearsense' or similar) shall be fitted to all vehicles on-site that utilise reversing alarms.
s) No vehicles shall be permitted to have engine idling extending beyond a period of 2 minutes.
t) The access to the site shall be in accordance with Appendix 10-8 of the Plan.
u) All potholes on the Ryal Bush site are to be repaired as soon as possible.
v) Any costs incurred by the Ashburton District Council related to monitoring of the standards for this scheduled activity shall be reimbursed by the operator of the scheduled activity, in accordance with Section 36 of the Resource Management Act.

8.7 Assessment Matters

In considering resource consents for land use activities, other than for controlled activities, and in addition to the applicable provisions of the Act, the Council shall apply the relevant Assessment Matters set out below.

8.7.1 Height of Buildings

a) The degree to which the increased building height may affect the amenity and enjoyment of public open space through a reduction in view, casting of shadows or dominance of buildings over an open landscape.

b) The extent of any adverse effects on the environment from exceeding a maximum height and in particular the effect of any increased building height on the visual character of the area and the scale of adjoining buildings.

c) The degree to which the increased building height may result in decreased opportunities for views from properties in the general vicinity or from roads.

d) The potential for any adverse effects created through increased height to be mitigated through site layout, separation distances or the provision of landscaping.

8.7.2 Setback from Streets

a) The degree to which the building or structure will be visible from the road and its effect on the open space character and amenity of the recreation ground.

b) The design and appearance of the building and its compatibility with the surrounding environment.

c) The necessity for a reduced setback to enable more efficient or practical use of the site.

d) The potential for privacy on adjoining sites to be adversely affected from buildings and structures erected at a reduced setback.

e) The potential for any landscaping to mitigate any increased visual impact created from a reduced setback.

8.7.3 Setback from Neighbours

a) Any adverse effects on adjoining sites of the proximity of buildings housing scheduled community or private recreation facilities in terms of noise, glare or vibration which is inconsistent with the surrounding environment.

b) The design and appearance of the building and its relationship with adjoining buildings and sites in terms of design, height, length and scale.

c) The layout of the site and alternative options for use of the site area.

d) The nature of activities able to be undertaken from within the building and their compatibility with activities on adjoining sites (and in particular residential activities) and the extent to which they should be separated from adjoining sites to maintain the quality of the environment.

8.7.4 Recession Lines

a) The degree to which the increased building height may affect the amenity and enjoyment of public open space through a reduction in view, casting of shadows or dominance of buildings over an open landscape.

b) The design of the building and the extent to which it casts a shadow over adjoining sites and in particular outdoor living spaces or main living areas within a residential unit.

c) The potential to mitigate any adverse effects through alternative options on the layout of buildings, car-parking, etc.

8.7.5 Lighting

a) The degree to which glare may affect the enjoyment, character, safety or amenity of any public place or residential area in the vicinity having regard to the time, duration and intensity of the light and the extent to which it illuminates adjoining land areas.

b) The location of the source of glare and the potential to relocate or redirect the source within the site to mitigate any nuisance, including the safety of vehicles travelling along adjoining road networks and the degree to which this can be achieved successfully.

c) The extent to which the light source is necessary to enable certain activities to take place.

8.7.6 Screening

a) The type of goods or vehicles to be stored on site, their visual appearance and the extent to which the site is visible from adjoining sites, particularly from residential areas and the effect this will have on the amenities and character of the area.

b) The location of the storage area in relation to buildings and options for the alternative layout of activities on the site.

8.7.7 Landscaping

a) The extent of the visual impact of buildings and outdoor storage areas on sites where a reduced area of landscaping is proposed having regard to its visibility from adjoining sites, public places or the road and in particular, from sites of residential activity.

b) The extent to which other factors may compensate for a reduced landscaped area, such as:

- a higher quality of planting over a smaller area;
- a high standard of architectural design that is not visually obtrusive;
- the type of building materials used;
- the location of different activities on site and their relationship to the boundaries of the site and their visibility from the general area.

c) The importance of improving the standard of landscape having regard to the visual appearance of the site, the length of boundary open to public view and the impact of buildings

and activities within the site on the character and amenity of the area, particularly where a low standard of landscaping currently exists.

8.7.8 Hours of Operation and Sale of Liquor

a) The extent of the additional time in terms of duration and frequency and the character and amenity of the surrounding environment and the extent to which the extension of hours will affect these qualities.

b) The nature of the activities to be undertaken within this time and adverse effects that they may generate in terms of traffic, noise or visual amenity and the extent to which the additional hours sought may cause an accumulation of these effects.

c) The nature of the proposed activities to be undertaken within this time and adverse effects that they may generate including effects relating to traffic generation, vehicle fumes, noise, glare from lighting and the effect these may have on the character, amenity and identity of the surrounding environment.

d) Where the activity involves the sale of liquor, the extent to which the activity will have adverse effects on the amenity of residential uses, taking into account proximity to residential areas and sensitive locations, and hours of operation.

e) The character, scale and intensity of the proposed use and its compatibility in relation to the surrounding neighbourhood.

8.7.9 Building Coverage

a) The extent to which the additional building coverage will affect the degree to which the land is able to be enjoyed by the general public; will result in a loss of open space which is valuable within the built environment; or will enable the establishment of activities which could adversely affect the surrounding environment by way of noise, glare, traffic generation, loss of privacy or security.

b) The extent to which any increase in total floor area will result in a building that dominates or is incompatible with the open space character of the recreation ground.

c) The extent to which the recreation ground will become covered by buildings and the degree to which this will affect the amenity of the recreation ground.

d) The ability of any landscaping or screening to mitigate any effects of a reduction in open space.

8.7.10 Surfacing

a) The extent to which additional surfacing would affect the character and amenity of the recreation ground taking into account the purpose for which the surfacing is required.

b) The extent to which the additional surfacing would remove land available for public use.

8.7.11 Commercial Activities

a) The extent to which the sale of goods or services may adversely affect the amenity of the environment through increased generation of vehicles, noise, fumes or advertising.

b) The extent to which the sale of goods or services may result in the dispersion of retail activity within the District, affecting the community identity or character of residential areas.

c) The extent to which a commercial activity may result in the loss of privacy on adjoining residential sites.

d) The extent to which the activity will result in levels of traffic generation or pedestrian activity which are incompatible with the character of the surrounding area.

e) The volume and type of traffic which may be generated to the site and the ability of the site to accommodate parking for cycles and people with ~~**disabilities**~~**limited mobility**, loading, manoeuvring and access requirements.

f) Any adverse effect of the likely traffic generation from the proposed activity in terms of:

- noise and vibration from vehicles entering and leaving the site or adjoining road, which is incompatible with the noise levels acceptable in a low-density residential environment;
- glare from headlights of vehicles entering and leaving the site or adjoining road which is intrusive for residents or occupants of adjoining sites;
- loss of privacy;
- levels of traffic congestion or reduction in levels of traffic safety which are inconsistent with the classification of the adjoining road;
- fumes from vehicles entering or leaving the site, which are unpleasant or objectionable to residents or occupiers of adjoining residential sites;
- any cumulative effect of traffic generation from the activity in conjunction with traffic generation from other activities in the vicinity.

g) The extent to which the proposed traffic generation will be compatible with or not result in adverse effects upon activities in the vicinity.

h) The ability to mitigate any adverse effects of the additional traffic generation such as through the location and design of vehicle crossings, parking and loading areas or through the provision of screening and other factors which may reduce the effect of the additional traffic generation, such as infrequency of the activity, or limited total time over which the traffic movements occur.

i) Any adverse effects of increased levels of pedestrian activity as a result of the activity in terms of noise, disturbance and loss of privacy which is inconsistent with the low-density residential environment.

j) The extent to which retail sales or commercial activities on the site are an integral and necessary part of other activities being undertaken on the site

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Section 17: Definitions

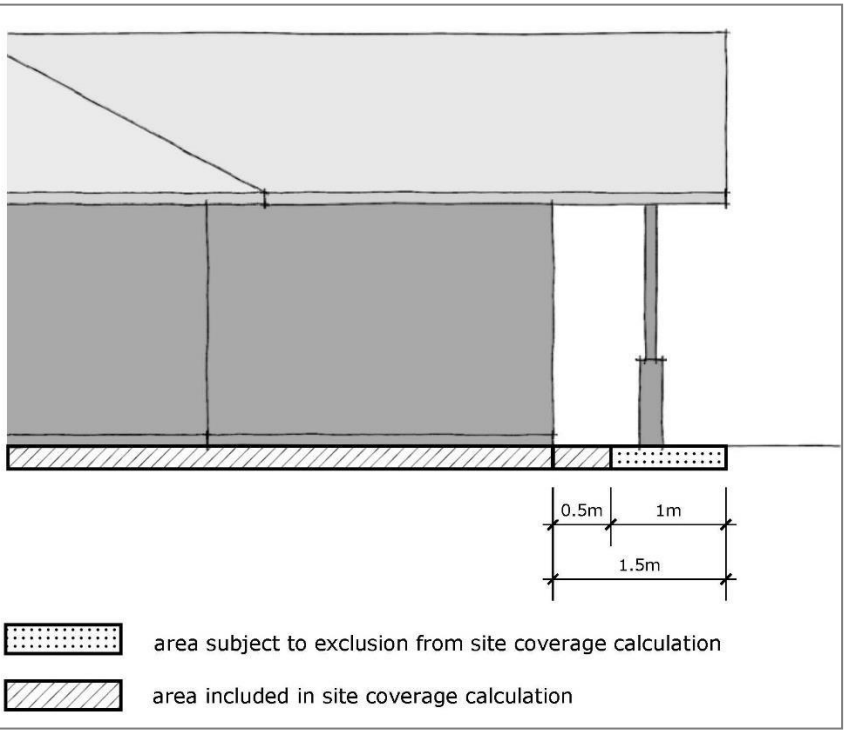
17.1 General Definitions

This section sets out definitions of terms used within the District Plan. These definitions explain what is meant by a term used and what may be included or excluded from that term. Readers of the Plan should also be aware that some rules may alter the use of definitions or apply definitions differently in some situations or areas.

Access	means that area of land over which a site or allotment obtains legal vehicular and/or pedestrian access to a legal road. This land includes an access leg, a private way, common land as defined on a cross-lease or company-lease; or common property as defined in Section 2 of the Unit Titles Act 1972.
Access Leg	in relation to a rear allotment or rear site, means the strip of land, which is included in the ownership of that allotment or site, and which provides the legal, physical access from the frontage legal road to the net area of the allotment or site.
Access Lot	means an allotment which provides the legal access or part of the legal access to one or more allotments, and which is held in the same ownership or by tenancy-in-common in the same ownership as the allotment(s) to which it provides legal access.
Access Way	means any passage way, laid out or constructed by the authority of the council or the Minister of Works and Development or, on or after the 1st day of April 1988, the Minister of Lands for the purposes of providing the public with a convenient route for pedestrians from any road, service lane, or reserve to another, or to any public place or to any railway station, or from one public place to another public place, or from one part of any road, service lane, or reserve to another part of that same road, service lane, or reserve (Section 315 of the Local Government Act 1974).
Accessory Building	in relation to any site, means any separated or detached building the use of which is incidental or ancillary to that of any other permitted principal building, or use on that site. For residential activities, **Accessory Building** includes a sleep out (limited to not more than 40m² in GFA), garage or carport, garden shed, glasshouse, swimming pool, mast, shed used solely as a storage area, or other similar structure. Any garage or car-port which is attached to or a part of any building shall be deemed to be an accessory building.
Act	means the Resource Management Act 1991.
Addition	means an extension or increase in floor area, number of storeys, or height of a building or structure. It includes the construction of new floors, walls, ceilings, and roofs.

Adjoining	means land immediately adjacent to other land, notwithstanding that it is separated from the other land only by a road, access way, access leg, railway, drain, water race, river or stream, water body or artificial watercourse.
Allotment	for the purpose of subdivision, means a lot, two or more adjoining lots to be held together, or any balance area, shown on a subdivision consent plan, except that in the case of land being subdivided under the cross lease or company lease systems or the Unit Titles Act 1972, allotment shall have the same meaning as **Site**.
All Weather Standard	means a pavement and/or road which has been excavated to a sound subgrade, backfilled and compacted to properly designed drainage gradients with screened and graded aggregate and is usable by motor vehicles under all weather conditions, and includes metalled, paved and sealed surfaces.
Alteration	means any changes to the fabric or characteristics of a building involving (but not limited to) the removal and replacement of walls, windows, ceilings, floors or roofs, either internally or externally, the erection of signage attached to the building. It does not include repair or maintenance.
Altitudinal Land Use Line	relates to land defined on the Planning Maps. This definition is generally only used in the High Country/Rural C Zone.
Amenity Tree Planting	means the planting of trees for aesthetic or amenity purposes in the immediate vicinity of existing or proposed buildings on the same site, but excluding shelterbelts, forestry, woodlots, commercial orchards or other tree crops.
Amenity Values	means those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence and cultural and recreational attributes (RMA).
Amenity Vegetation	means vegetation for aesthetic or amenity purposes in the immediate vicinity of existing or proposed buildings on the same site, but excluding shelterbelts, forestry, woodlots, commercial orchards or other tree crops.
Ancillary Activity	means an activity that supports and is subsidiary to a primary activity.
Antennae	means that part of a communication facility used for the transmission or reception of signals including the antenna mounting but not including any supporting mast, pole or similar structure. This definition includes any dish antenna.
Apartment Building	means a building for residential activities comprising two or more attached residential units not all of which are necessarily located at ground floor level. (Refer also to the definitions of **Accessory Building** and **Residential Unit**).

Archaeological Sites	means any place in New Zealand that either was associated with historic human activity; or is the site of historic wreck of any vessel; and is or may be able through investigation by archaeological methods to provide evidence relating to the history of New Zealand. Has the same meaning as section 2 of the Historic Places Act 1993.
Artificial Watercourse	includes: • an irrigation race/canal, • a water supply race for potable or stock water, • a canal for the supply of water for electricity power generation, or • a farm drainage canal, and • any associated water storage for these purposes.
Ashburton Town Centre	for the purpose of the Business Zone rules, the Ashburton Town Centre is the area of Business A zoned land contained generally within the area bounded by Mona Square north, Park Street, Wills Street, William Street, Cass Street, Moore Street, and State Highway 77/Kermode Streets.
Automotive and marine supplier	businesses primarily engaged in selling automotive vehicles, marine craft, and associated parts and accessories for such vehicles and craft.
Atua	means deity in the natural world of the Maori.
Berm	means an area of grass and/or footpath within the legal road and located between the road carriageway and the property boundary.
Boardinghouse	means a residential activity in which lodging alone or board and lodging (including provision of food) is provided for financial reward or payment, for five or more lodgers or boarders.
Boundary	means any boundary of the net area of a site and includes any road boundary, side or internal boundary. (see below for **Internal Boundary**, and **Road Boundary** (Road Frontage)) **Site Boundary** shall have the same meaning as **Boundary**.
Building	for the purposes of this Plan, means, as the context requires and unless stated to the contrary in another definition or in a rule: Any structure or part of a structure, whether temporary or permanent, movable or immovable, but does not include: (i) any scaffolding or falsework erected temporarily for maintenance or construction purposes; (ii) fences, walls or retaining walls of 2m in height or less not used for advertising for any purpose; (iii) structures less than 5m² in area and less than 2m in height; (iv) masts, poles, radio and television aerials (excluding dish antennae for receiving satellite television), less than 7m above ground level; (v) any vehicle, trailer, tent, caravan or boat whether fixed or movable unless such vehicle, trailer, tent, caravan or boat shall be used as a place of accommodation, business or storage.

Building Coverage (or Site Coverage)	means that portion of the net area of a site which is covered by buildings or parts of buildings, including overhanging or cantilevered parts of buildings, expressed as a percentage. The following shall not be included in building coverage: (i) pergolas; (ii) that part of eaves and/or spouting or bay windows projecting 1m or less, horizontally from any exterior wall. Note: Where eaves and/or spouting or bay windows project more than 1m horizontally from any exterior wall, the building coverage shall be deemed to exclude the first 1m of the eaves/spouting or bay window as measured from the outermost point of the eaves and/or spouting or bay windows (see diagram below); (iii) satellite dishes; (iv) uncovered terraces or decks less than one metre above ground level; (v) uncovered swimming pools; (vi) fences, walls and retaining walls. 
Building supplier	businesses and associated premises used for the display and sale of goods and materials used in the construction, repair, alteration and renovation of buildings, including plumbing, electrical and landscaping.

Camping Ground	means any area of land used, or designed or intended to be used, for rent, hire, donation, or otherwise for reward, for the purposes of placing or erecting on the land temporary living-places e.g. tents or caravans, for occupation by 2 or more families or parties (whether consisting of 1 or more persons) living independently of each other, whether or not such families or parties enjoy the use in common of entrances, water-supplies, cookhouses, sanitary fixtures, or other premises and equipment.
Canopy Height	means the height of the canopy of vegetation. The canopy height is to be determined as an average vertical height above natural ground level over each area of 1 hectare, where the vegetation is greater than 1 hectare in area, or over the lesser area where the area of vegetation is less than 1 hectare.
Captive Balloon	means a non-powered balloon for advertising purposes, which is tethered to a site or structure on a site.
Carriageway	means that formed portion of a road surface devoted particularly to the use of motor vehicles, inclusive of shoulders in a rural situation, and from the face of kerb to face of kerb in an urban situation.
Cleanfill	includes any natural material which is free of: combustible, putrescible, degradable or leachable components or materials likely to create leachate by means of biological breakdown; hazardous substances or any products or materials derived from hazardous waste treatment, stabilisation or disposal practices; contaminated soil or other contaminated materials; medical or veterinary waste; asbestos or radioactive substances. It includes (but is not limited to) clay, rock, concrete and bricks
Clearance of Vegetation	shall have the same meaning as **Vegetation Clearance**.
Coastal Protection Work	means works, structures or planting for the protection of property and people from inundation from the sea or coastal erosion; and includes areas of vegetation maintained or planted adjacent to the foreshore, embankments, access tracks, rock work, anchored trees, wire rope, iron structures and other structures.
Commercial	means involving the payment of fees for hire or financial reward.
Commercial Activity	means any activity trading in goods, equipment or services. It includes any ancillary activity to the commercial activity (for example administrative or head offices). Includes office activities, retail activities and commercial services. It also includes recreational activities where a fee is paid to use facilities i.e. a commercial bowling alley. It does not include community sports facilities where a membership fee may be paid.
Commercial Livestock	means livestock bred, reared and/or kept on a property either primarily or partly for the purpose of commercial gain, but excludes domestic livestock.

Commercial Services	means businesses that sell services rather than goods where a front counter service is provided to cater for walk in customers. For example: banks, real estate agents, travel agents, tattoo studios, dry cleaners and hairdressers.
Community Activity	means the use of land and buildings for the primary purpose of health, welfare, care, safety, education, culture and/or spiritual wellbeing, but excludes recreational activities. A community activity includes educational facilities, hospitals, doctors surgeries and other health professionals, churches, halls, libraries, community centres, police stations, fire stations, courthouses, probation and detention centres.
Contaminated Land	For the purposes of this Plan means land that can be described by one of the following: • an activity or industry described in the *HAIL* is being undertaken on it, or • an activity or industry described in the *HAIL* has been undertaken on it, or • it is more likely than not that an activity or industry described in the *HAIL* is being or has been undertaken on it. Note: This definition does not include land for which exists a detailed site investigation that demonstrates that any contaminants in or on the land are at, or below, background concentrations
Council	means the Ashburton District Council or any Committee, Sub-Committee, Community Board, Commissioner or person to whom the Council's powers, duties or discretions under this Plan have been lawfully delegated pursuant to the provisions of the Resource Management Act. **District Council** shall have the same meaning.
Curtilage	means the area occupied by a residential unit, grounds, and outbuildings.
Day Care Facility	means land and/or buildings used for the care during the day of the elderly, persons with disabilities and/or children, other than those residing on the site.
Demolition	means to damage and demolish a building or structure. (Note also definition of **Partial Demolition** below.)
Demolition Material	means all material that is produced by demolition of a building or structure, that does not meet the definition of cleanfill.
Depot	means a place for the storage of large quantities of goods, or a place where motor vehicles are housed and maintained, or a railway or bus station.
District	means the Ashburton District.
District Council	means the same as **Council**.

Domestic Livestock	means keeping of livestock not primarily or partly for the purpose of commercial gain and includes: • not more than 12 adult poultry (excluding roosters) in a Residential Zone or not more than 50 adult poultry in a Rural Zone; bred, reared and/or kept on a property; • not more than 2 sows and their progeny up to weaner stage or not more than 5 weaned pigs in a Rural Zone; • any number of livestock bred, reared and/or kept on a property in a Rural Zone for family consumption, or as pets, or for hobby purposes and from which little or no financial gain is derived.
Earthworks	means the disturbance of land surfaces by the removal or depositing of material, excavation, filling or the formation of roads, banks or tracks, but excludes digging post-holes, cultivation, tending or landscaping gardens, planting trees or removing dead or diseased trees, or drilling bores Excavation for the purpose of land drainage is included within the definition of earthworks.
Educational Facility	means land and/or buildings used for the provision of regular instruction or training in accordance with a systematic curriculum by suitably qualified instructors, and includes childcare facilities, schools, tertiary education institutions and specialised training facilities.
Effluent	means predominantly liquid waste or sewage discharge, including that derived from toilets, sewage and silage water, or from intensive livestock management operations.
Elderly Persons Home	means an old people's home within the meaning of the Old People's Homes Regulations 1965.
Emergency Services	means the services and facilities of authorities which are responsible for the safety and welfare of people and property in the community and includes fire stations, ambulance stations, and police emergency call out and communication activities.
Entertainment Facilities	means land and/or building(s) or parts of building(s) used principally for any public meetings, public performances or public amusements, whether a charge is made for admission or not; or used principally for public or private worship, religious ceremonies, services or associated instruction. Has the same meaning as **Meeting Places**.
Erection of a Building	in relation to a subdivision, means the completion of all framing, fire walls, fire ceilings and fire floors, and the affixing of all roof materials.
Exotic Vegetation	in relation to trees and plants, means species which are not indigenous to New Zealand.
Exploration	means any activity undertaken for the purpose of identifying mineral deposits or occurrences and evaluating the feasibility of mining particular deposits or occurrences of one or more minerals; and includes any drilling, dredging, or excavations (whether surface or sub-surface) that are necessary to determine the nature and size of a mineral deposit or occurrence.

Farming Activity	means the use of land and buildings for the primary purpose of the production of vegetative matter and/or commercial livestock. Farming activity includes the packing, storage, and/or processing of the vegetative matter and/or commercial livestock produced on/in that land or on other land owned or managed by the same person(s). Buildings for this purpose are permitted up to an area of 500m² per site, where they meet all other rules. Farming activity excludes residential activity, home occupations, intensive livestock management, and forestry activity.
Farming and agricultural supplier	businesses primarily selling goods for consumption or use in the business operations of primary producers or in animal husbandry.
Food and beverage outlet	means land and buildings used for the sale of food and / or beverages to the general public prepared for immediate consumption. It includes restaurants, taverns, cafes and takeaway restaurants, and excludes supermarkets.
Food and Produce Processing	means the processing, packaging, storage, distribution and marketing of vegetative, marine and animal matter.
Forestry Activity	means the use of land primarily for the purpose of planting, tending, managing and harvesting of trees for timber production in excess of onsite domestic or farm wood-supply.
Formed	means a road, street, vehicle access, parking area, manoeuvring, loading or hard stand area with a constructed pavement with a crushed aggregate surface, capable of carrying 100% Class 1 loads without deflection, deformation or deterioration. The surface shall be shaped to shed all water and shall be uniform and smooth by grading and rolling and shall remain trafficable in all weathers.
Formed Road	means a road with a carriageway constructed to an all-weather standard with a minimum carriageway width of 3m.
Frontage	means the road boundary/boundaries of any site.
Frost Control Fan	means a land based device designed or adapted to control frost by fanning warmer air over the frost-affected surfaces, and includes the support structure.
Full-time Equivalent Person	means the employment of a person or persons for an average total of 8 hours per day assessed over any 14 day period.
Garage	is included within the meaning of accessory building, and means a building or part of a building principally designed for or able to be used for housing motor vehicles and other ancillary miscellaneous items owned by persons living on the site.
Garden and Landscape Supplies	businesses primarily selling goods for permanent exterior installation or planting and includes: landscaping suppliers; and suppliers of bark, compost, firewood, and paving and domestic paving aggregates.

Geoconservation Site	means a site defined as having special value for geoconservation, as described in Appendix 3-3 to the Rural Section and as delineated on the Planning Maps.
Geoconservation Area	means an area defined as having special value for geoconservation, as described in Appendix 3-3 to the Rural Section and as delineated on the Planning Maps.
Gross Floor Area (GFA)	means the sum of the gross area of all floors of all buildings on a site, measured from the exterior faces of the exterior walls, or from the centre lines of walls separating two buildings. Gross floor area shall: (i) include elevator shafts, stairwells and lobbies at each floor and mezzanine floors and balconies; (ii) exclude any ~~required~~ car-parking, loading and servicing areas and access thereto and building service rooms containing equipment such as lift machinery, tanks, air conditioning and heating plant.
Ground Level	means the finished ground level when all works associated with any prior subdivision of the land were completed, but excludes any earthworks or excavation associated with building activity.
Group Visits	means visits to a site by groups of people organised collectively.
Habitable Space	Means a space used for activities normally associated with domestic living, but excludes any bathroom, laundry, water-closet, pantry, walk-in wardrobe, corridor, hallway, lobby, clothes-drying room, or other space of a specialised nature which is not occupied frequently or for extended periods. For clarity, a kitchen is only considered to be a habitable space where the kitchen shares an open plan area with another habitable space.
Handcrafts	means goods produced by hand or by the use of hand tools or the use of mechanical appliances where such appliances do not produce the goods in a repetitive manner according to a predetermined pattern for production run purpose. The person producing such goods must design the goods and have direct, complete and variable control over the production of every stage of the product.
Hapu	means sub-tribe, clan, section of a large tribe.
Harakeke	means flax (*Phormium tenax*).
Hardsurfacing	in relation to any site, means any part of that site which covered by impermeable surfaces, and includes: • any area used for parking, manoeuvring, access or loading of motor vehicles; • any area paved either with a continuous surface or with open jointed slabs, bricks, gobi or similar blocks. Hardsurfacing does not include domestic paths of less than 1m in width.
Hazardous Substance	includes, but is not limited to, any substance as defined in Section 2 of the Hazardous Substances and New Organisms Act 1996 as a hazardous substance.
Hazardous Wastes	means wastes of any hazardous substance(s).

Health Care Service	means land and/or buildings used for the provision of services by registered practitioner(s) relating to the physical and mental health of people and animals.
Heavy Vehicle	means a motor vehicle (other than a motor car that is not used, kept or available for the carriage of passengers for hire or reward) the gross laden weight of which exceeds 3500kg; but does not include a traction engine or vehicle designed solely or principally for the use of fire brigades in attendance at fires.
Height	in relation to any building or structure, means the vertical distance between the ground level at any point and the highest part of the building or structure immediately above that point. For the purpose of calculating height, no account shall be taken of any: (i) radio or television aerial provided that the maximum height normally permitted by the rules for the zone is not exceeded by more than 2.5m; (ii) chimney or flue not exceeding 1m in any direction. This definition of height shall not apply to the facilities or structures subject to Utilities Site Standard 2.
Heke	means journeys.
Heritage Building/Item	means any type of historic heritage place or area. It may include a historic building, historic site (including archaeological site), a place/area of significance to Maori, or heritage landscape. The term is also adopted to describe historic heritage listed in the heritage schedule of the district plan.
High Flood Hazard Area	means flood hazard areas subject to inundation events where the water depth (metres) times velocity (metres per second) is greater than or equal to 1, or where water depths are greater than 1 metre in a 0.2% annual exceedance probability flood event.

Historic Heritage	means those natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures, deriving from any of the following qualities: (i) archaeological; (ii) architectural; (iii) cultural; (iv) historic; (v) scientific; (vi) technological; and includes – (i) historic sites, structures, places, and areas; and (ii) archaeological sites; and (iii) sites of significance to Maori, including wahi tapu; and (iv) surroundings associated with the natural and physical resources. (Section 2 of the Resource Management Act).
Historic Places (buildings / items)	are buildings that contribute to an understanding and appreciation of New Zealand's history and cultures. They may include any land, temporary or permanent movable or immovable structure or structures and anything that is in or fixed to any land. The term may include any building registered as a historic place under the Historic Places Act 1993.
Historic Places (sites)	are places that contribute to an understanding and appreciation of New Zealand's history and cultures. They may include land (and water) without any temporary or permanent building or structure. The term may include any site registered as a historic place under the Historic Places Act 1993. Historic sites may include historic sites of scientific value. Historic sites include **Archaeological Sites** (see definition above).
Home Occupation	means the use of a residential site for an occupation, business, trade or profession which is secondary and incidental to the use of that site for a residential activity and which is undertaken by person(s) living permanently on the site, but excludes home stays and retail sales.
Home Stay	means the use of a residential unit for visitor accommodation for commercial purposes.
Hospital	means any public or private hospital within the meaning of the Hospitals Act 1957 and its amendments.
Impervious Surface	means any type of surface that effectively creates an impermeable physical barrier on the surface of any part of a site.
Improved Pasture	means an area of pasture where species composition and growth has clearly been substantially modified and enhanced for livestock grazing by cultivation, or topdressing and oversowing, or direct drilling, and where exotic pasture species have been deliberately introduced.

Indigenous Vegetation	means a plant community of species indigenous to New Zealand, which may include a minor element of exotic vegetation but does not include plants within a domestic garden or used for screening / shelter purposes e.g. as farm hedgerows.
Individual Commercial Unit	means any one commercial tenancy created by freehold, leasehold, license, or any other arrangement to occupy.
Individual Retail Tenancy	means any one retail tenancy created by freehold, leasehold, licence, or any other arrangement to occupy.
Industrial Activity	means the use of land and buildings for the primary purpose of manufacturing, fabricating, processing, packing, or associated storage of goods.
Intensive Livestock Management (Intensive Farming)	means the use of land and/or buildings for the production of commercial livestock, including where the regular feed source for such livestock is substantially provided other than from the site concerned, and includes: • the farming of pigs outdoors at a stocking rate exceeding 15 pigs per hectare. (Stocking rate in relation to pig farming, means the number of pigs (excluding progeny up to weaner stage) carried per hectare of land, where the area of land fenced, available and used for pig farming shall only include that area on which the pigs are regularly run.); • herd houses, feed pads, or any building providing shelter to stock where stock are confined within the building for any continuous period exceeding 2 weeks; • boarding of animals; • mushroom farming; • fish farming; • the disposal of effluent from any of the above, whether on the same site as the intensive livestock management activity or not. Intensive livestock management excludes: • buildings used for housing or sheltering animals that are giving birth or raising juvenile stock, where no individual animal is housed or sheltered for more than 3 months in any calendar year.
Internal Boundary	means any legal boundary of the net area of a site other than a road boundary.
Kainga (Kaika)	means home or village.
Kaika Nohoanga	means area of occupation, also temporary camping sites reserved for the use of travelling parties.
Kaitiaki	means guardians.
Kaumatua	means elder(s), adult man or woman.
Kawa	means protocol.

Kawanatanga (Kawanataka)	means governance, or the obligation to govern.
Koiwi	means bones, the human skeleton.
Kitchen Facility	means a room or indoor area, the principal purpose of which is the preparation and cooking of food. A kitchen will generally include a sink bench and a means of cooking food such as a stove, gas or electric cooker, or microwave (or have the facilities for the installation of these).
Lake	A large, naturally occurring body of water surrounded by land, but does not include storage ponds or stormwater retention ponds.
Land Disturbance (in relation to works within the setting of a listed historic item)	means works that will potentially cause the removal of or damage to major and identified heritage landscape elements and features of historic heritage value including buildings, trees, paths, fences and gardens within an identified setting of a listed place or area.
Large Format and Bulk Goods Retail	**For the purpose of calculating the assessment requirement for high traffic generating activities, means a retail tenancy exceeding 450m^2 GFA, excluding supermarkets.**
Living Area	means any room in a residential unit other than a room used principally as a hallway, bedroom, laundry or bathroom.
Loading Space	means a portion of a site, whether covered or not, clear of any road or service lane upon which a vehicle can stand while being loaded or unloaded. Such loading space shall have vehicular access to a road or service lane and be designed and constructed to accommodate the size and type of vehicles that reasonably could be expected to use the loading space.
LTP	means Long Term Plan. Council produces a long term council community plan (LTP), or Community Plan, every three years. The plan explains what Council proposes to do over the coming ten years, with the first three years in detail and the following seven years based on the best information currently available.
Mahinga Kai (Mahika Kai)	means food and other resources, and the areas that they are sourced from.
Maintenance	means the protective care of a place.
Maintenance and Repair	means any work or activity necessary to continue the operation and/or functioning of an existing utility and shall also provide for the replacement of an existing line, telecommunication line, building, structure or other facility with another of the same or similar height, size or scale, within the same or similar position and for the same or similar purpose; and the addition of extra lines to existing poles or other support structures; and the replacement of existing conductors.
Mana	means authority, influence, prestige.

Manakitanga	means support, caring and hospitality, for example as shown towards guests.
Manawhenua	means associated with **Tino Rangitiratanga (Tino Rakatirataka)**, the Tribal authority over affairs within a particular area or land district.
Manufacturing of Hazardous Substances	means any process that produces a hazardous substance and includes any process that includes the mixing of material or making a compound product that is a hazardous substance. (See definition of **Hazardous Substance** above.)
Manuhiri	means visitors.
Maori	means "ordinary people", since about 1820 used to distinguish the native, indigenous, people of this country, the **Tangata Whenua (Takata Whenua)**.
Mauri	means "life force".
Meat Processing Facility / Meat Processing	means the use of a site for the yarding and slaughtering of animals; the associated processing of meat including fish processing, stock finishing, by-product and co-product processing; rendering; fellmongery, tanning, casing and pelt processing; and the associated chilling, freezing, packaging and storage of meat and associated products; and the treatment and disposal of effluent from the above processes.
Meeting Places	means land and/or building(s) or parts of building(s) used principally for any public meetings, public performances or public amusements, whether a charge is made for admission or not; or used principally for public or private worship, religious ceremonies, services or associated instruction. Has the same meaning as **Entertainment Facilities**.
Metres squared (m^2)	means a unit of measure where any reference to m^2 is the equivalent to square metres.
Mineral	means a naturally occurring inorganic substance beneath or at the surface of the earth, whether or not under water; and includes all metallic minerals, non-metallic minerals, fuel minerals, precious stones, industrial rocks and building stones, and a prescribed substance within the meaning of the Atomic Energy Act 1945.
Mineral Extraction	means the use of land and / or buildings for a purpose that results in the extraction, winning, quarrying, excavation and/or associated processing of minerals; and includes prospecting and exploration, excavation, blasting, crushing, screening, washing, blending, processing, storage, deposition of overburden, treatment of waste water and rehabilitation of sites.
Motorised Craft	means any boat, jet ski, or similar water based vehicle, powered by an engine, but does not include model or scaled down versions of boats operated through remote control.

Natural Character	is a term used in section 6(a) of the Resource Management Act to describe the expression of natural elements, patterns and processes in a landscape (or the 'naturalness' of a landscape). The degree or level of natural character within an area depends on: 1. the extent to which natural elements, patterns and processes occur; 2. the nature and extent of modifications to the ecosystems and landscape/seascape. The highest degree of natural character (greatest naturalness) occurs where there is least modification. The effect of different types of modification upon the natural character of an area varies with the context, and may be perceived differently by different parts of the community.'[1]
Nature Conservation Values	means the values associated with the natural resources of the District, particularly their intrinsic values, the values of indigenous habitats, species and ecosystems, and the natural character of the landscape.
NES	means National Environmental Standard. National environmental standards (NES) are legally enforceable regulations developed under the Resource Management Act. They address the objectives and policies of National Policy Statements (defined below). National Environmental Standards provide a framework of rules that are nationally consistent and can be included in District Plans and/or amended without public notification. Every local authority and consent authority must observe national environmental standards and must enforce national environmental standards.
Net Area	in relation to a site or allotment, means the total area of the site or allotment, less any area subject to a designation for any purpose and/or any area providing access to one or more sites and/or any strip of land 6m or less in width.

[1] Derived from The Ministry for the Environment, Environmental Performance Indicators, Landscape Aspect of Natural Character, Stage 1 – Initial Findings – A report prepared by Boffa Miskell Ltd for the MfE, February 2002.

Net Floor Area	shall be the sum of the floor areas, each measured to the inside of the exterior walls of the building or buildings, and shall include the net floor area of any accessory building, but it shall exclude any floor area used for: • lift wells, including the assembly area immediately outside the lift doors for a maximum depth of 2 metres; • stairwells (including landing areas); • tank rooms, boiler and heating rooms, machine rooms, bank vaults; • those parts of any basement not used for residential, shopping, office or industrial uses; • toilets and bathrooms, provided that in the case of any hotel, or travellers accommodation the maximum area permitted to be excluded for each unit shall be $3m^2$; • 50% of any pedestrian arcade, or ground floor foyer, which is available for public thoroughfare; • parking areas ~~**required by the Plan for, or**~~ accessory to~~**,**~~ activities in the building.
Ngai Tahu (Kai Tahu)	means the tribal group holding manawhenua in Te Waipounamu, the area from Kahuraki Point on the West Coast and Te Parinui-o-Whiti (Vernon Bluffs) on the east and all places south 'until the land turns white'. These traditional boundaries were confirmed by the Maori Apellate Court ruling (November 1990).
NPS	means National Policy Statement. National Policy Statements set out objectives and policies for managing activities under the Resource Management Act. These are national guidelines and are consistently applied by all Councils and relevant authorities.
Noise	Provisions for Noise are set out in Section 11: Noise. Noise levels shall be measured and assessed in accordance with NZS6801:2008 *Acoustics-Measurement of Environmental Sound*, and NZS6802:2008 *Acoustics-Environmental Noise.*
Notional Boundary	for the purposes of measurement of noise, means a line 20 metres from any residential unit on any neighbouring site, as defined in NZS6802:2008 *Acoustics-Environmental Noise*.

Office	means any of the following: • administrative offices where the administration of an organisation, whether trading or non-trading is conducted; • commercial offices such as banks, insurance agents, typing services, duplicating services and real estate agents, being places where trade (other than that involving the immediate exchange of money for goods or the display or production of goods) is transacted; • professional office such as the offices of accountants, solicitors, architects, surveyors and engineers, where a professional service is available and carried out.
Office furniture	equipment and systems supplies, businesses primarily selling goods for office-type use or consumption, and includes suppliers of computers, copiers, printers, office furniture and other related equipment.
Outdoor Living Space	means an area of open space required by this Plan to be provided for the exclusive use of the occupants of the residential unit to which the space is allocated, and may include balconies in the Residential A zone. No outdoor living space shall be occupied by any building (other than an outdoor swimming pool, or accessory buildings up to 8m²), driveway or parking space.
Outdoor Recreation Activity	means a recreation activity undertaken entirely outdoors with buildings limited to use for public shelter, toilet facilities, information and ticketing.
Outdoor Service Space	means an area of outdoor service space required by this Plan to be provided for the exclusive use of each household unit to which the space is allocated, for such service facilities as clotheslines, storage of rubbish tins and wood. No outdoor service space shall be occupied by any building (other than a storage area), driveway or parking space.
Outdoor Storage	means land used for the purpose of storing items, vehicles, equipment, machinery, natural and processed products, outside a fully enclosed building for periods in excess of 4 weeks in any one year.
Papatipu Marae	means those marae built on traditional Maori lands which later became Crown Grants in the form of Maori Reserves.
Papatuanuku	means the Earth Mother.
Parking Space	means a space on a site available at any time for accommodating one stationary motor vehicle. Such parking space shall not be located on any access or outdoor living space or outdoor service space and shall have vehicular access to a road or service lane.
Partial Demolition	means to demolish a substantial part of any building or structure. Partial demolition includes façade retention which normally involves the demolition of the rear or a substantial part of a building or structure and the retention of the front or main façade and the construction of a new building or structure behind the preserved façade. (See also definition of **Demolition**).

Pingao (Pikao)	means a fibrous plant *(Desmoschoenus spiralis)* used for decorative purposes such as tukutuku panelling, the construction of kete (basket, kit), as well as for other weaving purposes.
Place of Assembly	means land or buildings which are used principally for the public or private assembly of persons for cultural, entertainment, recreation, leisure, education or similar purposes. They include conference centres, seminar rooms, gymnasiums, public halls, theatres and cinemas, display galleries and museums.
Plot Ratio	means the total floor area of buildings permitted to be erected on a site. The plot ratio is calculated by dividing the net floor area of all buildings on the site by the net site area. Plot ratio is used in the Residential A Zone.
Pounamu	means greenstone, nephrite, New Zealand jade.
Principal Building	means a building, buildings or part of a building accommodating the activity for which the site is primarily used.
Private Way	shall have the same meaning as defined in Section 315 of the Local Government Act 1974.
Prospecting	means any activity undertaken for the purpose of identifying land likely to contain exploitable mineral deposits or occurrences; and includes: • geological, geochemical, and geophysical surveys; and • the taking of samples; and • aerial surveys. The taking of samples shall be limited to taking by hand or hand-held methods.
Public Area or Public Floor Area (PFA)	means those parts of a building or outdoor area normally available for use by the general public exclusive of any service or access areas of the building.
Public Safety Hazard	includes, but is not limited to, any tree that interferes with live power lines, has become unstable due to weather, has become diseased, or has grown into an unstable form.
Radiocommunication Facilities	means any transmitting/receiving devices such as aerials, dishes, antenna, cables, lines, wires and associated equipment/apparatus, as well as support structures such as towers, masts and poles, and ancillary buildings.
Rahui	means restrictions, controls, also a statement that a resource is being actively managed, 'No Trespass' sign, reserve, reservation.
Rangitira (Rakatira)	means chief.
Rangitiratanga (Rakatiratanga)	See **Tino Rangitiratanga (Tino Rakatirataka)**.

Recession Lines	means lines constructed from points on or above a boundary surface or a road surface, the angle of inclination of which is measured from the horizontal, at right angles to a site boundary and in towards the site. (See Appendix 4-1 for how to apply recession lines.) No building features shall protrude through or above the building envelope constructed by recession lines except the following: • chimneys, ventilation shafts, roof water tanks, lift and stair shafts and spires, poles and masts less 9m above ground level, provided the maximum dimension thereof measured parallel to the boundary under consideration shall not exceed 1.5m, and provided for buildings over three storeys, such features are contained within or are sited directly against the outside structural walls; and • in Residential Zones where a single gable end with a base (excluding eaves) of 7.5m or less faces a boundary and a recession line strikes no lower than half way between the eaves and ridge line, a gable end may penetrate the recession lines. Where the land immediately adjoining the site boundary forms part of a right-of-way or access strip, the recession lines shall be calculated from the far side of the right-of-way or access strip.
Recreation	means all activities freely chosen by an individual, which give that person enjoyment, satisfaction and a sense of well-being. Recreation activities can be described as "active", including group sports or activities of a less formal nature, such as jogging or cycling, community rugby and football teams or "passive", including activities such as picnicking, nature watching or viewing the landscape.
Recreation Lodge	means an integrated development of visitor accommodation with all food preparation, dining, recreation and bar facilities being centralised and shared by all visitors.
Recreational Activity	means the use of land and buildings for the primary purpose of recreation and entertainment by the members of more than one household unit. This does not include commercial recreational activities where a fee is paid to use facilities i.e. a commercial bowling alley but does include community sports facilities where a membership fee may be paid.
Relocatable	means not intended for permanent location on any site and readily capable of removal for relocation to another site.
Relocation	in relation to a building, means the removal of any building from any site and the permanently fixing down on a new site. In relation to any heritage item (building), relocation means to physically shift the location of the building within a property or to another property and may include raising a building or structure.
Repair (of a historic item)	means the restoration to good or sound condition of any existing building (or any part of an existing building) for the purpose of its maintenance.
Reserve	means a reserve in terms of the Reserves Act 1977.

Residential Unit	means a single self contained housekeeping unit, whether of one or more persons, that contains one kitchen facility, and includes accessory buildings. If more than one kitchen facility is provided, there shall be deemed to be more than one residential unit.
Residential Activity	means the use of land and buildings by people for the purpose of permanent living accommodation, including all associated accessory buildings, leisure activities and the keeping of domestic livestock. For the purposes of this definition, residential activity shall include emergency and refuge accommodation, and the use of holiday homes which is not commercial.
Retail Activity	means the use of land or buildings for displaying or offering goods for sale or hire to the public and includes, but is not limited to, food and beverage outlets, small and large scale retail outlets, trade suppliers, yard based suppliers, second hand goods outlets and food courts.
Retail Sales	means the direct sale or hire to the public from any site and/or the display or offering for sale or hire to the public on any site of goods, merchandise or equipment. Retail sales includes restaurants, but excludes recreational activities.
Right of Way	means an area of land over which there is registered a legal document giving rights to pass over that land to the owners and occupiers of other land.
River	A natural stream of water that flows under or over land and empties into a body of water such as a sea or lake. This includes ephemeral rivers.
River Protection Work	means works, structures and plantings for the protection of property and people from floods; and includes areas of vegetation maintained or planted in the margins of flood fairways, the clearance of vegetation and debris from flood fairways, stopbanks, access tracks, rockwork, anchored trees, wire rope and other similar structures.
Road	means the whole of any land which is vested in the council for the purpose of a road or as defined in Section 315 of the Local Government Act 1974.
Road Boundary (Road Frontage)	means any boundary of a site abutting a legal road (other than an access way or service lane) or contiguous to a boundary of a road designation. **Frontage** or **Road Boundary** (Road Frontage) shall have the same meaning as road boundary.
Rohe	means boundary, district, as for rohe potae.
Rohe Potae	means traditional Tribal boundaries.
Runanga (Runaka)	means local representative groups holding manawhenua. A Maori equivalent of local government formed to protect and defend the rangatiratanga, the turangawaewae, and the cultural and social values of their members.
Rural Activities	Means farming activities, intensive farming activities, and forestry activities.

Rural Service Activities	means any activity that provides a commercial service to a rural activity such as seed cleaning, rural contractors and grain drying.
Sealed	means a road, street, vehicle access, parking area, manoeuvring, loading or hard stand area with a constructed pavement to a formed standard and surfaced with a permanent treatment using an impervious layer of either bitumen and chip seal, asphaltic concrete, paving blocks, concrete or similar products. See also the definition for **hardsurfacing**.
Sensitive Activity	includes any of the following activities: • Residential Activity; • Travellers Accommodation; • Community Facility; • Recreational Facility or Recreational Activity; • Place of Assembly; • Restaurant; • Educational Facility; • Camping Ground Facility; but excludes Temporary Accommodation.
Service Activity	means the use of land and buildings for the primary purpose of the transport, storage, maintenance or repair of goods, including panel beating and vehicle spraying. It also provides for service stations. See also the definition of Rural Service Activity for those activities servicing a rural activity.
Service Lane	means any lane laid out or constructed for the purpose of providing the public with a side or rear access for vehicular traffic to any land or as defined in Section 315 of the Local Government Act 1974.
Service Station	means any site where the dominant activity is the retail sale of motor vehicle fuels (including petrol, LPG, CNG, diesel, or similar), and may also include any one or more of the following: • the sale of kerosene, alcohol based fuels, lubricating oils, tyres, batteries, vehicle spare parts and other accessories normally associated with motor vehicles; • mechanical repair and servicing of motor vehicles (includes motor cycles, caravans, boat motors, trailers); • warrant of fitness testing; • the sale of other merchandise where this is an ancillary activity to the sale of motor fuel and vehicle accessories; • truck stops; • car wash facilities.

Setback (or Building Setback)	means the distance between the façade of a building and the boundary of its site. Where any building is required to be setback from any site boundary, no part of that building, unless specifically permitted by the Rules in the Plan, shall be closer to the site boundary than the minimum distance specified. Where any road widening is required by this Plan, the setback shall be calculated from the proposed final site boundary.
Shelterbelt	means trees or vegetation planted primarily to provide shelter for stock or for other agriculture or horticulture purposes up to a maximum width of 15m but excluding amenity tree planting, horticulture and forestry activities.
Sign / Signage	means any sign or device of whatever nature for the purpose of specific identification of any site or building, for providing directions or information, or for promoting any goods, services or forthcoming events, and which is visible from any public place or thoroughfare. Such sign may consist of a specially constructed device, structure, erection or apparatus, or may be painted, written, printed, carved, embossed, inscribed, projected onto, placed or otherwise fixed to or upon any site, wall, hoarding, pole, fence, rock, stone, tree, stationary vehicle or structure or erection of any kind whatsoever. For the purpose of the Signage rules, the definition of sign excludes any advertising device situated internally within a building or within the window of a premise.

Site	means an area of land or volume of space shown on a plan with defined boundaries, whether legally or otherwise defined boundaries, and includes: • comprised in a single allotment or other legally defined parcel of land, and held in a single title (computer register); or • comprised in a single allotment or legally defined parcel of land, for which a separate title (computer register) could be issued without further consent of the Council; being in any case the smaller land area of the two. or An area of land which is comprised of two or more adjoining allotments or other legally defined parcels of land, held together in one title (computer register) in such a way that the lots cannot be dealt with separately without prior consent of the Council; or An area of land which is comprised in two or more adjoining titles (computer registers) where such titles are: • subject to a condition imposed under Section 37 of the Building Act or Section 643 of the Local Government Act 1974; or • held together in such a way that they cannot be dealt with separately without the prior consent of the Council. except that: In the case of land subdivided under the cross lease or company lease systems (other than strata titles), site shall mean an area of land containing: • a building or buildings for residential or business purposes with any accessory building(s), plus any land exclusively restricted to the users of that/those building(s); or • a remaining share or shares in the fee simple creating a vacant part(s) of the whole for future cross lease or company lease purposes; and In the case of land subdivided under the Unit Titles Act 1972 (other than strata titles), site shall mean an area of land containing a principal unit or proposed unit on a unit plan together with its accessory units; and In the case of strata titles, site shall mean the underlying certificate of title of the entire land containing the strata titles, immediately prior to subdivision.
Site Boundary	shall have the same meaning as **Boundary**.
Site Coverage	see **Building Coverage** (or Site Coverage) above.

Site Standards	are specified in relation to matters which tend to impact on the use of the particular site and adjacent areas. The Site Standards are considered important in achieving a satisfactory environmental standard in the immediate vicinity of an activity. While these standards are important, they are not fundamental to the integrity of an area and so are set in a way that if development does not comply with these standards the Council will consider the matter of non-compliance by way of resource consent. This enables the Council to consider the implications of non-compliance on the use and enjoyment of the site being developed and on the surrounding environment.
Sleepout	means an accessory building used primarily for sleeping purposes for occupants of the residential site. Sleepouts shall not be self contained or include kitchen facilities and shall be limited to a maximum of 40m² GFA. Sleepouts may not be rented out or used separately from the main residential unit on the site.
Special Event	means an irregular event, of a short term or temporary nature, which could involve large groups of people or is of such a character that the normal requirements relating to matters such as noise, parking and the like cannot be complied with and includes entertainment, cultural events, sporting events, public meetings, galas, and market days.
Stopbank	means a structure or device for containing or diverting river flows to protect property, people or assets. (See Appendix 3-1 for how to establish the centreline of a stopbank.)
Stream	A naturally occurring narrow and shallow river. This includes ephemeral streams.
Supermarket	means an individual retail outlet that sells a comprehensive range of food, beverage and other disposable goods such as fresh meat and produce; chilled, frozen, packaged, canned and bottled foodstuffs and beverages; and general housekeeping and personal goods.
Surroundings	in relation to a heritage item, means an area of land (including land covered by water) surrounding a place, site or area of heritage significance which is essential for retaining and interpreting its heritage significance. It can apply either to land which is integral to the heritage significance of items or an area which includes buildings, sites, trees, and place/area of significance to Maori. The term surroundings is adopted to include curtilage and setting.
Tangata Whenua (Takata Whenua)	means 'people of the land', the people who hold the turangawaewae and the manawhenua in an area, according to Tribal and hapu custom.
Taonga (Taoka)	means treasured possessions, includes both tangible and intangible treasures, for example, the Maori language.
Tapu	means sacred, spiritual protection or restriction, best described by the context in which it is used.
Tauranga Waka	means canoe landing sites.

Tavern	means a commercial activity which consists of the sale of liquor and other refreshments to the general public for consumption on the premises. A tavern may include a restaurant, but excludes visitor accommodation.
Telecommunication Facility	means any telecommunication line, telephone exchange, telephone booth, telephone cabinet or pay phone, or any other structure, facility or apparatus intended for the purpose of effecting telecommunication.
Telecommunication Line	means a wire or wires or a conductor of any other kind (including a fibre optic cable) used or intended to be used for telecommunication and includes any insulator, casing, minor fixture, tunnel, or other equipment of material used or intended to be used for enclosing, surrounding or protecting any such wire or conductor; and also includes any part of a line.
Temporary Military Training Activity	means an activity undertaken temporarily for Defence purposes. Defence purposes are those in accordance with the Defence Act 1990. The Defence Act also enables access to Defence Areas, which includes areas utilised for temporary military training activities, to be restricted.
Te Tiriti o Waitangi	means the Treaty of Waitangi, often used to mean specifically the Maori version which Ngai Tahu and most other Chiefs signed.
Te Waipounamu	means the South Island, usually said to mean literally "The Greenstone Waters". The traditional southern form is Te Waahi Pounamu, or "The Place of Greenstone". This in fact is a specific smaller area still known to traditional Kai Tahu people, but the term is generally understood now to refer to the whole of the South Island. Because of the Kai Tahu dialectical glottal stop the "h" disappeared from written forms, "wa'i", and the original word "waahi" (place) has been re-interpreted by other Maori of northern tribes as "wai" (water). Those overlaid "traditional explanations" appeared in print in Pakeha books, have been repeated by authoritative Maori, and many Ngai Tahu now believe those versions instead of their own.
Tikanga Maori (Tikaka Maori)	means Maori traditions, customs, lore or law, the correct Maori way.
Ti-kouka	means Cabbage Tree (*Cordyline australis*). Highly valued for its natural carbohydrates, yielding fructose and other sugars when cooked.
Tino Rangitiratanga (Tino Rakatirataka)	means full chieftanship and authority, including the right to permit or deny others, inherent sovereignty.
Tipuna	means ancestors, also tupuna.
Tohunga	means spiritual leaders, experts in various disciplines.

Trade Supplier	Business engaged in sales to businesses, may include sales to general public, but wholly consists of sales in one or more of the following categories: • Automotive and marine supplies; • Building supplies; • Garden and landscaping supplies; • Farming and agricultural supplies; • Hire services; • Office furniture, equipment and systems supplies.
Tuna	means eels. It is important to note that Ngai Tahu have over 30 names for eels. These refer to different species, and also to different seasonal age-classes and varieties within those species.
Turangawaewae	means a person's right to stand on a particular piece of land or in a certain place and to speak and be heard on matters affecting them and their relationships to that land and its resources.
Urupa	means places where Maori bury their dead, often enclosed.
Yard Based Activity	Retail activity with the primary function of the supply of goods from a yard area and includes building supplies (DIY or Trade), garden centres, automotive and marine yards, farming and agricultural supplies and heavy machinery or plant. More than 50% of the area devoted to sales or display must be located in covered or uncovered external yard as distinct from within a secure and weatherproofed building.
Utility	means facilities, structures and works necessary for, incidental to, and associated with, providing the following: • the generation and transmission of energy; • transportation networks and navigational aids; • the storage, treatment and conveyance of water, stormwater and sewage; • the disposal of waste; • radiocommunications and telecommunications; • the protection of the community from natural hazards; • monitoring and observation of weather; • undertaking a project or work described as a "network utility operation" by regulations made under the Resource Management Act.
Vegetation Clearance	means the felling, clearing or modification of trees or any vegetation by cutting, crushing, cultivation, spraying or burning. **Clearance of Vegetation** shall have the same meaning.
Vehicle Crossing	means the formed and constructed vehicle entry/exit from the carriageway of any road up to and including that portion of the road boundary of any site across which vehicle entry or exit is obtained to and from the site, and includes any culvert, bridge or kerbing.

Vehicle Trip	means a single vehicle movement to or from a particular site by a person or persons in a motor vehicle.
Visitor Accommodation	means the use of land and buildings for short-term, commercial, living accommodation where the length of stay for any one visitor is not greater than 4 months at any one time. Visitor accommodation may include some self-contained or centralised services or facilities, such as food preparation, dining and sanitary facilities, conference, recreation and bar facilities, and associated parking areas for the use of those staying on the site.
Waahi Taonga (Waahi Taoka)	means places (waahi) of special value.
Waahi Tapu	means places of sacred and extreme importance.
Wastes	means any materials, including waste containers and their contents (whether solid or liquid), which have been discarded or rejected as being spent, useless, worthless or in excess. They include waste materials from any industrial, commercial, institutional or trade source, and waste materials removed or collected for disposal from any residential or rural property. Solid Wastes include liquid wastes only to the extent that they are present in containers.
Wastewater System	means those components of the network between the point of discharge from a customer to the discharge of treated effluent into the natural environment. This includes but is not limited to: trunk main, rising mains, mains, manholes, terminal maintenance shafts, property laterals (on road reserve irrespective of point of discharge), pump stations, pumps, valves, meters, treatment plants, canal, wetlands, lagoons, infiltration basins, and irrigated land.
Waste Management Facility	means any landfill, resource recovery park, transfer station, recyclables drop-off site or other land or facility operated by or for the Council for the disposal or temporary storage of refuse or any specified recyclable.
Waterbody or Water Bodies	means any fresh water in a river, lake, stream, pond or wetland, or any part thereof (including ephemeral and modified), but excludes an artificial watercourse or waterbody.
Water Supply	means those components of the network between the point of abstraction from the natural environment and the point of supply. This includes but is not limited to: wells, infiltration galleries, intake structures, open raw water storage ponds/lakes, falling mains, treatment plants, treated water reservoirs, trunk mains, service mains, rider mains, pump stations, pumps, valves, hydrants, scour lines, service pipes, boundary assemblies, meters, backflow prevention devices and tobies.

Wetland	means a) wetlands which are part of river, stream and lake beds; b) natural ponds, swamps, marshes, fens, bogs, seeps, brackish areas, mountain wetlands, and other naturally wet areas that support an indigenous ecosystem of plants and animals specifically adapted to living in wet conditions, and provide a habitat for wildlife; coastal wetlands above mean high water springs; but excludes: i. wet pasture or where water temporarily ponds after rain; ii. artificial wetlands used for wastewater or stormwater treatment except where they are noted for high ecological values; iii. artificial farm dams, drainage canals[7] and detention dams; iv. reservoirs for fire fighting, domestic or community water supply.
Whakapapa	means genealogy, genealogical relationship.
Whakatauki (Whakatauaki)	means proverbial saying.
Whanau	means family groups.
Whanaungatanga	means the relationship which binds people together through their common genealogy; unity of purpose and mutual support.
Whenua	means land, also the placenta.
Workers Accommodation	means a residential unit for the use of farm workers or family members, additional to the first residential unit on a site, provided they are to be constructed on a farming unit to provide accommodation for persons employed on that farm and that no further subdivision is involved. Workers accommodation shall be legally encumbered to ensure that they are not separately subdivided from the main farming unit.
Zone Standards	are standards which are fundamental to the environmental standard or character which is sought to be attained for a zone or area. These standards often relate to matters which can have widespread or cumulative effects on the wider zone or area, such as noise and traffic generation. Because of their importance, all activities which fail to meet these standards are non-complying activities which face a rigorous test if they are to obtain resource consent.

17.2 Noise Definitions

Commonly used noise measurement parameters and other useful noise definitions are provided below:

dB	decibels are a logarithmic unit used to measured sound pressure. A doubling of sound pressure results in a 3dB increase in sound level.
L_{dn}	is a "day-night" noise level. This is an L_{eq} measured over a 24hr period, where night-time noise levels are penalised by 10 dB to account for additional annoyance during sleeping hours.
$L_{Aeq(t)}$	is the time-averaged, A-weighted sound pressure level during the sample period and effectively represents an average value. The suffix "t" represents the time period to which the noise level relates, and should be stated in all cases. A 15 minute measurement previously denoted as "55 dBA L_{eq}" is now stated as "55 dB $L_{Aeq(15min)}$".
L_{AFmax}	is the maximum A-weighted sound level measured using fast response (hence F), during a chosen sample period. It is also used to describe intrusive sound. Previously denoted L_{max}.
L_{AFmin}	is the minimum A-weighted sound level measured using fast response (hence F), during a chosen sample period.
L_{A10}	is the A-weighted sound level that is exceeded for 10% of the sample period. Previously denoted as L_{10}, this parameter has been used for many years to describe intrusive sound. In the latest version of New Zealand standards, it has been replaced by $L_{Aeq(t)}$, which is numerically very similar.
$L_{90(t)}$	is the sound level that is exceeded for 90% of a chosen sample period, and is used to quantify background noise. Generally A-weighted (and denoted $L_{A90(t)}$), with the suffix "t" denoting the measurement time, which should be stated, L_{90} has replaced the previous L_{95} to bring New Zealand into line with International practice.
L_{AE}	is the A-weighted Sound Exposure Level, previously known as SEL. This is a notional parameter and is the sound level, that if maintained for a constant 1 second, contains the same energy as the varying noise level.
A-weighting	is the process by which noise levels are corrected to account for the non-linear frequency response of the human ear.

All noise levels are quoted relative to a sound pressure of $2x10^{-5}$Pa.

NZS6801 New Zealand Standard NZS 6801:2008 *Acoustics—Measurement of Environmental Sound*

NZS6802 New Zealand Standard NZS 6802:2008 *Acoustics—Environmental Noise*

NZS6808 New Zealand Standard NZS 6808:2010 *Acoustics - The Assessment and Measurement of Sound from Wind Turbine Generators*

7. Adoption of Long-Term Plan 2024-34 Supporting Information

Author *Femke van der Valk, Corporate Planner*
Tayyaba Latif, Policy Advisor
Activity Manager *Mark Low, Strategy & Policy Manager*
Executive Team Member *Toni Durham, GM Democracy & Engagement*

Summary

- The purpose of this report is to adopt the supporting information for the LTP 2024-34, including:
  - Draft Financial Strategy 2024-34
  - Draft Infrastructure Strategy 2024-54
  - LTP Activity Statements
  - Proposed Fees 2024/25
  - Significant Forecasting Assumptions
  - Draft Council Financial Statements
  - LTP Policies
- All of this information will be incorporated as part of the final LTP document to be adopted by Council on 26 June 2024.
- As part of the LTP Review, Council have revised rating maps, and some changes are proposed to be part of this consultation.

Recommendation

1. **That** Council adopts the LTP 2024-34 supporting information for consultation.
2. **That** Council approves the Rating Map revisions, as outlined for consultation

Attachments

Appendix 1 Draft Financial Strategy
Appendix 2 Draft Infrastructure Strategy
Appendix 3 Draft LTP Activity Statements – Infrastructure Services, Public Services, Regulatory Services, Miscellaneous
Appendix 4 Proposed Fees 2024/25
Appendix 5 Draft Significant Forecasting Assumptions
Appendix 6 Draft Council Financial Statements

Background

The current situation

1. Council is required to have a ten year Long-Term Plan (LTP) at all times.

2. A core part of developing the LTP is the preparation of various building blocks of the LTP process, such as the Infrastructure Strategy and Financial Strategy. This Supporting Information underpins the LTP and must be adopted for consultation alongside the LTP Consultation Document. Much of this information will form part of the final LTP document when it is adopted at the end of June.

3. The Financial Strategy outlines how we will manage our finances over the next 10 years. It sets out our general approach and principles that we will follow, including limits on rate levels, rate rises and borrowing.

4. The Infrastructure Strategy looks across the next 30 years, and lays out the most likely scenarios for how our critical infrastructure will be managed, and the most important decisions we're going to face as a community in the future.

5. Other supporting information for adoption for consultation includes:

   i. ***Proposed Fees and Charges 2024/25*** – these represent the Fees and Charges proposed for 2024/25 across all of Council's activities.

   ii. ***Council Activity Statements*** – these outline key information for all of Council's activities (e.g. drinking water, transportation, regulatory functions, art gallery and museum). This includes what the activity is, why we are involved, how we measure our performance, issues impacting on the activity, projects and financial information.

   iii. ***Draft Council Financial Statements*** – key whole of Council financial statements such as the Statement of Comprehensive Revenue and Expensive, Statement of Cashflows and Statement of Financial Position, and presents Council's overall financial situation over the ten years.

   iv. ***Significant Forecasting Assumptions*** – general and financial forecasting assumptions are important to guiding the development of the LTP.

6. Council is also required to review its funding and financial policies ahead of the Long-Term Plan 2024-2034, scheduled to be adopted on 26th June 2024. Council has considered all of these policies in the leadup to the main LTP consultation and approved the following draft policies for consultation alongside LTP.

7. Additional information has been prepared to support the consultation on these policies, that explains the policies, outlines the key changes proposed and how submissions can be made. This will be made available via the website and hard copies where provided.

8. The policies are:

i. Draft Policy on Rates Remission including on Māori Freehold Land

- On 6 December 2023, Council approved Draft Policy on Rates Remission including on Māori Freehold Land for consultation alongside consultation on the Draft LTP 2024-34.

- Proposed changes include:

  i. Exclude waste collection charges from rates remissions.
  ii. To include detailed policy section on rates remission for Māori Freehold Land.
  iii. Proposing to include procedural clause to clarify criteria to apply for rates remission of excessive water bill due to leakage in the reticulation service.

ii. Draft Policy on Rates Postponement including on Māori Freehold Land

- On 6 December 2023, Council approved Draft Policy on Rates Postponement including on Māori Freehold Land for consultation alongside consultation on the Draft LTP 2024-34.

- Proposed changes include:

  i. Include a clause regarding the expectation to apply for rates rebate if applicable.
  ii. Inclusion of rates postponement policy of Māori Freehold Land.
  iii. Inclusion of procedural clause to clarify that the applicant will be responsible for all legal fees, land registration fees or the cost associated with registering, amending, or removing the statutory land charge from its record of title.

iii. Draft Revenue and Financing Policy

- On 21 February 2024, Council approved the Draft Revenue and Financing Policy for consultation alongside consultation on the Draft LTP 2024-34.

- Proposed changes include:

  i. We are proposing to change how we fund Stockwater Management activity and increase the fixed charge to $700 from $260.
  ii. Other changes include minor adjustments to funding ratios.
  iii. There are some activities where we are proposing status quo

iv. Draft Development and Financial Contributions Policy

- On 21 February 2024, Council approved Draft Development and Financial Contribution Policy for consultation alongside consultation on the Draft LTP 2024-34.

  - Proposed changes include:
  - Updates to the schedule of development contributions charges
  - Introduction of new development contributions for Methven-Springfield and Mt Somers to account for growth-related capital expenditure in these communities
  - Introducing a more flexible and fair approach to assessing development contributions for multi-unit residential developments (e.g. retirement villages)

v. Community Engagement Policy

- On 6 March 2024, Council approved the Draft Community Engagement Policy for consultation alongside consultation on the Draft LTP 2024-34.

- Proposed changes include:
  i. New significance criteria added relating to environmental/climate change impact
  ii. Updated commentary relating to considerations of impacts on future communities and mana whenua
  iii. Three Council facilities added to strategic assets – EA Networks Centre, Te Whare Whakatere and Ashburton Art Gallery and Museum
  iv. Section on implementation added

vi. Treasury Management Policy

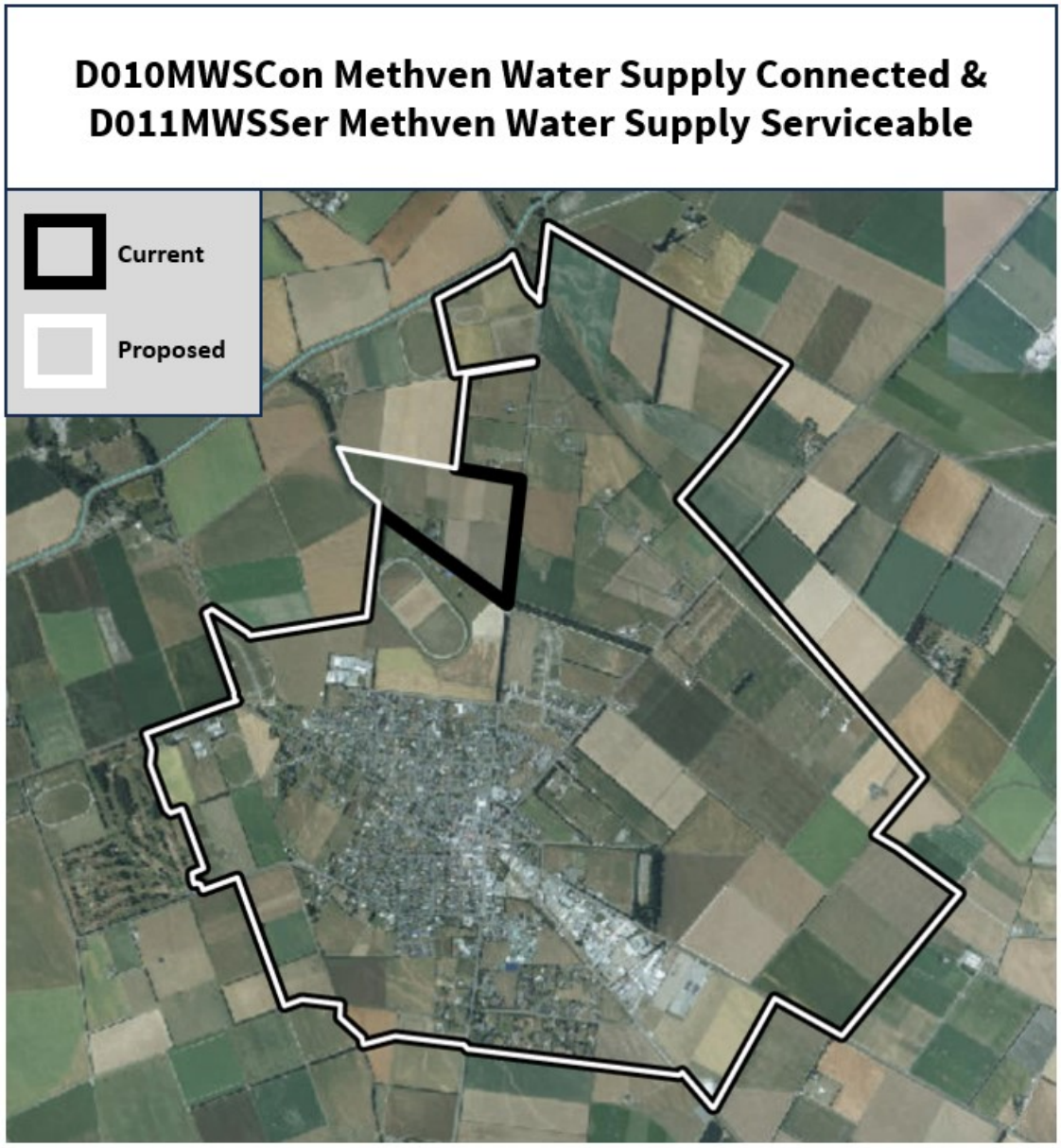
- This was adopted on 20 December 2023 and is not required to be consulted on, but is available on Council's website.

Rating Maps Revision

9. An ongoing project over the last year has been the revision of rating maps on which we base the rating of different services. This has been to clarify existing anomalies and ensure ratepayers are being rated correctly for different services provided by Council. From this review, there have been several minor changes alongside more significant changes that need to be consulted on. These generally only affect a small number of properties. The rating maps that are being proposed for consultation are:

i. Methven Water Supply (Connected & Serviceable)

We are proposing to extend Methven water supply boundary to include the area that is connected to the Methven water supply. The proposed change will bring three new properties into the Methven water rate boundary. These properties have an existing water connection which is also metered. We are proposing to do targeted consultation with these three properties.



Methven Waste Collection

We are proposing to extend waste collection service which includes wheelie bin and crate kerbside collection to properties in a new subdivision in Methven. According to the proposal three properties in Inky Lord Lane and five properties in Tactician Lane will be able to receive the waste collection service, beginning in July 2024.

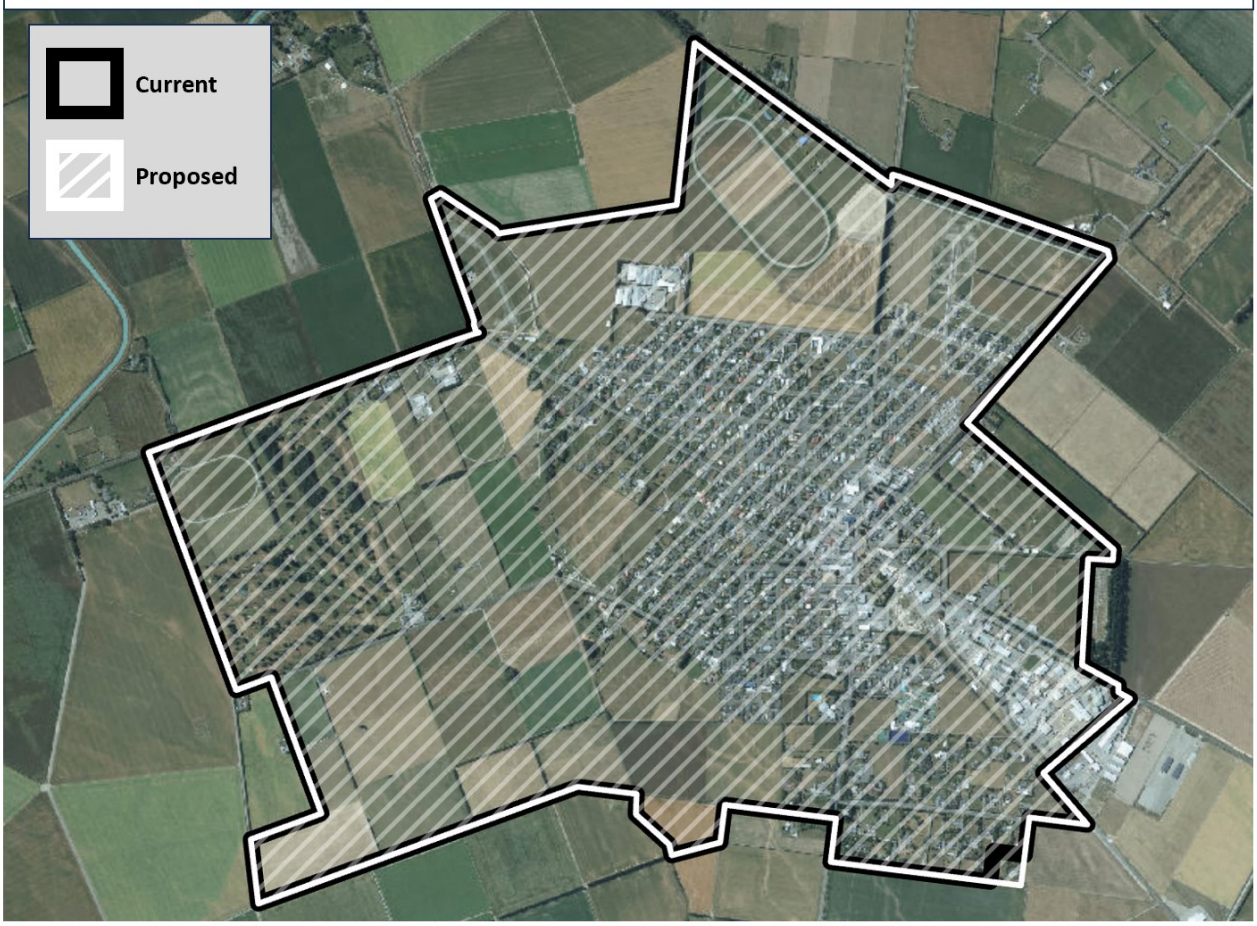
D015MetWC Methven Waste Collection

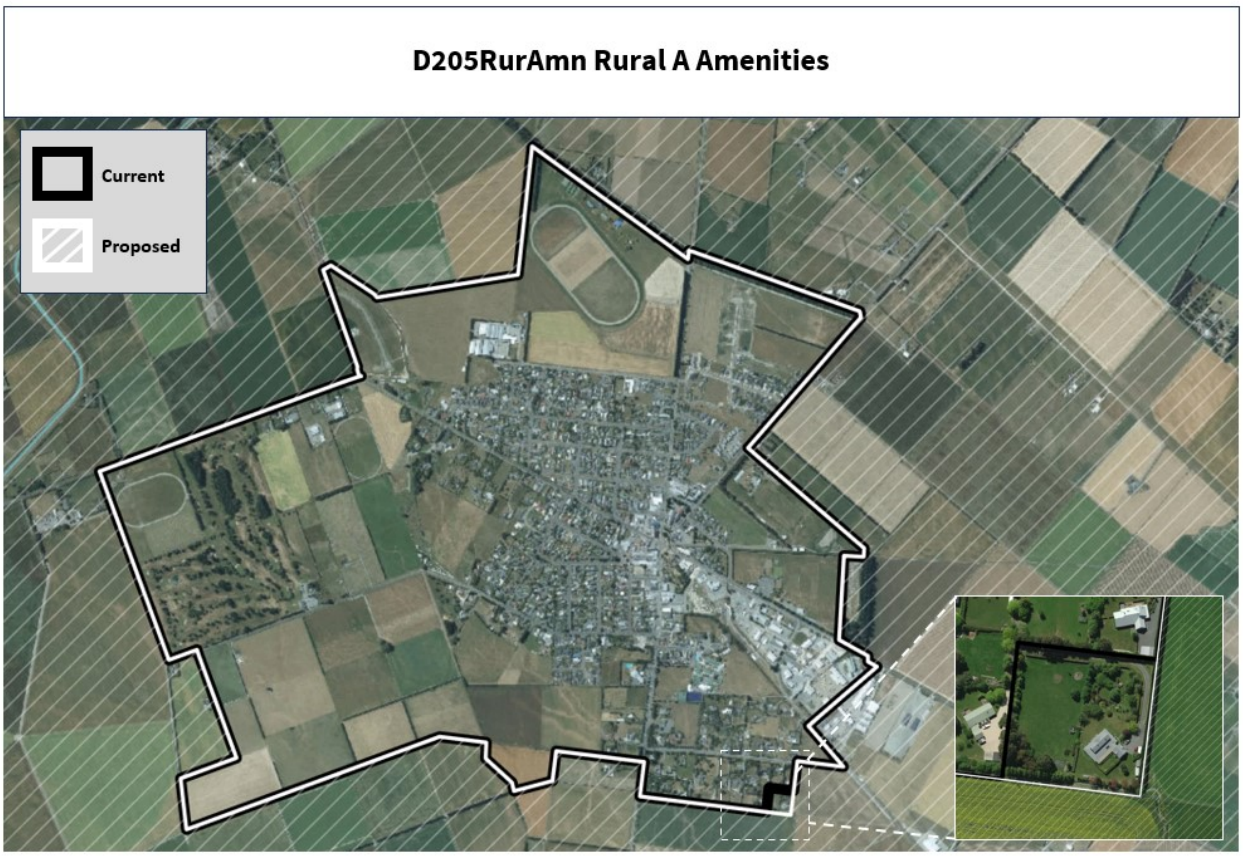
Methven Urban Amenities Rate

The property is currently in the Rural amenities rating boundary and its driveway is in Methven amenities rate boundary. There is a need to eliminate confusion which rate this property should be paying. We are proposing it to include the entire property in Methven amenities boundary to make it consistent with surrounding properties.

The inclusion of the mentioned property in Methven amenities boundary would mean that the rural amenities boundary will also be changed to reflect this change.

D237MStWtr Methven Amenities
D239 MBusAm Methven Business Amenities
D254 MtHutt Mt Hutt Memorial Hall

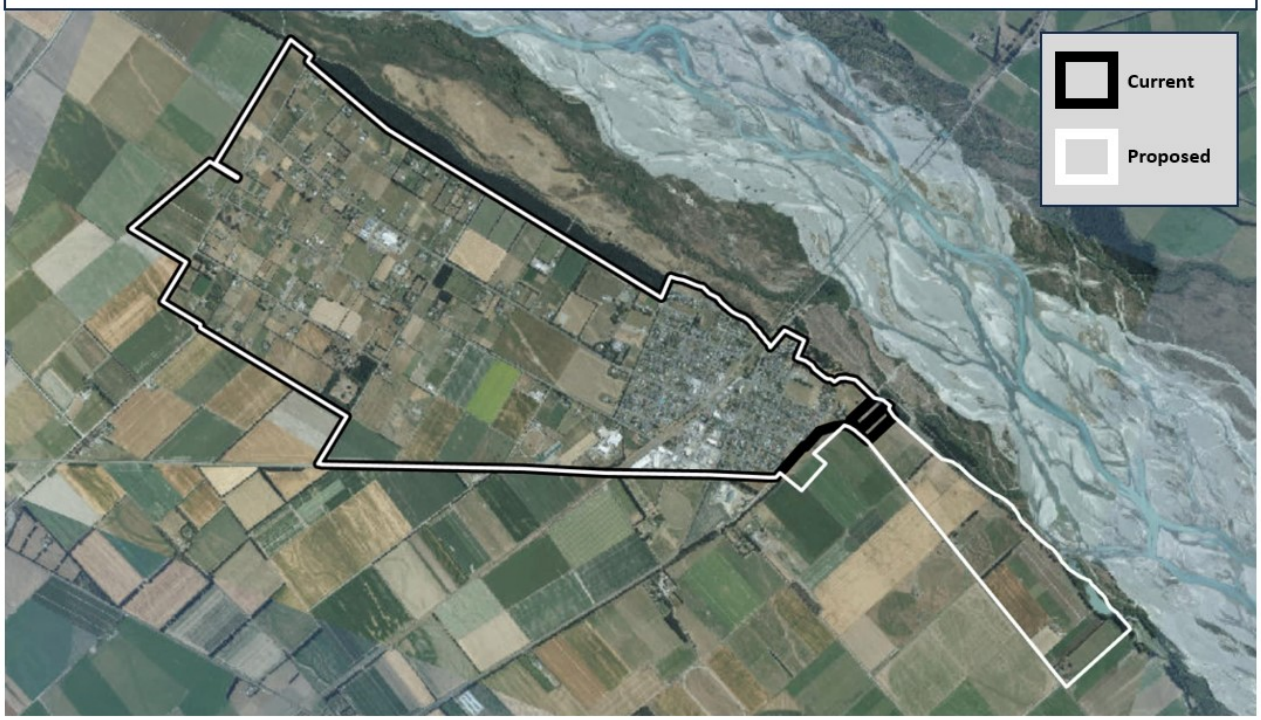




Rakaia Waste Collection

We are proposing to extend our waste collection service to cover additional properties on Acton Road and Burrowes Road in Rakaia. Since the service was introduced in 2017, it has been a success by enabling residents dispose of waste in a sustainable and responsible way. Some property owners have requested bins in the proposed area. We propose to do a targeted formal consultation with the property owners on Acton Road and Burrowes Road regarding the extension of waste collection rating boundary in Rakaia. The extension would mean waste collection service will be provided to 16 additional properties in Rakaia, beginning in July 2024.

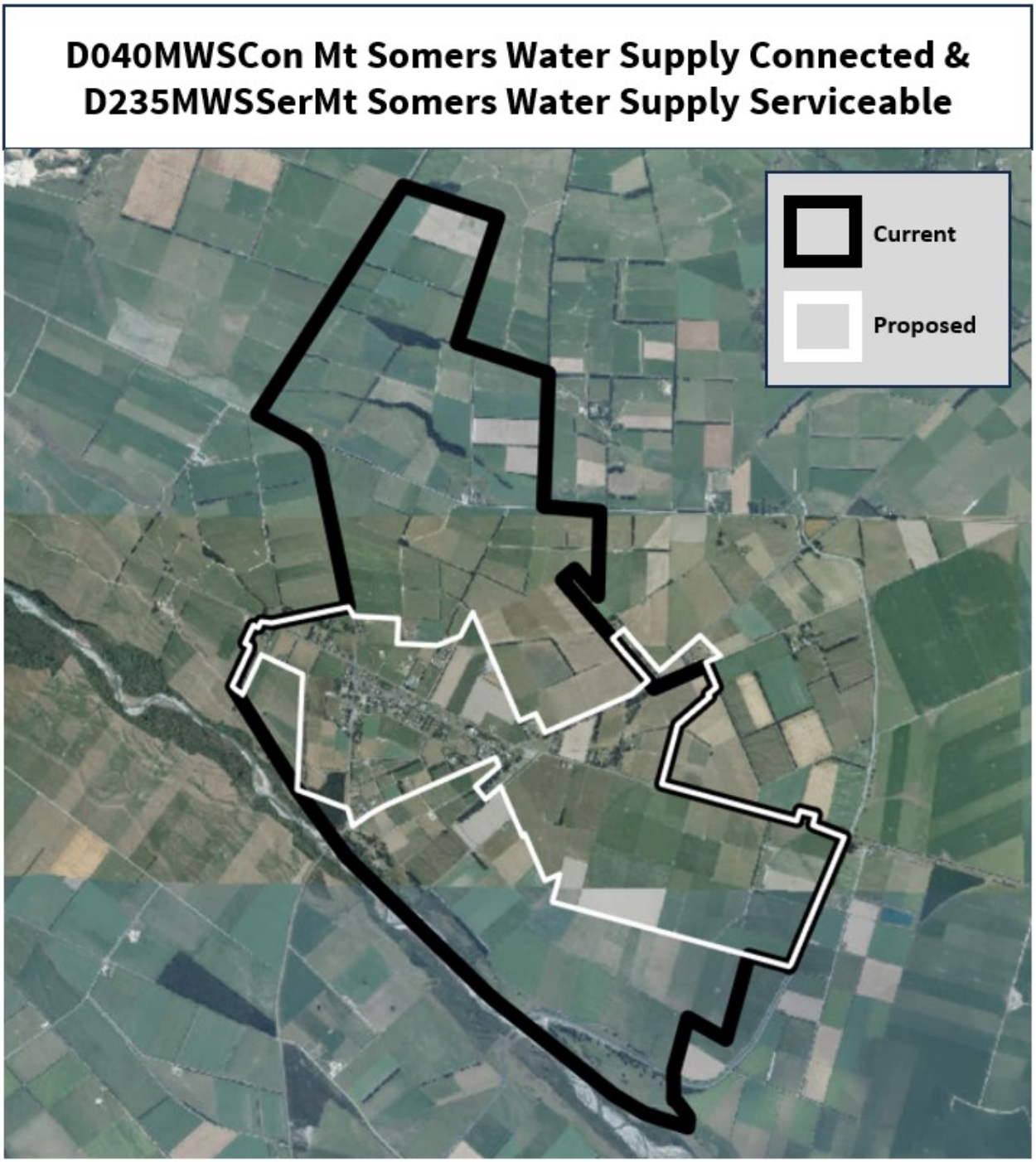
D025RakWC Rakaia Waste Collection



Mt Somers Water Supply Connected & Serviceable

There are large areas in the existing boundary that are unable to receive this service. We are proposing to reduce Mt Somers water supply rating boundary to reflect the serviceable area.

There are additional properties (4 properties) on the outside of the boundary that have a connection to water supply. We are proposing to bring those properties inside Mt Somers water supply rating boundary as they are connected to the service.



Previous Council consideration

10. This information has been considered throughout the LTP development process at public workshops and other meetings over the last year. The draft Infrastructure and Financial Strategies were discussed with Council at the 31 January and 21 February 2024 workshops. Information has been revised based on the outcomes of those conversations.

11. Audit New Zealand have reviewed this information as part of their pre-consultation audit.

Options analysis

Option one – adopt the Draft LTP 2024-34 Supporting Information for consultation (recommended option)

12. This option would see Council adopt the draft supporting information as it currently stands. This is the recommended option.

13. These documents underpin the Long-Term Plan and consultation document. Adopting this information will send a consistent message to the community and to Audit NZ of Council's intentions.

14. These documents will be available through Council's website during consultation. While the Consultation Document outlines the key issues Council is seeking feedback on, comment can be made on any of the information associated with the Draft LTP.

Advantages:	***Disadvantages:***
Council will comply with legislative requirements of public consultation and adoption of the Long Term Plan.	No disadvantages identified for this option
Risks: No risks identified.	

Option two – adopt the Supporting Information with amendments

15. Council would adopt the supporting information document with some amendments. Depending on the significance of the changes this is not recommended as there is very limited time to research and process amendments prior to the start of the consultation on 27 March.

Advantages:	***Disadvantages:***
If Council decides minor but important changes are necessary, they can be likely be processed in the documents.	Significant changes are likely to lead to a delay in the LTP process. There's very limited time for research and processing any significant changes prior to the start of consultation.
Risks: Depending on the significance of the changes and the work required to process them this could affect the LTP timeframe and potentially risk Council not meeting its legislative deadlines. Depending on any delays, this could have implications on future processes (e.g. striking the rates, annual report).	

Option three – do not adopt the Draft LTP 2024-34 Supporting Information for consultation

16. This option would see Council not adopt the draft supporting information as it currently stands. This is not the recommended option.

17. These documents underpin the Long Term Plan and consultation document. Not adopting these strategies would send an inconsistent message to the community and to Audit NZ. Council is legally obliged to adopt the supporting information for consultation when consulting on the LTP Not adopting these could cause confusion and cast doubt on Council's intentions, as well as not provide the full LTP picture for the community.

Advantages:	***Disadvantages:***
Council could make significant changes to its programme that would match its proposed approach.	- Nullification of all work done to date by Councillors and Officers in the preparation of the Long Term Plan 2024-34. - Significant rework would be required. - Financial losses from work conducted to date e.g. audit, consultation planning etc.
Risks: - Reputational risk when Council does not continue with the consultation when this has already been communicated with the community and covered by the media in preparation of the consultation. - Work programmes of Council staff would be affected and need to be reconsidered. This may affect delivery of other work projects and programmes.	

Legal/policy implications

18. The supporting information has been developed under the Local Government Act, including Sections 101A, 101B and 102 of the LGA.

Climate change

19. The decision to adopt the Supporting Information will not impact climate change. Parts of the Supporting Information do consider the impact of climate change and how this will impact on delivery of Council services and the community generally.

Review of legal / policy implications	
Reviewed by In-house Counsel	*Tania Paddock; Legal Counsel*

Strategic alignment

20. The recommendation relates to Council's community outcome of 'residents are included and have a voice'. The LTP contributes to Council's strategic direction and impacts community wellbeing.

Wellbeing		Reasons why the recommended outcome has an effect on this wellbeing
Economic	✓	The Local Government Act 2002 states that the purpose of local government is to promote the social, economic, environmental and cultural well-being of communities in the present and for the future. The consultation on the Long Term plan, which refers to the future of our district, effects all the four wellbeings.
Environmental	✓	
Cultural	✓	
Social	✓	

Financial implications

Requirement	Explanation
What is the cost?	Nil
Is there budget available in LTP / AP?	Yes
Where is the funding coming from?	Strategy & Policy / Communications budget
Are there any future budget implications?	No
Reviewed by Finance	Leanne Macdonald, Group Manager – Business Support

Significance and engagement assessment

Requirement	Explanation
Is the matter considered significant?	Yes
Level of significance	High
Rationale for selecting level of significance	The LTP Supporting information underpins the Draft LTP and covers a range of issues that impacts on the community as well as the delivery of Council services over the period of the LTP. These meet many of the criteria within the Community Engagement Policy.
Level of engagement selected	3. Consult – Formal two-way conversation
Rationale for selecting level of engagement	The LTP represents our most significant three years consultation, and we are required under the Local Government Act 2002 to consult on the LTP and its Supporting information using the Special Consultative Procedure. The LTP Supporting Information provides much of the key context for the LTP development.
Reviewed by Strategy & Policy	Mark Low; Strategy and Policy Manager

Appendix 1

Our Financial Strategy 2024-2034

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Our Financial Strategy 2024-2034 1

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Our current financial position 3

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Summary

The Financial Strategy outlines how we will manage our finances over the next ten years. It sets out our general approach and principles we will follow and provides a guide to assess spending proposals. It also discusses what challenges we are facing, how these will impact our finances, and how we will address these challenges.

The strategy includes limits on rates increases and borrowing and aims to promote financial stability and affordability over the short, medium and long-term. In simple terms, the strategy determines the size of our financial cake over the next ten years, while our policy decisions will determine how the cake is cut.

This Financial Strategy is closely linked to our Infrastructure Strategy, which sets out how our critical infrastructure will be managed over the next 30 years. Our district continues to steadily grow, and this growth coupled with upgrades for some of our network infrastructure, will see our biggest ever capital expenditure programme for our district over the next ten years. This will mean that we will be increasing our debt to levels that we have not done so before. These two strategies underpin our 10 Year Long Term Plan, which contains our detailed plans and programmes for our district.

Over the next 10 years, our gross debt is projected to rise from $148.8M million in 2024/25 (year one) to $150.7 million in 2033/34 (year ten). In 2029/20 (year six), debt is anticipated to peak at $197 million. However, when taking in account our cash in the bank, net debt at the end of year ten is lower that year one ($101 million compared to $108.5million). This is due to our focused debt repayment plan. Rates are expected to increase by 64.7% over the ten-year period.

Despite the debt we will be taking on, we are currently in a strong financial position, largely due to previous Council decisions and direction focused on infrastructure renewals and replacements. Since 2019, Council has retained a Fitch Credit Rating of AA+. This is one of the highest ratings for a territorial authority in New Zealand.

The aim of our Financial Strategy is to ensure Council remains financially stable, while financing key priorities.

This strategy is connected with our financial policies such as the Revenue and Financing Policy and Treasury Management Policy.. It is recommended to read these policies for further details on Council's financial management.

1. Where are we now and what are we aiming for?

Our vision for Ashburton District is to be the district of choice for lifestyle and opportunity. Our Financial Strategy is focused on making this happen, through meeting the needs of growth along with the rising expectations of our community and ensuring regulatory compliance. It's a balancing act, there is a limit to what our community can afford. This strategy, therefore, also sets out how we'll keep our rates affordable, minimise our borrowing and optimise our spending.

Our current financial position

Council is currently in a strong financial position, with a Fitch Credit Rating of AA+. We obtained this credit rating in 2019 and continue to hold it due to the efforts of current and previous elected Councils to operate responsibly and efficiently for our community. It indicates we have a strong capacity for payment of financial commitments.

Debt levels

Our current debt as of 30 June 2023 (is sitting at $85.6 million, which is 77% of our total revenue for the year. This is below our current debt limit of 250% of total revenue, as set out in the 2021-31 Long-Term Plan and our Treasury Policy.

Our current annual Plan 2023/24 is projecting Council to end the year with a gross debt level of $153 million, which is 79% of total revenue, and still well below the 250% debt to total revenue limit

Rates levels

Our overall rates increase for 2023/24 was 5.97%. This was slightly above the 5.5% we signalled in our last 10 Year Plan but is still sitting below our current rates limit of 5% exclusive of LGCI (2.5%), as set out in the 2021-31 Long-Term Plan. Rates revenue for 2023/24 is anticipated to contribute 50.8% of total income.

Rates increases over the last three years are shown in Table 1. The overall rates increase for 2022/23 breached the limit set in our last 10 Year Plan, due to a higher inflation rate, at 5%.

Table 1

	Overall rates increase – limit (%)	Overall rates increase - actual (%)
2021/22	8.6	6.3
2022/23	7.9	9.4
2023/24	7.5	5.97

Assets

Assets include current and non-current assets. Current assets include cash, term deposits, receivables, property intended for sale and inventory. Non-current assets include investment, property inventory, investment properties, forestry and property, plant and equipment.

Council's total assets as at 30 June 2023 are $1.056 billion.

Ratepayer equity and reserves

Council's total equity as at 30 June 2023 is $949.9 million. This is made up of $521.4 million ratepayers' equity, and $428.5 million from other reserves.

Liabilities

Total liabilities as at 30 June 2023 is $106 million, which is 10.0% of total assets.

Cash investments

Council had $2.9million investments in Other Financial Assets as at 30 June 2023 which is made up of investments in other entities, such as Local Government Funding Agency and Transwaste.

What we're aiming for

Our overall goal is to ensure that Council remains financially stable, while financing our key priorities.

Our financial future

Our projections for the next ten years show the following picture for 2034:

- Council will remain in a strong financial position.
- At no time over the period 2024/25 – 2033/34 are we expecting to breach our debt ratio limits.
- Rates revenue is budgeted to contribute 52% of total income in 2024/25 (2023/24: 51%), increasing to 62.5% in year ten.
- Total assets are forecast to be $1,407 million (2023/24: $1,158 million).
- Total equity is forecast to be $1,240 million (2023/24: $984 million).
- Liabilities are forecast to be $168 million (2023/24: $174 million) and to be 11.9% of total assets (2023/24: 14.9%).

Cash investments are budgeted to end the ten-year period at $49.7million (2023/24: $44.6 million).

Our responsibilities

Balancing the budget

We are required by law to ensure that the operating revenue we budget for is enough to meet our operating expenses each year (a balanced budget) – unless it is financially prudent not to do so.

The work programmes and budgets included in this 10 Year Plan show a balanced budget each year.

Operating revenue e.g. rates, fees and charges.

Operating expenses The day-to-day costs of providing our services and maintaining our assets.

Affordability

Ensuring our rates remain affordable for our residents is a top priority. The chart below compares the affordability of our rates with the other district councils in the Canterbury region.

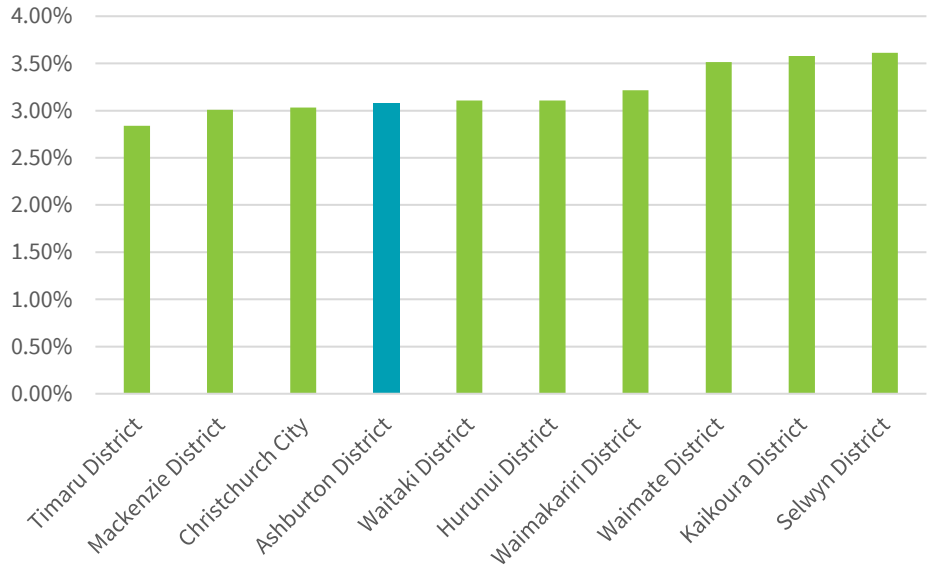


Figure 1. Affordability - Average rates 2023/24 as a percentage of mean household income 2023[1]

[1] *Average rates have been taken from relevant Council's 2023/24 Annual Plan. Mean household income for 2023 has been taken from Infometrics Regional Profile.*

2. What do we have to think about?

We do not operate in isolation. The local, national and global environments affect what we do and how we do it. Our job is to consider how this will impact our finances and our ability to meet the expectations of our community.

The following notes the key factors we've considered when preparing this strategy. These are closely aligned with the key assumptions included in the Long-Term Plan, which describe what we have assumed and why, and how this affects our plans, programmes and budgets.

Legislative change and compliance

Councils are constantly subject to change. The new coalition government have a 100 day plan that signals changes (and reversal of planned changes) to legislation. These changes may have a significant impact on our day-to-day work, so we need to be able to adapt.

Councils are also facing more pressure to comply with increasing standards. The costs of meeting these changes can be significant, such as the upgrades to our drinking water treatment plants that are required to meet health standards.

Where legislation requires review of our processes or staffing, we will seek to achieve the most efficient and cost-effective way forward. However, if we are required to provide additional services or increased levels of service, this may require increases to rates or user fees.

There has also been an independent review into the future for Local Government, which was completed in 2023. This may impact local government in the future. We are awaiting Central Government's response to this report.

Local Water Done Well

There remains uncertainty about the management and delivery of water services in the coming years. The new coalition government have recently repealed legislation that would have established a new way of delivering water services. They have signalled a new regime, called Local Water Done Well but we are uncertain as to its final makeup or the impact on our services and funding at this time. The first Bill establishing the new regime is anticipated in mid 2024.

Bearing in mind this uncertainty, we are planning for the future of three waters assets under the assumption that we will continue to own and operate them, albeit with higher standards of both water quality and reduction in environmental impact, and asset management practices.

Resilience

Recent flooding events across our district and extreme weather events that have affected New Zealand are prime examples of why planning for emergencies is important. From Covid-19 to climate change and the possible Alpine Fault rupture, there are many reasons why we need to ensure we are in a strong financial position to weather these emergencies and ensure that the resilience of our infrastructure will allow the continued delivery of our services. We are committed to upgrading our infrastructure to improve its resilience should future events occur, as seen in our Infrastructure Strategy and our work programmes included in this 10 Year Plan. For example, water sources of all types may be threatened in the longer-term due to drought conditions caused by climate change, or infrastructure asset damage from an earthquake. Some less secure water sources have alternatives already proposed in the 10 Year Plan, including the drilling of an additional water supply source in Ashburton.

Council is a member of the Local Authority Protection Programme Disaster Fund Trust (LAPP) which helps cover emergency works. We also have a Disaster Relief Fund for the replacement of infrastructural assets (excluding roading) in the event of a natural disaster. In the case of a large scale event, funding may be available from Central Government and their agencies.

If, in the next 10 years, the Government decides to escalate the Pandemic Protection Framework – for either a new strain of Covid-19 or another pandemic – it is likely that our services (e.g. recreation services) would be impacted by reduced hours, restrictions on users or closure. Supply and staff shortages may also impact on project budgets and timelines.

Financial trends

Economic growth

Our district's Gross Domestic Product (GDP) was $2.873 billion for the year to March 2023. This was an increase of 1.9%, compared to the national increase of 2.9% over the same period. This compares to 2021 growth at 0.3% locally (-0.3% NZ) and 2022 growth of 4.0% locally and 4.8% (NZ)[2].

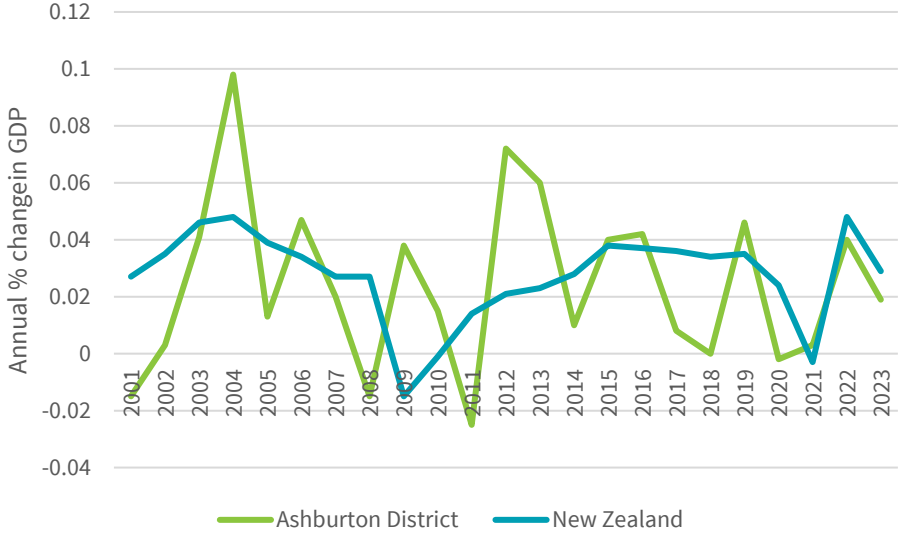


Figure 2. Annual % change in GDP for Ashburton vs New Zealand 2001-2023

Overall, most forecasters are suggesting a more subdued outlook for the NZ and Ashburton economy over the next few years. Continued high inflation and interest rates will moderate strength in the economy. These are expected to slowly reduce in impact over time. The latest available information has the Ashburton District economy growing by a solid 1.4% (NZ: 1.7%)[3]. It is worth noting that our local economy's reliance on land resources presents some risks to the overall economy as exposed by the drop in milk prices in the past. Similarly, extreme weather, natural disasters and events, such as the Covid-19 pandemic, and the impacts of recent legislation such as the National Policy Statement on Freshwater Management pose risks to our local economy.

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. Implementation of any policy changes by the new government may have positive effects for the Ashburton District economy, but at this stage are unknown.

Inflation and cost of living

The latest year on year CPI (Consumer Price Index) was 5.6%[4] and is expected to remain above the Reserve Bank's target band of 1-3%, until later in 2024[5]. This sudden and sustained increase in inflation is putting pressure on people's budgets, forcing many households and businesses to substantially curtail their spending to cover essential costs.

This may impact on ratepayers' ability to pay rates, and Council will aim to maintain rates increases within the limits we have set out in this strategy.

Local Government costs use a rate of inflation different to the normal CPI, called the Local Government Cost Index (LGCI). This better reflects the costs that impact on Councils that are different to a normal household or business. This has been taken into account when preparing our budgets and is explained further in section three of this strategy.

Expenditure

Growth in the district, regulatory requirements and the need to replace infrastructure means we have an extensive capital expenditure programme for the next ten years. This will mean that we will be increasing our debt to levels that we have not done so before.

[2] *Data retrieved from Infometrics Regional Economic Profile (latest available)*

[3] *Data from Infometrics Quarterly Economic Monitor (Sep 2023)*

[4] *Statistics NZ, Consumer Price Index: September 2023*

[5] *Economic forecasts, ANZ New Zealand Data Wrap September 2023*

Our level of expenditure is also closely linked to the level of service we provide to our community. Our 10 Year Plan details the levels of service we aim to provide over the next ten years, and is determined through considering the following:

- Legislative compliance
- Our community outcomes and strategic priorities
- Community expectations
- Political mandate

Roading remains a significant cost driver for the district. This 10 Year Plan increases our investment in roading to meet these increasing costs. However, even with this increased investment, it will only maintain roads at the levels of three years ago. We will not have a final outcome on government investment via Waka Kotahi until later in 2024.

The following table shows our capital expenditure on growth, improved levels of service and renewals budgeted over the next 10 years. Around 80% of this expenditure is planned for Drinking Water, Wastewater, Stormwater and Transportation.

Activity group	Growth $000s	Improve service level $000s	Renewals $000s
Drinking Water	4,867	20,777	39,709
Wastewater	1,796	270	43,819
Stormwater	0	24,993	0
Transport	0	140,843	100,239
Other	80	69,976	13,067
ALL ACTIVITY GROUPS	**6,743**	**255,859**	**196,834**

Where practical, the timing of major projects will be coordinated across council's activities to manage their impact on rates affordability. However, where there is an immediate need, or a regulatory deadline, this may not be possible. The strain on resources will require judicious decision-making when programming forward work.

Demographic trends

Population growth

Our district saw consistent growth of approximately 2% per year between 2006 and 2018. While we continue to grow, the rate has slowed, with average growth forecasted at 0.5% per year over the next 25 years, adding around 4,600 people between 2023 and 2048.[6]

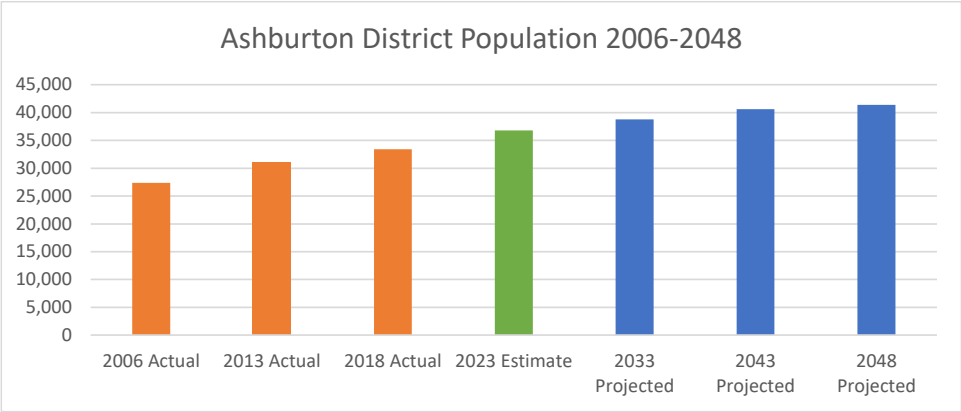


Figure 3. Ashburton District population 2006 – 2048, actual, estimated, and projected

Ratepayer growth

The average household size is not projected to change across the next 25 years – staying consistently at 2.5 occupants per household. There is a projected increase in the number of households in our district – increasing from a forecast of 14,300

[6] *Data retrieved from Statistics NZ – Census data – usually resident population (2006, 2013 and 2018), estimated population (2023), subnational population projections (2033, 2043 and 2048).*

households in 2023 to 16,300 in 2043.[7] This will mean an increasing number of rateable properties which will help spread the impact of rates.

In addition to an increase in rateable properties, population growth also leads to increased load on our infrastructure and assets, and increased demand on our services. The Activity Management Plan process accounts for the impact of growth on our assets and services. Additional infrastructure due to growth can also be funded through development contributions.

An ageing population

It is projected that 23% of our population will be 65 years and over by 2048. This equates to an additional 2,500 persons in the 65+ age group, or a 36% increase from the estimated figure for 2023[8].

This will have an impact on customer needs and demands on our service delivery, which may increase costs. The increase of persons in the 65+ age group also means that there will be more people on a fixed income, which may apply pressure to households ability to handle a significant rates increase. We will accommodate the effects of the changing demographics by adapting or redirecting activity provision to meet needs where possible within reasonable costs.

Land use trends

Agriculture

Most land in our district is rural farmland. Irrigation has enabled land use changes, leading to a reduction in dry stock and arable farming, an increase in dairy farming and high-value cropping such as seeds. We have the highest concentration of irrigated land in New Zealand. However, most land conversions have now occurred and the rate of land change has slowed.

The primary sector faces substantial challenges over the medium to longer term as the impact of new regulatory changes is realised. National Environmental Standards for Freshwater may impact land use changes across our district, while efforts to curtail agricultural greenhouse gas emissions will impact the primary sector as well. We are yet to understand the full impacts of any changes proposed by the new government for these areas.

Our district's economy has a heavy reliance on the primary sector, therefore these challenges may have an impact on our costs and rates affordability. We will do our best to keep rates increases within the limits we have set out in this strategy.

Development

Growth is expected to occur at a higher rate in our rural communities and Methven township compared with the rest of the district. These areas continue to have new residential developments on the urban periphery of Methven and other rural towns, expanding the urban footprint into surrounding zoned but undeveloped rural and rural-residential areas.

There are sufficient zoned residential and commercial sites available or planned, to accommodate current foreseeable growth for some years, and there may be over-capacity for residential land in the Ashburton North area.

This development may lead to increased load on our infrastructure and assets, and increased demand on our services, in particular areas. Where possible, our planning processes consider the impact of this growth on our assets and services, and additional infrastructure due to growth can also be funded through development contributions.

[7] *Data retrieved from Statistics NZ – subnational household projections (2023, 2028, 2033, 2038 and 2043).*

[8] *Data retrieved from Statistics NZ - Subnational population projections (2023 and 2048).*

3. How are we going to get there?

Our overall vision is to ensure that Council remains financially stable, while financing our key priorities.

The diagram below shows our financial objectives along with the strategies we will use to achieve these over the next ten years.

The rest of this section discusses what needs to be paid for, what funding options we have available, our financial parameters, as well as investment and equity information.

Our financial goal	***To ensure Council remains financially stable, while financing key priorities***						
Our financial objectives	• Spend prudently to deliver agreed levels of service, cater for growth and manage our assets soundly • Ensure rates and fees are kept to a reasonable level • Provide clear financial parameters for Council work programmes						
How we plan to get there	Maintaining a balanced budget	Delivering projects to budget	Funding depreciation and capital expenditure	Taking inflation into account	Ensuring we keep within our rates limits	Ensuring we keep within our borrowing limits	Maximising financial investment and equity securities
	This ten year plan includes a balanced budget for each of the ten years	Clear prudent expenditure and financial parameters are provided for delivering on Council work programmes and levels of service	We plan to cater for growth and manage assets well, while funding depreciation for our key assets	Adjustments are made to our budgets to ensure inflation is included, using credible economic data	Rates limits are set to ensure our rates are kept at a reasonable and affordable level	Borrowing limits are set to ensure financial stability	Careful financial investments are managed to generate a maximised return

Operating expenditure

Our services and day-to-day maintenance of our assets are paid for using operating expenditure. We aim to raise enough revenue each year to cover our budgeted operating expenditure, including depreciation, unless it is prudent not to do so.

Rates are used to fund the balance of operating expenditure after all other revenue streams are accounted for.

Forecast operating expenditure

We have budgeted for operating expenditure to increase from $76 million to $120.6 million between June 2024 and June 2034.

The increase is the result of:

- price increases and escalation (inflation), including rising interest costs;
- maintaining the levels of service we provide;
- the impact of new regulatory frameworks (e.g. quality drinking water)
- to a lesser extent, population and other growth factors.

The following graph provides a breakdown of our forecast operational expenditure.

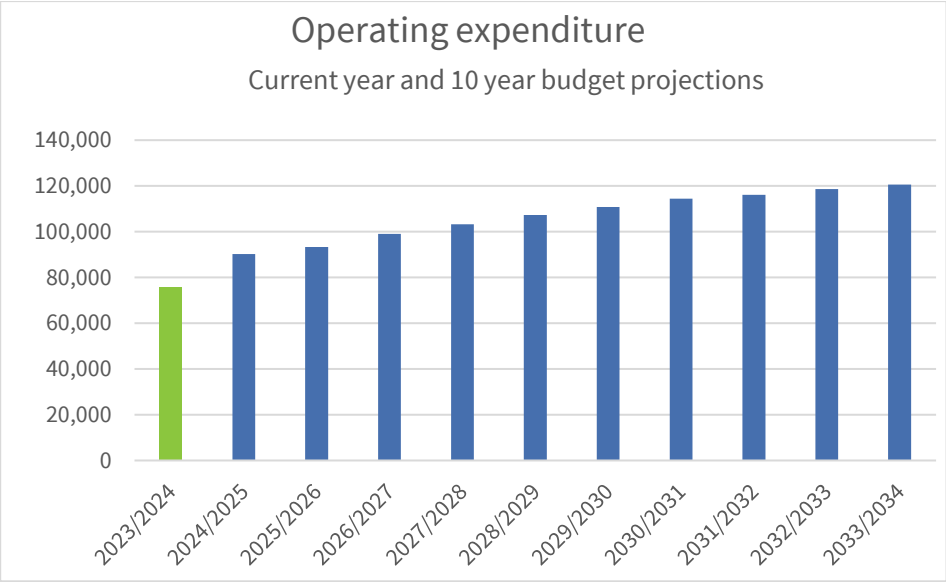


Figure 4. Operating expenditure, 2024/25-2033/34

The following table shows the budgeted operating expenditure for network infrastructure activities over the coming ten years.

These values are based off the 10 Year Plan budgets **$000**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**2031/32**	**2032/33**	**2033/34**
Drinking Water	5,453	6,045	6,402	6,541	6,968	7,391	7,444	7,527	7,443	7,434
Wastewater	3,845	4,121	4,359	4,429	4,836	4,984	4,984	4,873	4,849	4,758
Stormwater	890	899	1,005	1,271	1,438	1,437	2,088	1,578	1,650	1,618
Transportation	11,672	11,560	12,636	13,546	13,779	14,014	14,267	14,431	14,689	14,902

Capital expenditure

In general, we look to at least maintain the level of service that we currently provide across our different activities. This means, each year, we need to ensure enough work is done to maintain our assets and, when necessary, to rebuild or replace them – this is called our capital renewal work programme.

New capital expenditure is budgeted to be funded mostly from loans, with the principal and interest costs being funded by a mixture of rates, grants and commercial income. Loans are typically over a 20-year term, or the expected lifetime of the asset.

Forecast capital expenditure

Capital renewals for Network Infrastructure

The following capital renewal expenditure is budgeted for network infrastructure activities over the coming ten years to ensure we can continue to provide the current levels of service. The total cost of delivering this programme is expected to be $184 million over the next 10 years.

These values are based off the 10 Year Plan budgets **$000**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**2031/32**	**2032/33**	**2033/34**
Drinking Water	2,924	7,565	4,075	3,213	5,882	3,779	4,120	2,141	4,614	1,395
Wastewater	7,498	5,735	3,719	10,844	3,164	2,900	1,130	3,449	2,699	2,682
Stormwater	-	-	-	-	-	-	-	-	-	-
Transportation	8,334	8,745	8,800	9,922	10,140	10,373	10,613	10,856	11,106	11,350

Total capital expenditure

Capital expenditure (including renewals) is budgeted to be $44.1 million in 2024/25 due primarily to investment in improving roads, drinking water, wastewater and stormwater.

Over the next ten years, we have budgeted a total capital expenditure of $459 million, including capital expenditure on network infrastructure - transportation, drinking water, wastewater and stormwater.

The following new capital expenditure is budgeted for network infrastructure activities over the coming ten years to ensure we can meet additional demand - due to either population growth or improvements to the level of service we provide.

Our total capital expenditure for both new and renewals is displayed in the following graph for the next 10 years.

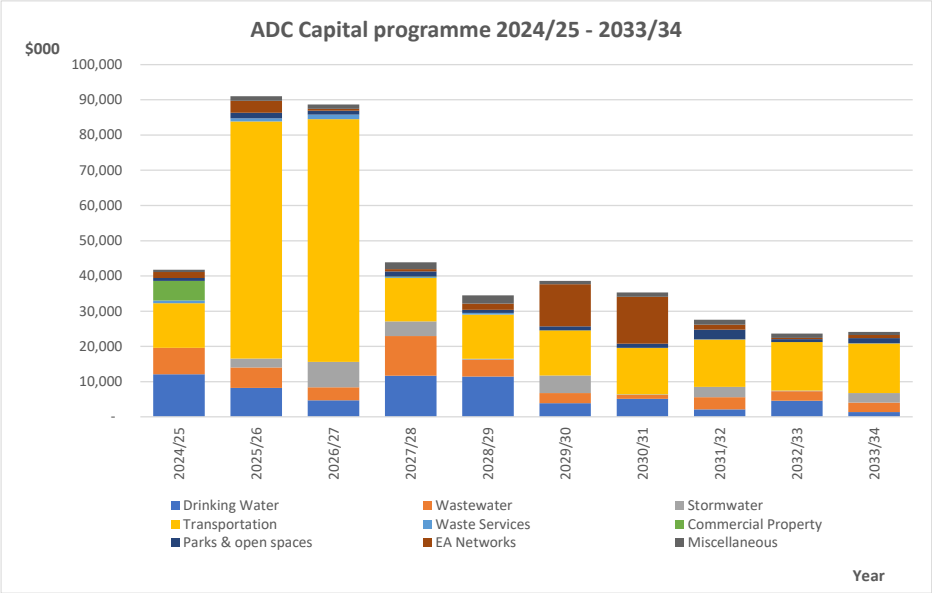


Figure 5. Capital expenditure by activity, 2024/25 -2033/34

Significant Capital Expenditure

Ashburton second urban bridge

We have budgeted that we will contribute $7.5 million of the costs to the second urban Ashburton bridge, with the balance to be sourced from a combination of Waka Kotahi, Crown funding, or some other charging regime (e.g. congestion charging).

The government's strategic investment programme (draft GPS 2024) has identified the Ashburton second bridge project for the National Land Transport Programme (NLTP). The focus is around achieving a total transport system solution which provides better connectivity and travel choice while improving a greater resilience, safety and economic prosperity.
While early conversations indicate that the project could receive central government funding this has not been finalised. Should sufficient funding not be secured from government, either via Waka Kotahi or other government sources, we will need to reconsider other funding options, including if the balance could be loan-funded from within existing debt limits. Insufficient funding could result in a lower level of service, project delays or halt construction of the bridge altogether.

Drinking Water

Compliance with drinking water standards is continuing to drive our ambitious upgrade programme across our water supplies. Including both new capital work and renewals, our programme proposes $12.1 million of work in year 1 and $8.2 million in Year 2. Details of this work programme can be found in the Drinking Water section of the LTP.

EA Networks Centre

We have $3 million budgeted across Years 1-2 of this plan for a new outdoor swimming pool at EA Networks Centre.

Due to continual high usage during peak hours, we are proposing to extend the stadium by adding three indoor courts. This is included in the budget across Years 5-7, at a total cost of $22 million.

Ashburton Business Estate – stage 3

$5.5 million has been included in Year 1 of the budget for Stage 3 development of Northeast Industrial Park (Ashburton Business Estate).

Funding options available

We have several funding options available to us. These include rate revenue sources, and non-rate revenue sources. For further details on each of these funding sources, have a look at our Revenue & Financing Policy.

Sometimes we budget based on the assumption that funding will be received from third-party sources, for example, we expect that we will continue to receive subsidies from Waka Kotahi for road maintenance and renewals.

Rate revenue sources

- general rate
- uniform annual general charge
- targeted rates

Non-rate revenue sources

- grants, sponsorship and subsidies
- investment income, dividends and interest
- development contributions
- financial contributions
- proceeds from asset sales
- fees and charges
- bequests
- borrowing
- lump sum contributions

Rates

The percentage of our annual revenue that comes from rates varies from year to year and over time - for the 2024/25 year it is expected to be approximately 52% (2023/24 50.8%).

Rates limits

Our plan for the next ten years has been prepared based on the following limits on total rates and annual total rates increases.

- Total rates increase for 2024/25 - 2028/29 to be no greater than 10%, exclusive of LGCI each year.
- Total rates increase for the years 2029/30 – 2033/34 to be no greater than 5%, exclusive of LGCI each year

These values are based off the 10 Year Plan budgets	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**2031/32**	**2032/33**	**2033/34**
Rate increase (%)	6.7	8.6	8.7	5.3	2.6	3.0	2.9	1.5	0.9	0.8
Average LGCI adjustment (%)	3.2	2.5	2.2	2.2	2.2	2.3	2.3	2.3	2.3	2.2
Rate increase after LGCI adjustment (%)	**9.9**	**11.1**	**10.9**	**7.5**	**4.8**	**5.3**	**5.2**	**3.8**	**3.2**	**3.0**

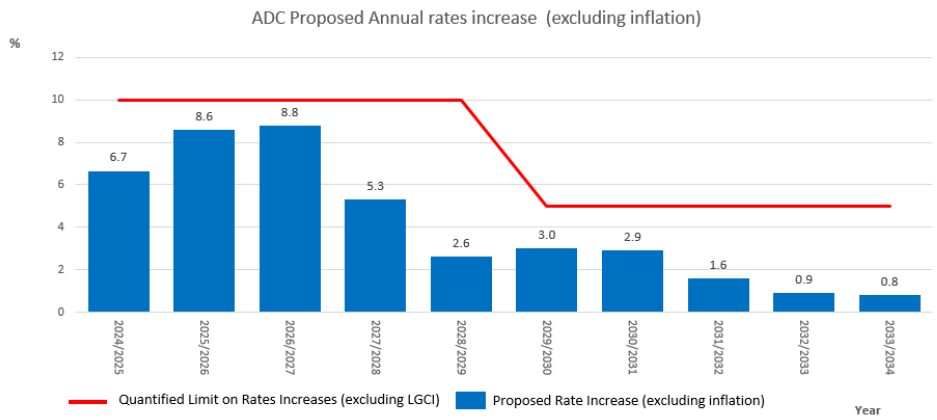


Figure 6. Projected % rates increases vs rates limit (excluding inflation), 2024/25-2033/34

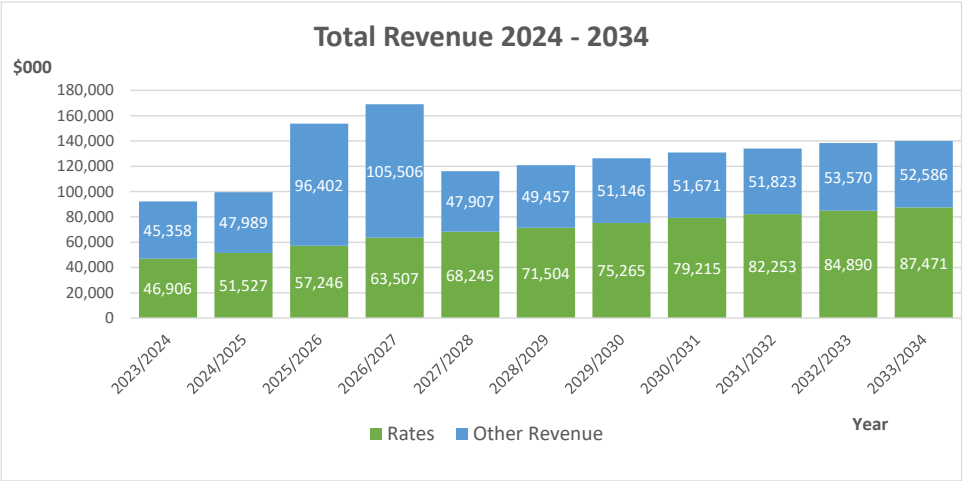


Figure 7. Total revenue 2024-2034

Forecast rates

Rates are a form of property tax. Other revenue comes from fees and charges, government subsidies, investment income and a variety of other sources.

The graph below shows the overall rate requirement and our total revenue for the past five years and the coming ten years covered by this 10 Year Plan.

Funding review

We have reviewed our funding approach as a part of the development of our 10 Year Plan and considered who benefitted from each of our services. Further detail of our decisions can be found in our Revenue and Financing Policy[9] .

Depreciation

We typically rate for depreciation each year based on how much it would cost to replace an asset, divided by its expected useful life. Different assets have different expected useful lives – the time you can expect them to work efficiently before they need replacing.

These funds are included in our operating expenditure and are used for any capital work that is required on that asset. Any funds that are not required in the year they're

[9] *Our current Revenue and Financing Policy can be found at ashburtondc.govt.nz → Council → Policies and Bylaws.*

rated for, are held for future expenses. We see this as fair, as this spreads the costs evenly across the ratepayers who use the asset over its lifetime. This is the principle of intergenerational equity.

Due to our concern about the affordability of the rate rises, we have chosen to only fund depreciation on the equipment at the EA Networks Centre to the value that is required for capital works in the year we are rating for it (as assessed at the time). In addition, we have also only partially funded depreciation on Te Whare Whakatere across our 10 Year Plan (this affects Year 2 onwards). We also will not fund hall depreciation and will instead rate for repairs and renewals as needed.

Borrowing

In developing this strategy, we have set limits on borrowing, to promote financial stability, affordability and value for money over the short, medium and long term.

These limits have guided the preparation of our work programmes and budgets set out in our plan for the next ten years and will be used to guide the preparation of yearly work programmes and budgets in the future.

We can exceed borrowing limits if it is prudent to do so; however, any breach must be explained in the relevant Annual Plan and Annual Report, along with the reasons why a breach is considered prudent.

During the period of this ten-year plan, we have budgeted to repay debt at a level that reduces the impact of finance charges (e.g. interest).

Debt limits

Our plan for the next 10 years has been prepared based on the following limits on external debt:

- Net interest payments to service external debt must be less than 20% of our total revenue (excluding vested assets, infrastructure revaluations and other gains).
- Net interest payments to service external debt must be less than 25% of total rates for the year.
- Net debt shall not exceed 250% of total revenue.
- Council must maintain access to liquidity of not less than 110% of projected core debt.

Internal debt

As well as external borrowing, an option available to us is using realised investment funds to internally fund capital expenditure. This reduces the net cost of borrowing as we can internalise the lender's margin.

We have used internal funding from our investment pool in the past and may do so again in the future. Where cash resources permit, we will continue to use internal borrowings..

External debts

Debt interest no more than 10% of total income is widely considered appropriate. It is important to note that having debt interest higher than this does not necessarily mean debt is not sustainable, but it could limit future options and we need to be mindful of

managing debt at this level. The cost of future borrowing may also increase if lenders perceive a greater risk.

Management of both our internal and external debt is regularly monitored and as applicable, advice is sought from our Treasury Advisor.

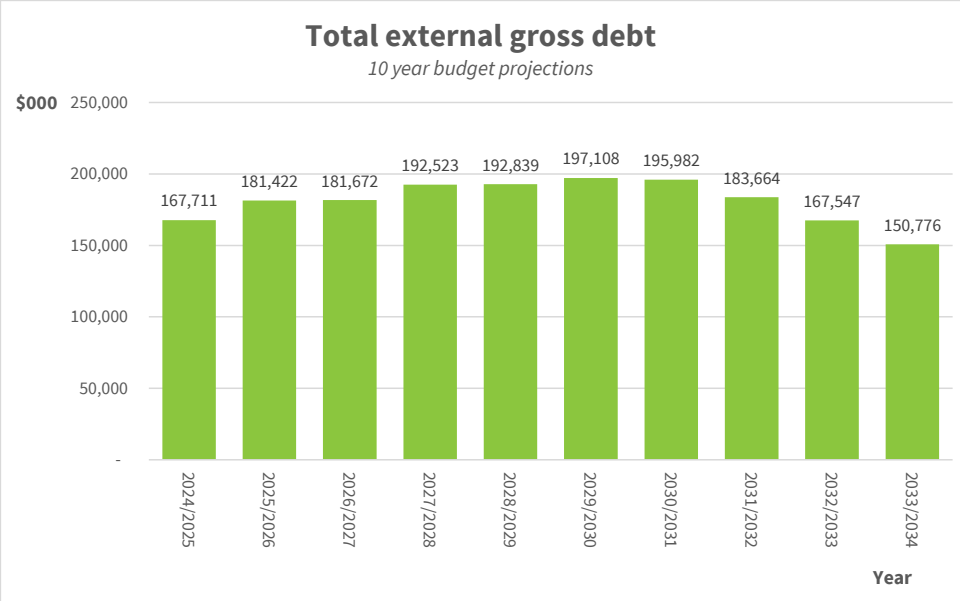


Figure 8. Total external debt -2024 - 2034

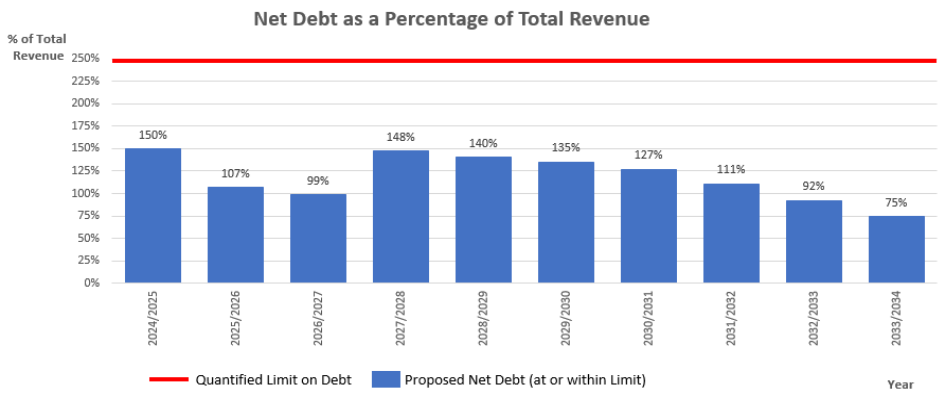


Figure 9. Projected external net debt as a Percentage of Total Revenue, 2023/24-2033/34

Net debt as a percentage of total revenue changes yearly, depending on "other" income that council may receive. For example, in years two and three, council is projecting that we will receive additional grant funding to build the Ashburton second bridge. As a result, the debt to total revenue appears lower than years four to seven.

Managing interest rate risk

Interest rates have risen over the last 18 months and are not predicted to start falling until late 2024/early 2025. High interest costs places a burden on operating budgets and could present difficulty in managing the increased cost of capital in the future.

We have a Treasury Management Policy that seeks to minimise the impact of any such interest rate increase on our overall financial position.

Debt security

We provide lenders with security on its borrowings through a debenture trust deed. This gives lenders a charge over our rates income.

In the unlikely event of Council defaulting on a loan, the lender can ensure a rate is set to recover the outstanding amount owed. This security is attractive to lenders, which

helps ensure we have ongoing support for our debt programme, while reducing the interest rates lenders charge.

Our Treasury Management Policy permits us to give security over specific assets, where

a) there is a direct relationship between the debt and the asset being funded and,
b) security over the asset is considered preferable to security over our rates income.

Currently, we have no securities issued over our assets and our plan for the next ten years does not include any provision to secure debt directly over assets.

Our approach to debt security seeks to maximise access to the capital needed for providing appropriate services to the community at the lowest cost possible.

Inflation

We budget for inflation in each year of our plan. Our costs reflect the type of work we undertake for the community and are significantly affected by the price of items such as energy, bitumen and civil contracting services. This is quite different from the average household, and so using the Consumer Price Index (CPI) for inflation is not appropriate.

Instead, Business and Economic Research Limited (BERL) and Infometrics have both prepared specific inflation values for councils - referred to as the Local Government Cost Index (LGCI). We have adjusted all budgets across the ten years using the average of these two LGCI values. They are also used as part of our setting of limits on rates and borrowing. See below for the average LGCI over the next 10 years.

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
LGCI	3.2	2.5	2.2	2.2	2.2	2.3	2.3	2.3	2.3	2.2

Cash reserves

Our projected balance sheet shows external gross debt of $150.7 million by 2033/34 and a building up of cash reserves to $49.7 million over the same period.

Cash reserves are generated through various methods, including rating for depreciation, income earned from investment activities, land sales from the Ashburton Business Estate, logging sales and other commercial activities. Council will make provision for the repayment of debt over the life of an asset for which the loan has been raised. However, it is not possible or practical in many circumstances to match the life of an asset with the underlying debt. This will be achieved either by making regular loan repayments or provision of sinking funds to be used to extinguish debt at a future time.

We consider it prudent to rebuild cash holdings (primarily through land sales and depreciation funding). This will increase our funding flexibility by enabling cash reserves to be used, or internally borrowed against, rather than requiring external borrowing.

Cash

We hold cash to operate and maintain stable cash flows. We also hold cash in reserves, largely to fund the renewal of assets. These funds are invested in internal borrowing or deposits as provided by our Investment Policy (included as Part I of our Treasury Management Policy). Our target return on cash is the average 90-day bill rate. The net return on commercial activities is expected to equal the ten-year government bond rate less inflation plus risk to reflect the long-term nature. Non-commercial properties are acquired for specific purposes and the return will be set in each case by Council.

Financial investments and equity securities

We have financial investments that generate a return, which can be used to pay for services and reduce rates. This section explains our objectives for holding and managing financial investments and equity securities and its targets for returns on those investments and equity securities.

Investment	Objectives	Target return
Ashburton Contracting Limited We own 100% of the 4,500,000 shares in Ashburton Contracting Limited (ACL).	• ensure local capacity and capability to undertake civil works, particularly for infrastructure • promote competition in the district for civil construction and maintenance activities • form part of a balanced portfolio of investments.	Our expected rate of return on average shareholder funds is a minimum of 10% after tax, based on the rolling average of the last five years, excluding any tax loss offset / subvention payment or the costs of ACL's investment in the Lake Hood extension project. This return, paid by way of dividend, is used to offset rates in the year it is received. This has been budgeted at $1,300,000 per year before inflation.
Transwaste Canterbury We are a 3% shareholder in Transwaste Canterbury Limited (600,000 shares). As at 30 June 2023, these shares had a net asset backing of $1.74 per share ($1,044,000).	• provide an environmentally sustainable facility for the disposal of the district's residual solid waste • form part of a balanced portfolio of investments.	Dividends are determined by the board of directors and dividend returns are applied against the general rate and the uniform annual general charge as detailed in our Revenue & Financing Policy. This has been budgeted at $500,000 per year before inflation.

Infrastructure Strategy 2024-54

We manage drinking water, wastewater, stormwater, roading and footpath assets for the benefit of everyone who lives, works and travels in our district. Quality infrastructure is a prerequisite for a thriving district. People need roads to get around and to transport goods into, out of and around the district; water networks promote good public health and can enable commercial and industrial developments.

Thinking ahead and planning for the long term is vital to ensure that current and future generations enjoy well-maintained services.

Our Infrastructure Strategy looks across the next 30 years and outlines the most likely scenarios for how our critical infrastructure will be managed, and the most important decisions we're going to face as a community in the future.

This strategy does not stand alone. It is written in conjunction with the Financial Strategy, which sets out the funding challenges that the community faces over the next 10 years. These two strategies underpin our 10 Year Plan, which contains more detailed plans and programmes across the Council operation.

Both documents are informed by our overarching strategic vision: To be the district of choice for lifestyle and opportunity.

In this strategy, figures used are inflated unless stated otherwise.

Our present

Ashburton District is in the central South Island, south of the city of Christchurch. It has a land area of around 6,190 square kilometres and is crossed by State Highway 1. We have a population estimated at 36,800 with around 20,800 people living in our largest town – Ashburton[1]. Other urban centres in our district include Methven (around 2,000 people) and Rakaia (around 1,600 people). There are also several smaller villages around the district. The township of Methven is close to the Mt Hutt ski field and attracts many tourists during the winter season.

Our district's economy is centred on agriculture and its supporting industries. It has shown strong economic growth over the past ten years due to reliable irrigation and the growth of dairying, dairy support and high value crops. This growth, however, has slowed in more recent years following the completion of farm conversions, and government rules restricting further conversions from occurring.

We saw consistent population growth of approximately 2% per year between 2006 and 2018 in our district. While we continue to grow, the rate has slowed, with average growth forecasted at 0.5% per year over the next 25 years, adding around 4,600 people between 2023 and 2048[2]. The population in 2048 is expected to be around 41,400.

[1] *StatsNZ subnational population estimates, 2023.*

[2] *StatsNZ subnational population projections 2018-2048 – medium population projections (2018 base). Projections updated June 2023.*

Our assets

This Strategy covers the core asset groups of drinking water, wastewater, stormwater, roads and footpaths. According to the July 2023 asset valuation, we have approximately $1,048 million of replacement value ($780 million after depreciation) in these asset groups, more than half of which is in roads and footpaths.

Asset group	Description and highlights	Depreciated replacement value[3]
Drinking Water	12 drinking water schemes with 14 water treatment plants 520 km of water mains	$110 million
Wastewater	4 wastewater treatment and disposal facilities serving 3 schemes 18 wastewater pump stations 202 km of wastewater mains - most is gravity, but there are some isolated areas of pressure sewer reticulation	$156 million
Stormwater	42 km of stormwater mains 7.5 ha of stormwater detention and infiltration basins	$45.4 million
Roads and Footpaths	1,522 km of sealed and 1,100 km of unsealed road 257 km of footpath 188 bridges 10,444 signs	$467 million

How well do we know our assets?

While we know our assets pretty well, there still remains a lot we don't know. Some of our assets were built over a hundred years ago, and it's not always easy to understand the condition they're in or to predict exactly when they'll fail.

In the last five to ten years we have worked hard to improve our knowledge and understanding of our assets. In particular, we have implemented a new asset database for three waters and have thoroughly checked and corrected the information we hold on all of our assets, both water and transportation.
In the three waters area, we have added more data capture from inspections, repairs and routine maintenance visits.

The recent information gathering work as part of the Three Waters reform has been an opportunity to examine our asset information but has also restricted the development work we have been able to do on our own systems.

An asset management maturity assessment has been completed for Transportation, and an update of the Three Waters maturity assessment is due to follow soon. This will provide an opportunity to work across the organisation on developing our asset management policies and practices, including extending the use of our asset management data systems.

We carry out regular condition assessments on our assets. We undertake a closed-circuit television (CCTV) survey of a selection of our wastewater pipes each year to assess their condition and refine our renewals programme. Roads, bridges, footpaths and other transportation assets are also inspected regularly for defects and condition to inform the upcoming renewal programme.

Both asset groups are generally assessed as having accuracies of ±5-15% depending on the type of asset. Some assets are inspected more easily and more regularly than others, such as bridges or fire hydrants. Others are more difficult to inspect, such as underground pipes, or are less well-documented, such as retaining walls. Replaced or new assets come with high-quality data, which improves our overall knowledge.

The tables below list the data confidence grades given to each of our asset classes. We have given a grade to various pieces of information:

- the location of those assets;
- the amount or number of assets in each class (e.g. the length of pipe);
- the cost to replace those assets;
- the life remaining in them.

[3] *Depreciated replacement value taken from Annual Report 2022/23.*

On the whole, this gives us reasonable confidence that the information we're using in our planning is correct and that our plans represent good use of funds.

Table 1. Utilities assets' data confidence

Asset group	Asset	Location	Quantity	Replacement cost	Life expectancy
Drinking Water assets	Pipes and reticulation	B	B	B	C
	Facilities	A	A	B	C
Wastewater assets	Pipes and reticulation	B	B	B	B
	Facilities	A	A	B	C
Stormwater assets	Pipes	B	B	B	B
	Treatment, retention and outfall structures	B	B	B	B

Key:

A: The data is accurate (±5-10%) and based on reliable documentation
B: Data is based on some supporting documentation but is less certain (±10-15%)
C: There is a fair amount of assumption and local knowledge used to reach the conclusion (±15-25%)
D: A reasonable informed guess, where there is no formal documentation to base an assessment on (±25-40%)

Table 2. Transportation assets' data confidence

Asset group	Asset	Location	Quantity	Replacement cost	Life expectancy
Transportation assets	Berms	B	C	B	C
	Bridges	A	A	B	B
	Drainage	B	C	B	C
	Footpaths	A	A	B	B
	Islands	B	B	C	C
	Minor structures	B	A	B	B
	Railings	B	B	C	C
	Retaining wall	C	C	C	C
	Signs	B	C	B	C
	Streetlights	A	A	C	C
	Surface water	A	B	B	C
	Traffic facility	B	B	B	C
	Traffic signals	A	A	A	A
	Formation	A	A	B	B
	Pavement	A	B	C	C
	Top surface	A	B	A	C

Our Key Drivers and Assumptions

We are guided by a range of factors that influence our decisions. All long-term planning is based on assumptions about the future, which affect future operations and future capital spending. Infrastructure planning occurs in a wider context of what else is happening in the district, New Zealand and the world.

We have a series of general forecasting assumptions from our 10 Year Plan which underpin how the LTP has been prepared and tell us about the overall direction of the district. When discussing future decisions later in this strategy we have also identified some more specific assumptions.

For this strategy we have identified four key drivers (compliance, growth, resilience, and affordability), made assumptions about the most likely future, and assessed the impact that they might have on our infrastructure.

Compliance

Most likely scenarios for our district	Impact on infrastructure and our response
Local Water Done Well - There remains uncertainty about the management and delivery of water services in the coming years. The new coalition government have recently repealed legislation that would have established a new way of delivering water services. They have signalled a new regime, called Local Water Done Well but we are uncertain as to its final makeup or the impact on our services and funding at this time. The first Bill establishing the new regime is anticipated in mid 2024.	Bearing in mind this uncertainty, we are planning for the future of three waters assets under the assumption that we will continue to own and operate them, albeit with higher standards of both water quality and reduction in environmental impact, and asset management practices. Depending on the nature of Local Water Done Well when finalised, it may have a major impact on the services that we provide and therefore the funding that we have available to us.
Short- to medium-term uncertainty over the future regulatory standards for drinking water	A new regulator (Taumata Arowai) is in place and has published new rules and standards. However, there are signals that further rules and scrutiny will be introduced over the coming years and decades. We must be able to adapt to the future. This means considering all reasonable options, working with authorities, and preparing to respond as new information arises.
An extension of the role of Taumata Arowai into wastewater and stormwater.	More regulatory oversight may lead to additional capital upgrades in wastewater and stormwater treatment in the longer term. There will also be an increased focus on operational rigour, documentation, and procedures.
Long-term pressure to reduce or maintain volumes in water take resource consents.	Increasing water-use efficiency requires ongoing investment in monitoring, but also in education and communication with customers.

Compliance

Most likely scenarios for our district	Impact on infrastructure and our response
General tightening of environmental discharge rules to improve freshwater quality, affecting the renewal of consents.	Wastewater treatment facilities are likely to come under increased scrutiny and capital programmes will increasingly feature expansion of discharge sites or intensification projects to improve treatment efficacy.
Increasing regulatory standards and requirements from Waka Kotahi NZTA for work in and around our roading network.	From July 2024, the Consistent Condition Data Collection (CCDC) project will introduce a new requirement for pavement condition inspection surveys and data collection methods. This will change our contracting and supplier selection process for sealed road inspections and data collection. Temporary Traffic Management (TTM) changes will increase the costs of in-house staff certifications and contractor project costs. An alternative TTM system could be utilised with lesser, but still appropriate, requirements.

Growth

Most likely scenarios for our district	Impact on infrastructure and our response
The district is forecast to grow approximately 12.5% between 2023 and 2048. This represents an annual average growth of 0.5%, which will equate to an additional 2,000 houses throughout the district.	Growth and development and the extra capacity required is accounted for when planning renewals and upgrades. Additional capacity will continue to be added to the network to meet future requirements. We will update demographic projections following the release of the 2023 Census results, which is not expected until 2024/25.
There is likely to be strong growth in the number and proportion of older people (65+) and of young people particularly the 0-14 and 25-39 age groups.	When planning for water and transportation networks takes place, we make provision where practicable. Growth and demographic shifts are currently occurring slowly enough that they are not affecting modelling processes or budgets, beyond a steady increase in renewal and maintenance budgets commensurate with the expansion. Urban walking and cycling would be affected by increases in older and younger residents, but not to the extent of changing existing levels of service or forecast works.
Changing land use and increased economic activity over the last 20 years has led to a significant increase in Heavy Commercial Vehicles (HCV). However, these also cause the majority of damage to roads. We expect to only see moderate HCV traffic volume increases in the foreseeable future.	Road deterioration is likely to continue. Maintenance and renewals will need to be increased to ensure defined levels of service are attained.

Resilience

Most likely scenarios for our district	Impact on infrastructure and our response
Resilience is the ability of the network to remain as fully functional as possible, when there is a disruption to it. We believe there is a reasonable probability of a significant earthquake in the life of our infrastructure assets.	New and renewed infrastructure needs to be designed to remain as serviceable as possible, or be quickly repaired, after a natural disaster. This will affect construction priorities and methodologies. As part of the regular renewal programmes, we prioritise the replacement of critical or vulnerable assets. We consider the resilience of the replacement solutions at the design phase.
Climate change is expected to lead to more frequent and more extreme weather events, including heavy rain and flooding, and drought conditions.	Extremes of weather are likely to impose additional demand on future design and build costs for our infrastructure. Climate change and other extremes are considered whenever assets are renewed, replaced or new assets planned, and proposed work programmes already account for this. This includes sizing watermains for peak demand or stormwater systems for high rainfall. Water sources of all types may be threatened in the longer-term, and alternatives or more secure sources may be needed. Some less secure water sources have alternatives already proposed in this LTP, including the drilling of an additional water supply source in Ashburton. As trends indicate the need for further work, we will provide for that. The large grid-like road network means the district is relatively well-placed to withstand long-term disruption, with river crossings the main weak points of the network. Where flooding is a recurring issue on parts of the road network these are addressed either with an engineering solution (which may remove or minimize the effect of the flooding) or a standard procedure (traffic management).

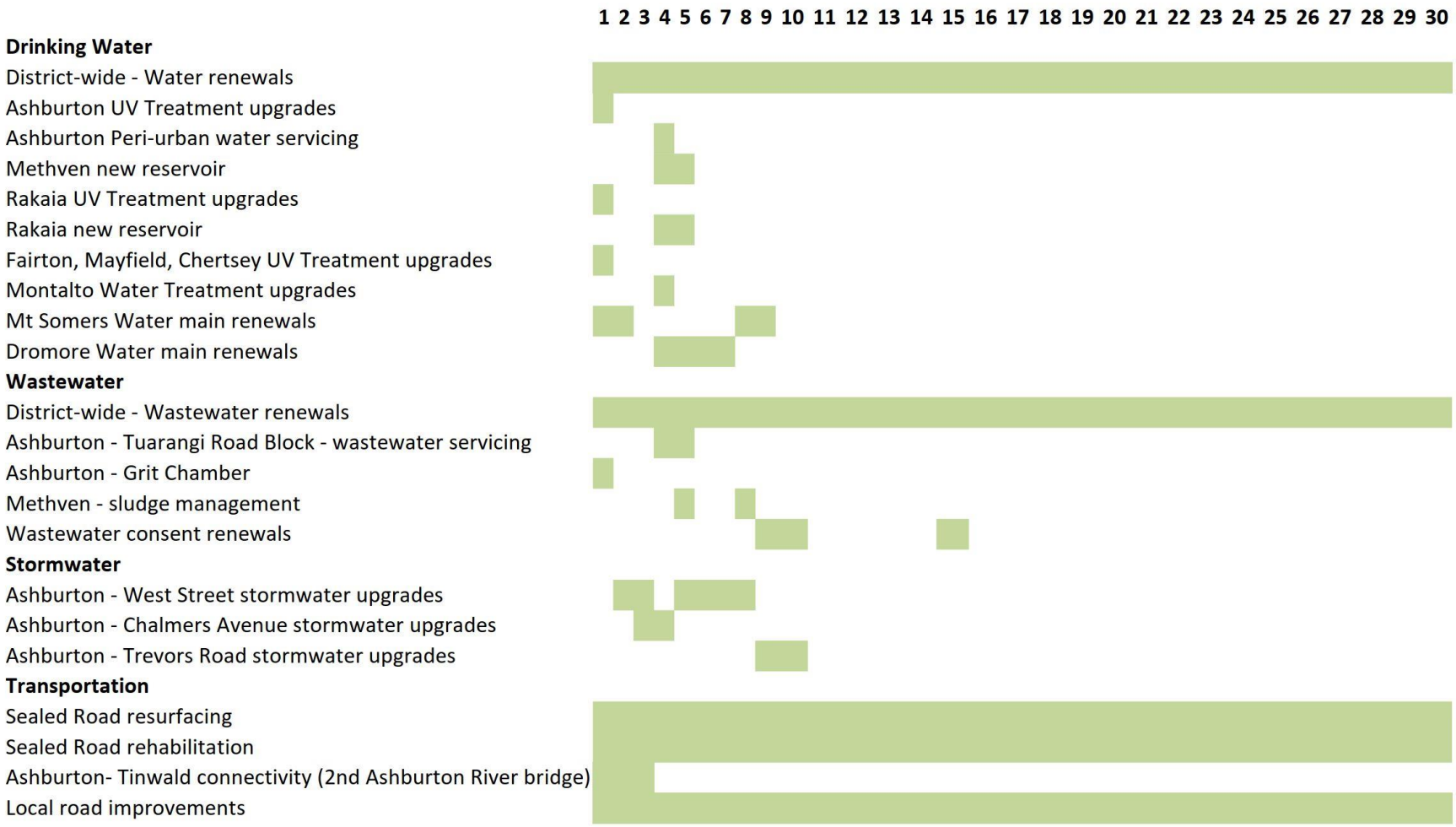
Affordability

Most likely scenarios for our district	Impact on infrastructure and our response
Financial forecasts show that future infrastructure spending has significant cost and may challenge the affordability for our communities. In short, we expect to face increased pressure to keep rates affordable. This means future rates rises and borrowing limits have caps to work within.	Maintaining and renewing our existing infrastructure will continue to be a core focus for us. Price increases, including from inflationary pressure and rising interest costs, mean that the cost of doing this is expected to rise annually. Major project work, such as water treatment upgrades, are loan funded. Where practical, the timing of major projects will be coordinated across our activities to manage the impact on rates affordability. However, where there is an immediate need, or a regulatory deadline, this may not be possible. Council will continue to advocate to government for maximum government funding for the district for infrastructure upgrading, and for new ways of funding that reduce pressure on rates.
There is likely to be increased pressure on engineering resources (people and plant) due to expanded infrastructure programmes.	The strain on resources puts ambitious infrastructure work programmes at risk, meaning that work can't be completed in the timeframe expected (generally resulting in increased costs). We have focused on developing an LTP work programme that is realistic and achievable.
Oil price volatility will affect construction costs and bitumen prices in particular.	In the transportation activity, forecast works are initially based on need rather than available budget, so any funding limitations will be managed by undertaking a final programme that is affordable. Flexibility in programming is always required as work may change in priority for several reasons.

Summary of major infrastructure projects

We have a number of major decisions to make around how we deal with a number of major projects over the coming 30 years. These decisions are shown across the timeline below showing when they need to occur and roughly how long it will take to complete the project. Further detail explaining the projects and decisions that need to be made are in the following sections of this strategy.

Our major infrastructure projects



There are many projects in the first three to four years. The relatively small number of projects later on is partly due to these projects simply not yet being identified. One of the main drivers of our work programme is new regulations and standards – these do not yet exist for the later years.

The relatively high number of projects early on for drinking water reflects a need for work to meet current drinking water standards.

Our Significant Decisions

The following are a summary of the key decisions for each of the asset areas covered by this strategy (* indicates Council's preferred option)

	Key Decision	Drivers	Principal Options	Cost estimate and timing
Drinking Water				
1)	Reticulation Extensions (2024 onwards)	Demand and growth	1. Proactively prepare plans and designs for peri-urban residential areas*	Higher overall capital cost but spread over time
			2. Consult with larger areas and proceed with design and construction only if an area-wide rollout is favoured	Lower capital costs overall but incurred in larger amounts each time
			3. Do not plan for or install reticulation. Allow developers or private landowners to install reticulation to be vested in Council.	Minimal cost to Council
			4. Regulate to restrict development	Potentially high cost if legal challenges arise
2)	Complete universal water meter installation	Compliance Demand and growth	1. Install water meters on every water connection in Ashburton and Rakaia (remaining unmetered schemes)	$5m 2027-2030
			2. Status quo	Est. $100,000 pa
3)	Change our renewal programme intensity (2026, and prior to every LTP thereafter)	Resilience Affordability	1. Renew approximately in line with depreciation*	No additional cost
			2. Raise renewal funding above depreciation	Variable. Possibly $500,000 p.a. additional
			3. Lower renewal funding below depreciation	Potential for higher costs of repairing at point of failure
4)	Montalto water supply upgrade	Compliance	1. Investigate options for Montalto Drinking water scheme to meet Drinking Water Standards*	Minimal cost to investigate
			2. Upgrade the intake weirs with new fish screens; construct new membrane-level treatment plant; construct new potable trunk reticulation	$8.5m 2027-2028
			3. Withdraw potable water service to customers and reverting the scheme to stockwater-only	Est. $1.7m
			4. Upgrade the intake weirs with new fish screens; install point of supply treatment and selective abstraction equipment at each farm; construct new trunk reticulation with defined points of supply to customers	$8.5m 2027-2028
			5. Upgrade the intake weirs with new fish screens; install point of supply treatment and	$11m-$21m

			selective abstraction equipment at each farm; replace all reticulation.	
5)	Water charging (2027 or later)	Compliance Demand and Growth	1. Charge volumetrically for commercial and large properties only (status quo)	$0 (no change)
			2. Universally charge for water on a volumetric basis	Cost-neutral
			3. Remove all volumetric charging	$0

	Key Decision	Drivers	Principal Options	Cost estimate and timing
Wastewater				
1)	Change our renewal programme intensity (2026, and prior to every LTP thereafter)	Resilience Affordability	1. Renew approximately in line with depreciation*	No additional cost
			2. Raise renewal funding above depreciation	Variable. Perhaps $500,000 p.a. additional
			3. Lower renewal funding below depreciation	Potential for higher costs of repairing at point of failure
2)	Upgrading the Ocean Farm wastewater disposal irrigation system (2026)	Compliance Affordability	1. Replace current irrigation system with subsurface irrigation	Possibly $3m
			2. Replace existing popup sprinklers with another type, such as impact sprinklers	More expensive that $3m
			3. Replace existing irrigation system with other irrigation system, such as a combination of pivots and laterals	Likely to be the most expensive and complicated option
			4. Do minimum	Cheapest option
3)	Resource consent renewal approach (from 2035)	Compliance Demand and Growth	1. Follow a similar treatment approach, but expand the disposal area to meet contaminant loading limits	Moderate and relatively quick to implement
			2. Upgrade the treatment processes	High cost and would need to begin planning perhaps 3 years prior to renewal
			3. Attempt to ensure compliance though the consenting process	Low cost, approximately 1 year prior to expiry

	Key Decision	Drivers	Principal Options	Cost estimate and timing
Stormwater				
1)	Approach to land drainage associated with the closure of the stockwater race network (2024 and ongoing)	Resilience Demand and Growth	1. Assess and designate important former/existing races as drainage assets for the purposes of the Land Drainage Act and consider whether Council would accept responsibility for these drains	$175k p.a. to investigate and identify, ongoing costs unknown
			2. Stronger advocacy for ECan to manage rural drainage	Minimal cost
			3. Leave as the responsibility of landowners	Minimal cost

	Key Decision	Drivers	Principal Options	Cost estimate and timing
Transportation				
1)	Implementing and Funding Ashburton-Tinwald connectivity (2024)	Resilience Demand and Growth	1. Progress the construction of the Ashburton second bridge, subject to funding*.	$113 million
			2. Do not construct the Ashburton second bridge	$0
2)	Affordably maintaining and improving our roading network (2024 and ongoing)	Resilience Demand and Growth	1. The network funding that our community can afford	Additional $2.7million funding per year, total increase of $8.2million for 2024-7
			2. The network funding that our Network needs	Additional $7.5 million per year, total increase of $22.7million for 2024-7

The following sections detail each of the main asset activities covered by this Strategy, including details options analysis of the key decisions.

Our future – Drinking Water

Our drinking water services provide our communities with access to safe, reliable, and potable water at an affordable cost.

The future for the Drinking Water activity will see significant tension between demands to improve drinking water quality and security of supply, and the costs involved in achieving this aim. This will be of greatest concern for our relatively small rural schemes.

Our priorities and key issues for the next 30 years are to:

- Attain and maintain compliance with all applicable regulations, especially the Drinking Water Standards for New Zealand (DWSNZ) and our various resource consents and to continuously adapt as standards change.
- Monitor and manage demand to ensure levels of service can be maintained.
- Continue to replace aging assets to minimise the chance of failures.
- Seek out cost efficiencies, including adopting new technologies.

Compliance

Compliance, particularly in water safety, is the highest priority in the Drinking Water area.

New drinking water regulations released in 2022 required upgrades to all our water supplies. Some were already planned, such Methven, Mt Somers, Methven Springfield and Montalto (approach to be confirmed). Others were already thought likely, such as UV and filtration for other supplies. These upgrades will be the focus for the first two years of the Long-Term Plan 2024-34, and will bring our water schemes into compliance with the current bacterial, protozoal and chemical rules.

As time goes on, Taumata Arowai will continue to develop and improve safety standards. This might include requiring treatment for viruses, mandating fluoridation, and generally improving monitoring rigour.

A significant increase is likely in the protection and monitoring of reticulation networks; for example, this means rolling out backflow prevention devices, and establishing continuous monitoring of pressure and chlorine around the networks. Improving safety in the distribution zone also implies significant reductions in the number of leaks and the speed of their detection and repair.

It is likely that additional resourcing, in terms of staff, technology or a combination of the two, will be needed to manage the preparation, maintenance and implementation of more detailed water safety plans and water safety programmes.

Demand management

Our district's water supplies have notably high levels of reported water loss. Early investigations from smart water meters retrofitted to existing residential properties over the past five years suggest that there is also a relatively high level of real water loss. This means that we are not meeting the water loss or the consumption per person level of service targets.

As well as the level of service targets, water loss bears real, tangible costs. There is a financial cost to pump and treat water that is wasted. Reducing water loss also delays the need to amend or expand water take resource consents, which is a costly process that brings other risks. In some cases, there is a possibility of breaching consent limits in the short term.

Water loss from old pipes will be addressed over time through our ongoing renewal programme, and new leaks can be located and fixed. Design and construction standards are being improved to reduce the probability of leaks from new and renewed infrastructure.

Industry rules of thumb estimate that around half of water loss is from private (on-property) pipes and fittings. Our main tool to address private water loss and inefficient consumption is universal water metering. We have installed meters in several small schemes through the last LTP, including Methven, and are using these to understand demand patterns and losses. Data and lessons from the use of the metered schemes may inform future decisions on the wider use of meters.

Widespread water metering will give future councils better information on which to base decisions on drinking water funding, including the introduction of wider or universal volumetric charging, should this occur.

Asset renewal

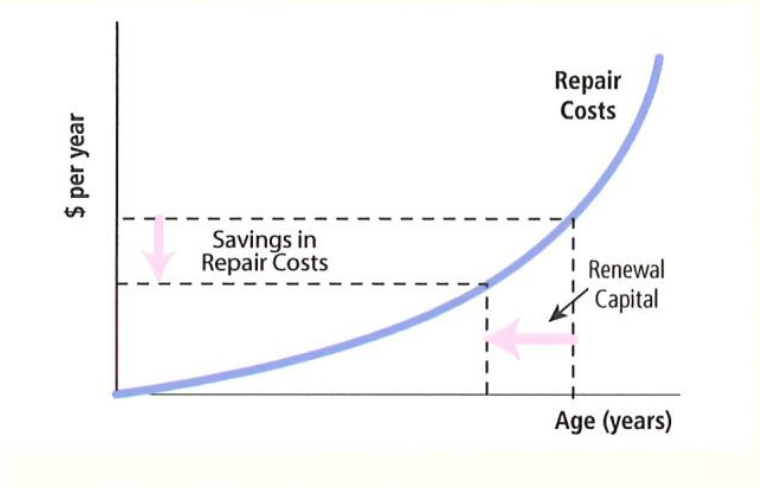
We have been renewing our water pipes and associated assets steadily for decades, and this programme will continue. Timely renewal of assets is important to reduce the probability of major unplanned failures, and to reduce the maintenance cost imposed by frequent, repeated minor repairs, such as stuck valves or leaking pipes or fittings. This is important to control costs; many repairs simply must be carried out and paid for.

Renewals to date have been focused mainly on Ashburton and Methven, the oldest schemes. At the present rate, the renewal of all original pipe networks in the Ashburton and Methven towns is likely to take another 20 years. The other schemes, although constructed in the 1970s and 1980s, are beginning to show signs of approaching their end of life, and so over the next 10 years these are also planned for renewal.

Renewals expenditure is matched approximately to the rate of depreciation. In the urban areas we are not seeing many full-scale asset failures, so the conclusion is that our assets still have remaining life in them. As time goes on, the risk of assets failing before being renewed increases. We choose to spread out renewals over time to avoid having a large spike of expenditure over a short time period. Where a significant rise in maintenance visits is seen for specific assets or classes of asset, they are prioritised for urgent renewal, and a higher rate of renewal may be necessary.

As the extensive rural schemes reach end of life, a small acceleration of renewal expenditure over depreciation is anticipated. This means spending more in order to take advantage of the efficiency of scale. For example, in Dromore each branch of the network represents approximately 5km of pipe. However, it is more cost-effective to renew a whole branch at once rather than doing it in parts.

Renewal priority is based around age, material and criticality, with modifications made based on analysis of maintenance records and customer complaints.



As more assets age toward the end of their nominal life, we expect an increased rate of failures, unreliability or other problems. In that case, a faster rate of renewal will be required to prevent the maintenance cost burden, and reduced levels of service to customers caused by widespread network failures. Renewal lowers the average age of the network, which lowers the maintenance cost. In theory, the best approach to renewing an asset is to renew it when the cost of renewal reaches the same amount as the money that would be saved in maintenance. (see figure inset). However, it may become beneficial to increase the rate of renewal early to spread out expenditure peaks, rather than reach a point where a large volume of assets reaches its optimal renewal point at the same time.

Cost efficiency

Affordability is one of the key drivers for any public service, and councils constantly face the need to balance the costs of providing higher levels of service against the desire to keep cost increases to a minimum.

Some cost efficiency will come from minimising maintenance costs and optimising renewals. More will come from minimising water loss and inefficient water use.

Another route to reducing costs is likely to be the adoption of new technologies to enable automation, optimisation and remote monitoring of networks. For example, smart water meters can be read wirelessly from a passing vehicle and do not need a meter reader to open every toby box and record the reading. If these meters were able

to automatically send back readings continuously, there would be only minimal need for readings.

Automation is used around Ashburton in the central control system, which adjusts the numbers and speeds of the various pumps to optimise the running of the network and avoid inefficient pumping practices. With more detailed pressure and demand information this system could be further refined. There is also the option to time reservoir filling cycles to take advantage of cheaper power at low demand times (e.g. overnight). These options have not been worked through in detail and have not been assumed when forecasting future costs.

As a final example, cameras and solar-powered data loggers can reduce the number of visits required at remote locations, such as the water intakes and infiltration galleries, saving significant time and cost.

Economic performance

The economic performance of the water supplies will come under increasing public and regulatory scrutiny in the future. This means investing properly into infrastructure and understanding and justifying that investment.

What this means for us is that we will be expected to have greater knowledge of our assets' condition and performance, informing more detailed demand management strategies and investment plans. This also includes funding strategies and mechanisms to ensure that water supplies are financially sustainable in the long term.

In practice, this may mean more asset inspection and assessment, more network monitoring, more detailed record-keeping around expenditure, and to facilitate this there will need to be improvements to asset data systems.

Drinking Water - Significant decisions

This section outlines the main significant decisions to be made in the coming years. These range from very specific questions about projects to questions of strategic direction.

In this section, figures used are uninflated to facilitate comparisons between options.

1) Reticulation extensions

Driver: Demand and growth

Decision required: Periodically, from 2024 onwards

Around the district, particularly on the edges of towns, there are areas of development or residential areas that are currently unserviced. There are regular requests for large-scale extended reticulation.

For example, the North-East Ashburton area contains mainly large residential and lifestyle properties, obtaining their water from private bores. In recent years there have been concerns around the quality and safety of the water being supplied to these properties, with E. coli and nitrates being the main areas of concern.

Concept designs have been started for some areas around Ashburton. As development proceeds and zoning changes, planning needs to take place. This decision is about our preferred approach to new development.

Assumptions:

- Demand for reticulation in the area will be present and will increase.
- We are not compelled to provide reticulation by an external factor

Principal options		Implications of the options	Cost estimate and timing	Driver		
				Growth	Level of service	Renewal
1.*	Proactively prepare plans and designs for peri-urban residential areas and areas identified for future development but wait for demand and service small areas – an incremental approach.	Overall servicing plans are developed to ensure that the systems will work and provide appropriate levels of service. Installing the reticulation ourselves ensures control over the alignment and quality of the infrastructure and allows fair cost recovery to be achieved. Spreading out the construction helps keep increases in capital cost and depreciation cost small. Where a pipeline is constructed in a street there may be a capital contribution required, and even non-connected properties may be liable for a (half) rating charge. Responding to demand limits the impact of this on opposed ratepayers.	Higher overall capital cost but spread over time.	✓	✓	
2.	Consult with larger areas and proceed with design and construction only if an area-wide rollout is favoured.	This option, as a larger single package of work, offers cost-efficiency. However, the cost is all incurred at once, which may affect debt and rates limits. This option also may lead to the installation of infrastructure which is largely unused for years or decades, and slow uptake may delay cost recovery through capital contributions. This option may be seen as not recognising the needs of specific roads or areas.	Lower capital costs overall but incurred in larger amounts each time.	✓	✓	
3.	Do not plan for or install reticulation. Allow developers or private landowners to install reticulation to be vested in Council.	This option is the cheapest for Council, as the costs of development are borne by the landowners directly. This may act to discourage connections to the reticulated network and encourage more deep private bores. This option cedes some control over the location and timing of development.	Minimal cost to Council	✓	✓	
4.	Regulate to restrict development	This option uses non-engineering responses to control development by reducing the available areas of residentially zoned land, to steer development into areas that are currently serviced, or which will be the most cost-effective to service. This option takes more control over the location of development but is vulnerable to legal challenge through the District Plan process and the environment court. This option could alternatively be combined with other options, rather than being seen as an option in itself.	Potentially high cost if legal challenges arise	✓	✓	

* This is Council's preferred option

2) Complete universal water meter installation

Driver: Compliance, demand and growth

Decision required: 2026 (for next LTP preparation)

While our population is growing, we currently operate within fixed water take limits. The district's water supplies have relatively high levels of water loss. Not being able to demonstrate sound management of water demand is likely to hinder consent renewals or applications for larger allocations.

We need to improve our water use efficiency to remain compliant with consents and to ensure levels of service can be maintained for our customers. The current position is for water meters not to be used for volumetric charging, but be focused on helping to assess and improve water leakage.

Previous consultations have acknowledged the community are prepared for occasional water restrictions in times of less water availability and that water is not an unlimited resource.

Assumptions:

- Population growth will continue as forecast and will lead to a proportional increase in demand.
- Water take resource consent limits will remain unchanged, at least until they begin to expire in the 2030s. For planning purposes, we assume consents are renewed with the same annual allocation as the current consents. Given general growth, this represents a reduction in per-property allocation.
- We will continue a programme of public leak detection work.

Principal options		Implications of the options	Cost estimate and timing	Driver		
				Growth	Level of service	Renewal
1.	Install water meters on every water connection in Ashburton and Rakaia (remaining unmetered schemes)	Results of the trial and investigations in Methven will be used to confirm the validity of previous water loss assumptions. In particular, it will confirm the presence and scale of private property leaks and allow for the balance between public and private leakage to be quantified. Meters are likely to slow water demand through knowledge of consumption and assist with understanding and finding private property leaks or high users. Metering would show good stewardship of the water allocated under our consents and facilitates a better estimate of real water loss. It also supports broader objectives under the Climate Change Policy to reduce emissions and to improve capacity and resilience. However, there would be an ongoing cost associated with reading meters. Additional infrastructure to enable automatic continuous reading may provide operational cost savings.	$5m 2027-2030		✓	
2.	Status quo	We would continue our leak detection and asset condition monitoring programmes. Will leave us without a key tool to avoid breaching resource consent limits. We would also find it more difficult to meet the levels of service agreed with the community for water loss and consumption. Significant reputation loss would arise from a perceived double-standard between ADC water supplies and other water users (e.g. farmers) who are working hard to improve efficiency. May reinforce perceptions at Government or regulator level that local authorities are not a fit steward of water resources. Improving water loss would require more active leak detection, plus increased operational costs to repair previously unknown leaks found.	Est. $100,000 pa		✓	

3) Changing our Renewal programme intensity

Driver: Resilience, affordability
Decision required: 2026, and prior to every LTP thereafter.

Ongoing renewal of aging pipes is carried out to minimise the costs of failures or leaks. The amount of money dedicated to renewals can be varied to trade expenditure for risk.

Assumption: The rate of failures increases relatively slowly, rather than a sudden jump

Principal options		Implications of the options	Cost estimate and timing	Driver		
				Growth	Level of service	Renewal
1.*	Renew approximately in line with depreciation	There is no additional effect on rates as depreciation must be rated for regardless. This is the preferred option because we are not seeing a widespread increase in infrastructure failures and so the additional cost may be unnecessary.	No additional cost			✓
2.	Raise renewal funding above depreciation	This option would help to reduce the risk of a large increase in failures leading to a high number of renewals being require in a short timeframe. This would protect future ratepayers but at a cost to present ratepayers.	Variable. Possibly $500,000 pa additional		✓	✓
3.	Lower renewal funding below depreciation	There is no effect on budgeted rates as depreciation must still be funded, but over time an increase in maintenance costs may be seen as more pipes fail. This ensures that asset lives are maximised and a reserve may be built up with this option, to be spent on demand as assets begin to fail. However, failures can be unacceptable to the public, causing inconvenience and potentially danger. Renewal of failing assets is more time-critical and less flexible than planned routine renewal. Work under this option is inherently more variable and may not be compatible with efficient procurement of large or multi-year work packages.	Potential for higher costs of repairing at point of failure		✓	✓

* This is Council's preferred option

4) Montalto Water Supply Upgrade

Driver: Compliance

Decision required: 2027

The Montalto rural water supply is not able to comply with current Drinking Water Quality Assurance Rules and resource consents for a number of reasons: the source weirs need upgrading to provide fish screening; there is no compliant treatment for bacteria or protozoa; the distribution system is in poor condition and has many connections, most of which lack reliable backflow prevention. As a result, all parts of the supply need an upgrade. The supply is under a permanent boil water notice.

Options have been developed for this upgrade. Council and the community will have to decide which approach to take and then how to fund it. Currently Montalto is self-funding, and is not grouped with other water supplies.

Assumptions:

- No significant change in population or demand for water on the scheme
- No changes to the rules or consents

Principal options		Implications of the options	Cost estimate and timing	Driver		
				Growth	Level of service	Renewal
1.*	Investigate options for upgrading the current Montalto Drinking water scheme to meet Drinking Water Standards	Council will investigate the best option to improve the Montalto water supply. This will include consulting with users to determine a solution that works, while meeting drinking water standards. Some possible options, outlined below, may involve a single solution or combination.			✓	
2.	Upgrade the intake weirs with new fish screens; construct new membrane-level treatment plant; construct new potable trunk reticulation with defined points of supply to customers	The existing reticulation would become stockwater-only, as a bulk supply. This would need to be renewed, but could potentially be transferred to the community to operate and would not need to meet drinking water specifications. If Council retained ownership, the renewals could be spread over a longer period of time to reduce the impact. This option would provide high-quality drinking water to customers almost irrespective of source water quality. Customers would probably need to transition from the current on-demand supply to a restricted model (similar to Methven Springfield) for domestic water, and would need to connect to a new single point of supply. If Council funded this work the cost could rise.	$8.5m 2027-2028		✓	
3.	Withdraw potable water service to customers and reverting the scheme to stockwater-only	Customers would need to move to rainwater systems (this is what the budget covers) and would become self-suppliers. Council would need to take care to ensure that no one is using the stockwater supply for drinking water, including that everyone has disconnected their houses from the scheme and that they all have a suitable source of potable water. It is likely that some amount of tankered water would be required most years. This would represent a significant reduction in the level of service provided to customers.	Est. $1.7m		✓	

Principal options		Implications of the options	Cost estimate and timing	Driver		
				Growth	Level of service	Renewal
4.	Upgrade the intake weirs with new fish screens; install point of supply treatment and selective abstraction equipment at each farm; construct new trunk reticulation with defined points of supply to customers	Existing reticulation would become stockwater-only, as a bulk supply. This would need to be renewed, but could potentially be transferred to the community to operate and would not need to meet drinking water specifications. If Council retained ownership, the renewals could be spread over a longer period of time to reduce the impact. The new trunk reticulation is still required because the existing network has water security risks due to unprotected connections. This option simply changes whether this water is treated at the source or at the property. This option would require the treatment equipment at each property to monitor the quality of the source water to ensure it can be treated effectively. There is a risk that water quality might exceed the capabilities of some forms of point-of-supply treatment (i.e. filters and UV) for extended periods of time. Customers would probably need to transition from the current on-demand supply to a restricted model (similar to Methven Springfield) for domestic water, and would need to connect to a new single point of supply. If Council funded this work the cost could rise.	$8.5m 2027-2028		✓	
5.	Upgrade the intake weirs with new fish screens; install point of supply treatment and selective abstraction equipment at each farm; replace all reticulation.	Customers would receive a combined feed at their point of supply and would abstract and treat a drinking water supply from that source. This option is very expensive because the pipes would need to be larger to accommodate the higher volumes of water and there would be more pipe to be replaced.	$11m-$21m (Depending on installation method)		✓	

** This is Council's preferred option*

5) Water charging

Driver: Compliance, demand and growth

Decision required: 2027 or later

While our population is growing, we operate within fixed water take limits. The district's water supplies have relatively high levels of water loss. Not being able to demonstrate sound management of water demand is likely to hinder consent renewals or applications for larger allocations.

Currently, we charge for water for users connected through a targeted rate depending on the water scheme. This implies that users essentially receive an unlimited amount of water for no additional cost above the rate.

We need to improve our water use efficiency to remain compliant with consents and to ensure levels of service can be maintained for our customers.

As investment levels are likely to increase in the medium and long term, additional revenue mechanisms may be desirable, both to raise more funding and to help affordability and equity. Water charging may be one mechanism to balance the fixed rate with a user-pays charge. Depending on the future regulatory environment, especially with an economic regulation regime likely to be introduced, these mechanisms may need to be explored sooner, rather than later.

Assumptions:

- Population growth will continue as forecast and will lead to a proportional increase in demand.
- Water take resource consent limits will remain unchanged, at least until they begin to expire in the 2030s. For planning purposes, we assume consents are renewed with the same annual allocation as the current consents. Given general growth, this represents a reduction in per-property allocation.
- We will continue a programme of public leak detection work

Principal options		Implications of the options	Cost estimate and timing	Driver		
				Growth	Level of service	Renewal
1.	Charge volumetrically for commercial and large properties only (status quo)	As this option represents the status quo, no significant effect is expected to be seen. We would probably also continue to not meet the levels of service agreed with the community for water loss and consumption.	$0 (no change)		✓	

Principal options		Implications of the options	Cost estimate and timing	Driver		
				Growth	Level of service	Renewal
2.	Universally charge for water on a volumetric basis	The exact charging model is yet to be determined, and options include: • Charge per m^3 with an allowance • Charge per m^3 with no allowance • Charge per m^3, reducing the cost per m^3as consumption increases • Charge per m^3, increasing the cost per m^3as consumption increases Each option has different impacts on customers and will have different effectiveness. Adding a direct cost signal is likely to improve the effect of meters through reducing demand to save money and improving the rate and speed with which leaks are fixed. However, there would be an ongoing cost associated with generating and handling billing	Cost-neutral		✓	
3.	Remove all volumetric charging	It is expected that this option would lead to an increase in demand from some customers. This might be immediate as people are no longer incentivised to economise, or longer-term as there is no financial feedback if demand grows. People may feel that, as they pay their rates, they are entitled to as much water as they wish. This option may be popular with larger consumers, particularly, for example, large residential or small lifestyle property owners, whose relatively high demand would be subsidised by other ratepayers. Significant reputation loss could arise from a perceived double-standard between ADC water supplies and other water users (e.g. farmers) who are working hard to improve efficiency. We would probably also continue to not meet the levels of service agreed with the community for water loss and consumption.	$0 Potentially a small saving in administration cost, although this is unlikely to be realised as this is a small part of larger roles for the staff involved.		✓	

Financial forecasts

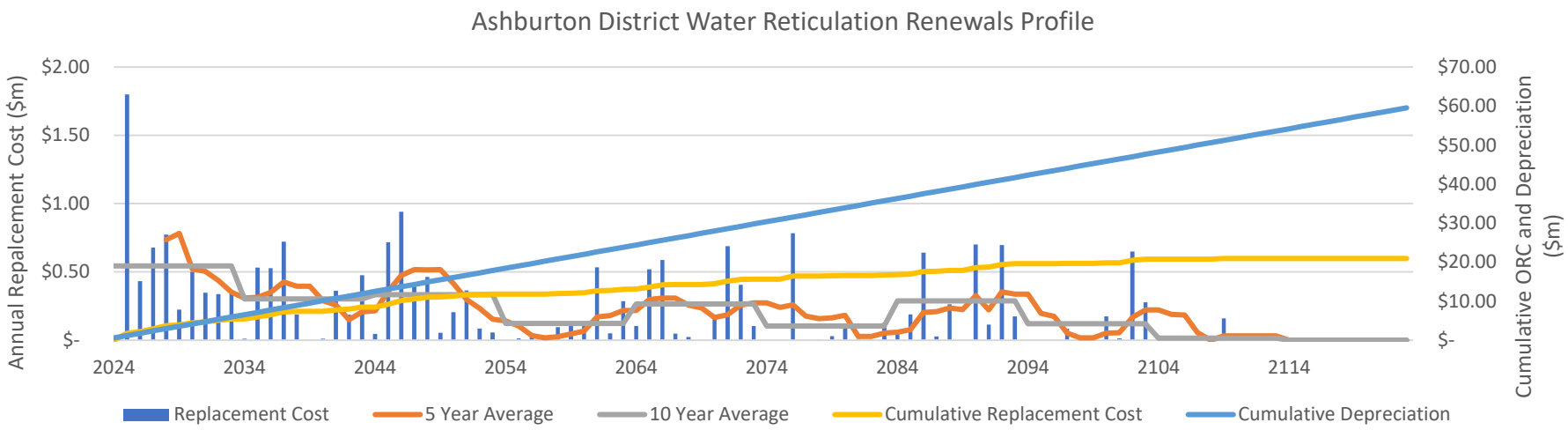
Renewal profile

The renewal profiles in Figure 1 show the forecast renewals for each year over the next 100 years (blue bars), based solely on standard asset lives and valuations, modified for condition rating. There is one for reticulation assets and one for facility assets. These show the theoretical renewal programme before any smoothing is applied. The chart also shows the 5- and 10-year moving averages and cumulative depreciation.

The reticulation profile indicates that expenditure requirements approximately match depreciation funding when spread over the next 20 years. There is no significant gap or build-up of delayed renewal work. This reflects the end of the renewals of the large amounts of pipe installed in the 1960s to 1980s. After this, the profile implies a period of low demand for reticulation renewals. In practice this will be spent on proactive renewals, spreading the demand, and replacing assets that are failing earlier than expected.

The facility profile tells a different story, with a short-term demand for expenditure above depreciation. This is due to several treatment plants having been upgraded between 2003 and 2012, where key equipment will be due for renewal after 15-25 years of service.

The low cumulative replacement cost relative to depreciation towards the end of this profile reflects that subsequent replacements of assets are not shown on the profile. In practice, the renewals for these assets are likely to appear towards the end and the cumulative replacement cost will increase accordingly.



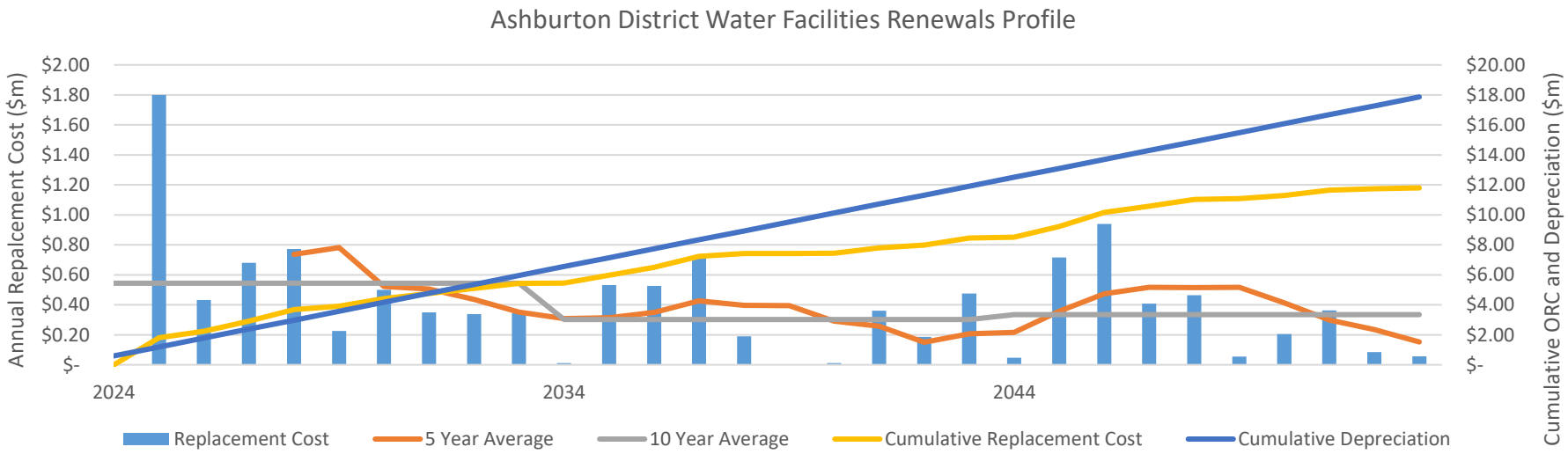


Figure 1. Drinking Water renewal profiles – all schemes

Looking at the next 10 years, and considering reticulation and facility assets, Figure 2 shows our actual planned renewal expenditure (green bars), with the 10-year average expenditure (black line) and the annual depreciation in 2024 dollars (blue line) on top. This shows how we plan to spend approximately in line with our depreciation, effectively replacing assets as fast as they age.

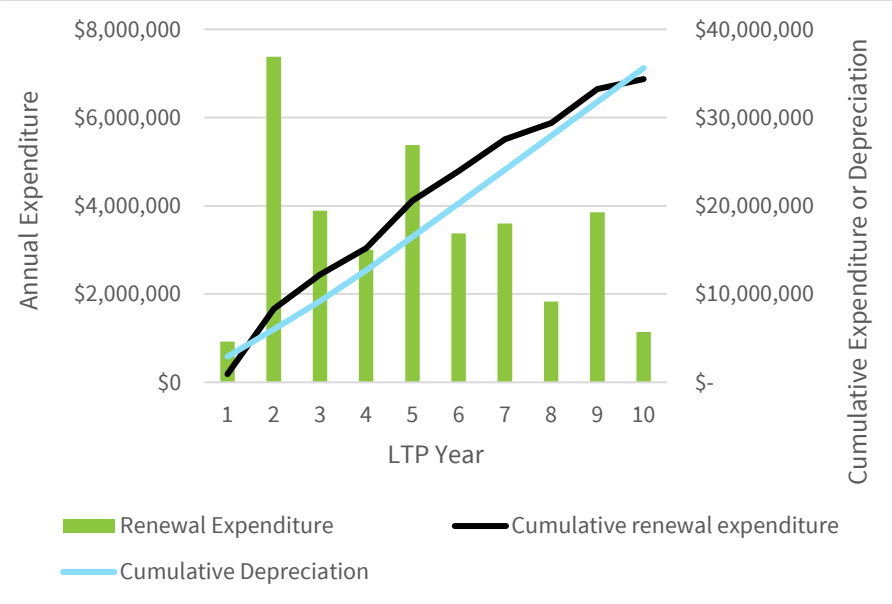


Figure 2. Drinking Water 10-year renewal expenditure vs depreciation forecast

Capital expenditure

All new capital expenditure on Drinking Water is shown in the chart below. Note that the last four bars represent 5-year totals. The chart shows a large amount of new infrastructure in the first 5 years of the plan, reflecting a push to achieve compliance with the current and proposed Drinking Water Standards within 5 years.

The lack of projects in the later years reflects high uncertainty about where standards may go in the future. We will add projects to this long-term programme when the direction of travel becomes clear. For example, we may be required to provide for nitrate removal, or a policy of removing chlorination may be adopted, but any attempt to predict the scale and timing of any such improvements will only provide misleading guesses.

Unlike some other councils, we do not proactively install water pipes in advance of development, preferring to let developers install this as development occurs and vest the assets in Council.

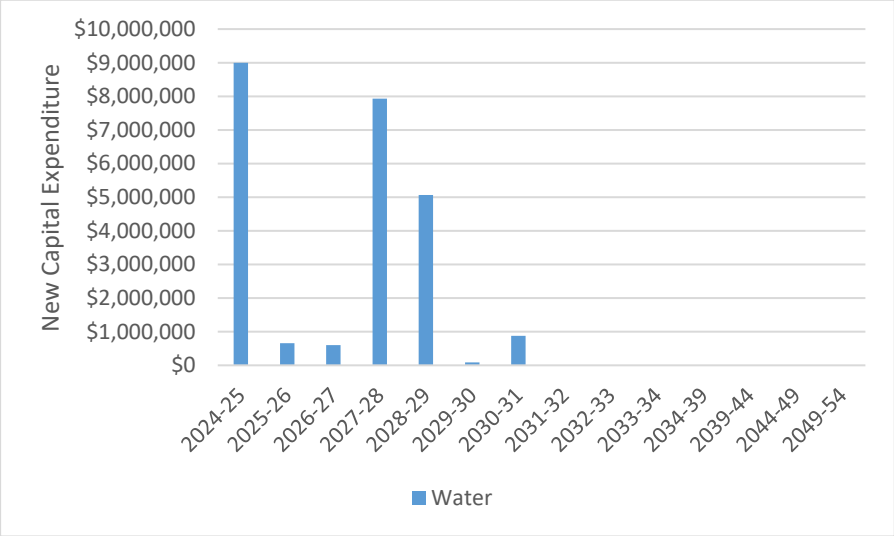


Figure 3 - Drinking Water new capital expenditure (uninflated)

Operating costs

Forecast operational expenditure for Drinking Water is shown in the chart below. Note that the last four bars represent annual average figures, for easier comparison. This chart shows a general increase over the next 30 years, as costs overall rise in line with inflation and growth in the network. New facilities add to the cost of operating the network, while new pipes should not lead to an immediate increase in costs as they should be reliable for a long time.

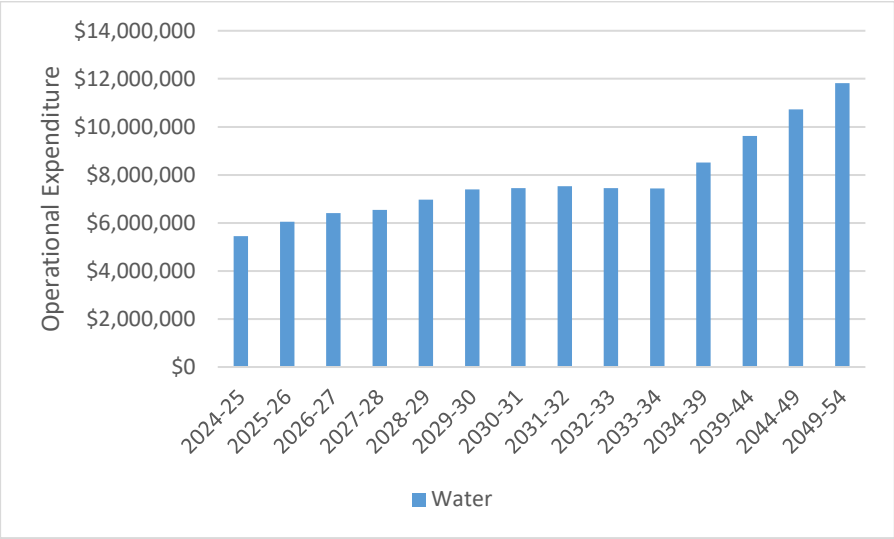


Figure 4. Drinking Water forecast operational expenditure (inflated)

Our future - Wastewater

Our wastewater services provide communities with safe, reliable and sanitary disposal of wastewater at an affordable cost.

Our priorities and key issues for the next 30 years are to:

- attain and maintain compliance with applicable resource consents;
- monitor condition and performance of assets to ensure that levels of service are being maintained;
- continue to replace aging assets to minimise the chance of failures and to increase resilience;
- seek out cost efficiencies, including adopting new technologies.

The future for the Wastewater activity will see tighter requirements for nutrient loadings take effect as resource consents come up for renewal in the 2030s.

The new three waters regulator Taumata Arowai will have impact on the management of wastewater services. It is likely to mean higher standards and expectations, both around performance and reporting. Compliance monitoring is still the responsibility of Environment Canterbury, but Taumata Arowai will exert influence at the higher level.

Infiltration and inflow (I&I) will continue to consume capacity, pumping and treatment resources. Ongoing renewals will help to reduce infiltration from the public mains networks, but other interventions may be needed if capacity becomes too constrained and causes maintenance problems or impedes development and expansion.

Low pressure sewer systems are gaining acceptance and can provide advantages in certain circumstances over gravity networks. The first public systems have been vested and adopted in the district, and throughout the life of this strategy an expansion of these types of sewer systems is likely. There will be a need to manage these in a way that minimises faults and maintenance costs and that optimises the use of the networks.

Finally, there may be pressure to expand municipal wastewater services to areas not currently serviced. We have already begun planning for the periphery of the Ashburton urban scheme, to the north-west of Ashburton, for example.

Other villages such as Hinds may need to be serviced in the longer term, although there is no direct imperative for that at present.

Compliance

Compliance with resource consents and particularly with effluent quality and contaminant loadings is the highest priority in the Wastewater area.

Our three wastewater schemes generally comply with our resource consents, although there have been departures in recent years. The most important of these are at Ocean Farm, where the effluent has had E. coli concentrations above the permitted levels, and Rakaia, where the sludge nitrogen loading has been higher than permitted. These are being addressed through consenting processes and capital works.

These resource consents are due for renewal in the 2030s. In anticipation of higher standards, capital expenditure is likely to be needed at these treatment facilities, either to achieve higher treatment levels or to increase disposal area. Ocean Farm and Rakaia have already had extra land purchased nearby to provide options for extending irrigation areas. What is yet unknown is whether the focus will remain primarily on nutrient loadings, or whether treatment processes will need to be made more sophisticated to deal with emerging contaminants, such as viruses.

Inflow and infiltration management

Inflow of water directly into sewers or infiltration of groundwater into pipes and manholes consumes conveyance and treatment capacity in wastewater networks and facilities, which adds to running costs and leads to the need to renew earlier or enlarge pipes to avoid wet weather overflows.

Our ongoing renewal programme helps to reduce infiltration in the public network by replacing older, leaky pipes with new, sealed ones. Inflow is addressed through ongoing inspection of gully traps and stormwater systems and by tracing sources of water during wet weather events.

Sludge Management

The ponds at Ashburton, and to a lesser extent Methven, accumulate sludge as a natural byproduct of the treatment processes. After decades in use, this sludge can build up to the point where it needs to be removed to restore the effectiveness of the treatment. In a worst-case scenario, excessive build-up can cause the ponds to stop treating entirely and can generate significant odour.

In the life of this LTP we propose to desludge the Wilkins Road Facultative Oxidation Pond, and to carry out a follow-up survey at Methven to see if and when that will need desludging. Removed sludge must be dewatered and then disposed of to an appropriate facility as hazardous waste. This is a very expensive project, but fortunately it doesn't need to be done very often.

Asset renewal

We have been renewing our wastewater pipes and associated assets steadily for decades, and this programme will continue. Timely renewal of assets is important to reduce the probability of major unplanned failures, and to reduce the maintenance cost imposed by frequent, repeated minor repairs, such as blockages caused by dips or faulty joints. This is important to control costs; many repairs simply must be carried out and paid for.

Relining of existing reticulation is favoured for the on-property sewers that are prevalent in Methven and the Hampstead area of Ashburton. Relining is only practical when the sewer main is not collapsed or badly deformed, otherwise excavation is needed. It is therefore important to ensure that relining is carried out before these pipes begin to fail, or accelerated if there appears to be an increase in failures.

We carry out CCTV inspections of a sample of approximately 1-2% of pipelines every year and have used this information to extrapolate the condition of similar pipes in the network. As more information is forthcoming the priorities and pace of the programme can be revisited.

Renewals expenditure is matched approximately to the rate of depreciation. As with the drinking water assets we are not seeing many full-scale asset failures, so the conclusion is that our assets still have remaining life in them. As time goes on, the risk of assets failing before being renewed increases. We choose to spread out renewals over time to avoid having a large spike of expenditure over a short time period.

In the 2024-34 LTP we are proposing to spend above depreciation overall. This is driven by a large allocation in 2027-28, around $7m, to desludge the Wilkins Road ponds. This is a large, infrequent project, typically decades apart. It is also entirely possible that this is not needed at the time and can be deferred; this will be confirmed with a sludge survey programmed for 2026-27. Without the allocation for desludging, we spend slightly under the total depreciation.

Renewal priority is based around age, material, and criticality, with modifications made based on analysis of maintenance records and customer complaints.

Since the Rakaia scheme was constructed in 1999 we do not anticipate widespread renewals in the near future, but we anticipate adding this scheme to the inspection programme from the 2040s onwards. We expect to begin the first renewals towards the 2070s or 2080s in order to provide reasonable smoothing of expenditure, although this is very much subject to change depending on the deterioration of the pipes.

Cost efficiency

A large component of cost in our wastewater treatment systems is electricity – used for powering mechanical aerators and pumping wastewater around treatment plants and out for irrigation at Rakaia and Ocean Farm. The best way to save costs is to stop groundwater or stormwater from entering the network, and thereby not spending resources pumping or treating it. Methods for reducing this infiltration and inflow have already been discussed.

There are also options to improve the efficiency of the treatment, such as more energy-efficient aeration methods, smarter monitoring, and control of aeration, and managing pumping schedules to spread demand.

In the reticulated networks we carefully consider the best approach to renewals. This means carefully selecting the methods used, and considering which assets to replace and to what extent.

As with drinking water, remote monitoring equipment and greater use of automation can reduce the number of visits required at sites, saving significant time and cost.

Wastewater - Significant decisions

This section outlines the main significant decisions to be made in the coming years. These range from very specific questions about projects to questions of strategic direction.

None of these are being specifically addressed in the Consultation Document. This is because the options are not developed and understood, or the decisions fall several LTPs hence, or the proposed option is status quo.

In this section, figures used are uninflated to facilitate comparisons between options.

1)Changing our Renewal programme intensity

Driver: Resilience, affordability

Decision required: 2026, and prior to every LTP thereafter

Ongoing renewal of aging pipes is carried out to minimise the costs of failures and blockages, and the additional treatment costs from infiltration and inflow. The amount of money dedicated to renewals can be varied to trade capital expenditure for risk.

Assumption: The rate of failures increases slowly, rather than in a sudden jump.

	Principal options	Implications of the options	Cost estimate and timing	Driver		
				Growth	Level of service	Renewal
1.*	Renew in line with depreciation	There is no additional effect on rates as depreciation must be rated for regardless. This is the preferred option because we are not seeing widespread infrastructure failures and so the additional cost may be unnecessary.	No additional cost		✓	✓
2.	Raise renewal funding above depreciation	This option would help to reduce the risk of a large increase in failures leading to a high number of renewals being require in a short timeframe. This would protect future ratepayers but at a cost to present ratepayers. When borrowing costs are low, this might present a favourable option compared to waiting for assets to fail and borrowing at the prevailing rates at the time.	Variable. Perhaps $500,000 pa additional		✓	✓
3.	Lower renewal funding below depreciation	There is no effect on budgeted rates as depreciation must still be funded, but over time an increase in maintenance costs may be seen as more pipes fail. A reserve may be built up with this option, to be spent on demand as assets begin to fail. This has the advantage of maximising the life of assets, by not renewing them until they fail, or begin to cause large increases in maintenance costs. However, this option also requires more reactivity and agility as renewal of failing assets is more time-critical and less flexible than planned routine renewal. Work under this option is inherently more variable and may not be compatible with efficient procurement of large or multi-year work packages.	Potential for higher costs of repairing at point of failure			✓

** This is Council's preferred option*

2) Upgrading the Ocean Farm wastewater disposal irrigation system

Driver: Compliance, affordability

Decision required: 2026

Treated wastewater from Ashburton (including Tinwald and Lake Hood) is transferred to Ocean Farm, passed through a surface flow wetland, then disposed of to land via a network of pop-up sprinklers and grass is harvested and sold through a cut-and-carry operation.

Birds in and around the wetland contribute to non-compliance with a consent limit of faecal coliforms in the final effluent. The sprinklers suffer from pressure problems that limit irrigation coverage and the direct application of effluent to the grass limits the markets it can be sold to. Furthermore, ECan have noted that the area actually irrigated is significantly smaller than the area of the paddocks, which in turn raises our effective nitrogen loading rate, putting compliance at risk.

Alternative systems for disposal of wastewater could solve these problems, which would increase yields and thus income.

We have a long-standing unmet requirement to measure effluent volumes discharged to each irrigation zone. Ideally this would be addressed along with any overhaul of irrigation.

Assumptions:

Cut and carry remains part of the operation of Ocean Farm.

Any required variations or approvals from ECan to vary the irrigation methodology are forthcoming.

Principal options		Implications of the options	Cost estimate and timing	Driver		
				Growth	Level of service	Renewal
1.	Replace current irrigation system with subsurface irrigation	Under this option the existing irrigation will be removed from the whole farm and replaced with subsurface drip irrigation. Main pipework may be reused or may be replaced, to be determined by detailed design. This option carries a high capital cost but should be cheaper for operations as the number of sprinklers needing replacement and cleaning will be dramatically reduced. This option also enables higher grass yields due to more complete coverage (up to doubling the area reached by irrigation) and may unlock higher prices for the grass due to more buyers for the product.	To be determined. Could be on the order of $3m		✓	✓
2.	Replace existing popup sprinklers with another type, such as impact sprinklers	Small-scale trials have indicated that changing to impact sprinklers improves irrigation coverage. High-maintenance pop-up sprinklers would be replaced with simpler alternatives, reducing operational costs. There is a significant capital cost for this option as well, although the cost could be spread. Failed pop-up sprinklers could be replaced with impact sprinklers individually or on a zone-by-zone basis, so the up-front cost is offset by not spending maintenance funds on new pop-ups.	More expensive than option 1			✓
3.	Replace existing irrigation system with other irrigation system, such as a combination of pivots and laterals	This option has not been explored in detail to date and would require investigation to determine both feasibility and cost. It is likely to be the most expensive and most complicated option, particularly given the nature of the farm (long, narrow and split across two levels with inlets).	Likely to be the most expensive and complicated option			✓
4.	Do minimum	This is a viable option because the irrigation methodology is not a consent liability per se. However, there is a risk that we will exceed nitrogen loading rates and need to expand the irrigated area to comply. We would still need to either improve flow monitoring to meet our consent condition or vary the consent (or seek non-enforcement).	Cheapest option			

3) Resource consent renewal approach

Driver: Compliance, demand and growth

Decision required: From 2035

Resource consents for the wastewater activity are due for renewal in the 2030s: Rakaia in 2033, Methven in 2034 and Ashburton in 2039. In anticipation of higher standards, capital expenditure is likely to be needed at these treatment facilities, either to achieve higher treatment levels or to increase disposal area.

Assumption: We have not proposed any major projects in the short term, but with the uncertainty about the future regulatory environment it is possible that a clearer strategic direction may emerge in the next few years, which will be reflected in subsequent AMPs and LTPs

Principal options		Implications of the options	Cost estimate and timing	Driver		
				Growth	Level of service	Renewal
1.*	Follow a similar treatment approach, but expand the disposal area to meet contaminant loading limits	Likely to be the lowest cost and gets the most from our available resources	Moderate Relatively quick to implement		✓	
2.	Upgrade the treatment processes	Expensive	High Due to the need for investigations and design we would need to begin planning perhaps 3 years prior to renewal		✓	
3.	Attempt to ensure compliance though the consenting process	Unlikely	Low Approximately 1 year prior to expiry			

** This is Council's preferred option*

Financial forecasts

Renewal profile

The renewal profiles below (Figure 5 and 6) show the forecast renewals for each year over the next 100 years (blue bars), based solely on standard asset lives and valuations, modified for condition rating. This shows the theoretical renewal programme before any smoothing is applied. The chart also shows the 5-year moving average and 10-year average, as well as the running totals of depreciation and replacement cost.

What these illustrate is that there is a need for a routine pipeline renewals programme for the next few decades, and then a relative lull before renewals expenditure ramps up again into the 22nd century as PVC pipes installed in the last two decades come up for renewal. This is likely to be brought forward, based on condition assessment, both to spread the cost and to renew pipes as they need it, since some are likely to not make their theoretical life. The facilities renewal profile has a number of large spikes, which relate to specific treatment assets reaching their end of life.

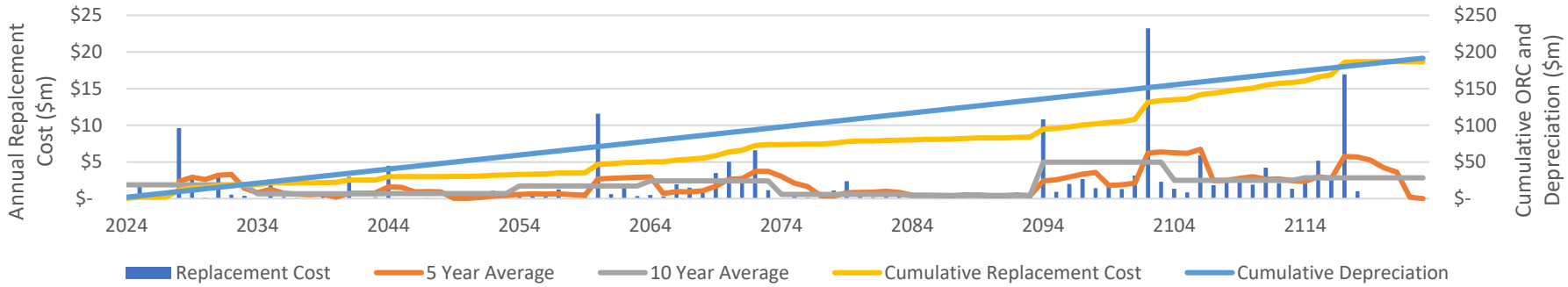


Figure 1. Wastewater reticulation renewal profile

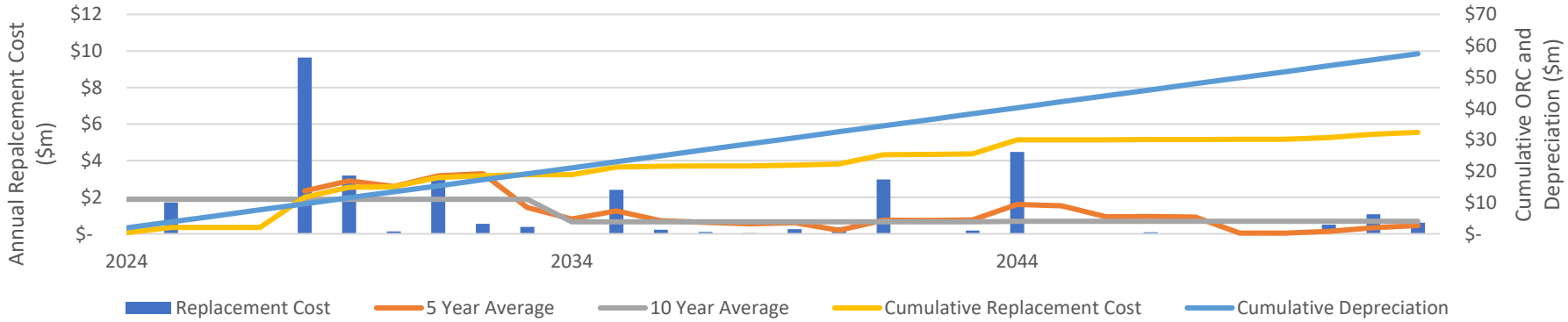


Figure 5. Wastewater facilities renewal profile

Capital expenditure

All new capital expenditure on Wastewater is shown in the chart below. In 2028-29 there is large outlay for an area of town being reticulated in the north-east area.

It is anticipated that there will be more expenditure required in the approach to consent renewal. Some of this is previously included in renewal expenditure, and any additional assets, once investigations have indicated the most appropriate direction, will be added to the long term plan.

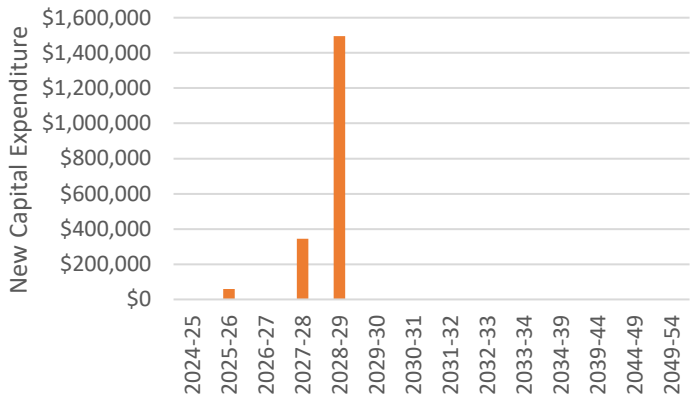


Figure 6 - Wastewater new capital expenditure (uninflated)

Operating costs

Forecast operational expenditure for Wastewater is shown in the chart below. Note that the last four bars represent annual average figures, for easier comparison. This chart shows a general increase over the next 30 years, as costs overall rise in line with inflation and growth in the network. New facilities add to the cost of operating the network, while new pipes should not lead to an immediate increase in costs as they should be reliable for a long time.

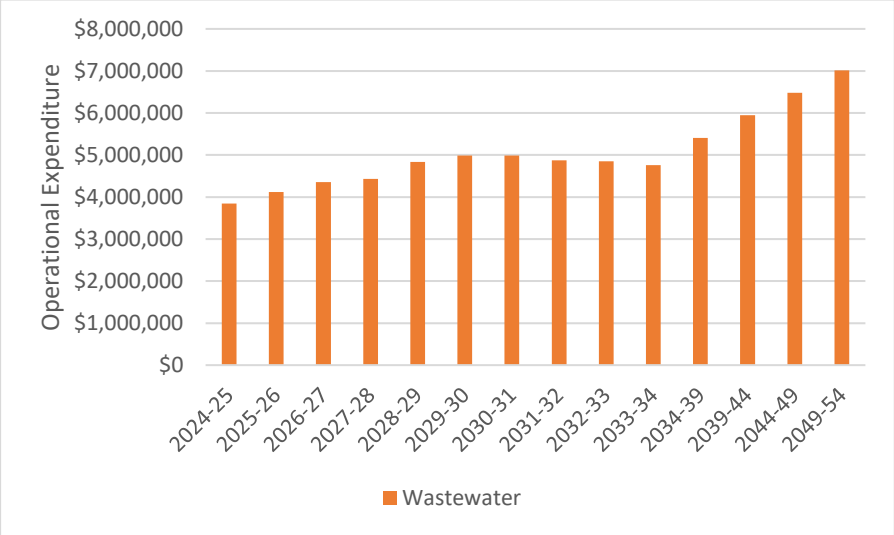


Figure 7 - Wastewater forecast operational expenditure (inflated)

Our future - Stormwater

Our stormwater services provide communities with managed collection, conveyance, treatment and disposal of stormwater at an affordable cost.

Our priorities and key issues for the next 30 years are to:

- obtain, implement and maintain compliance with applicable resource consents;
- roll out the programme of upgrades proposed for Ashburton to ensure that discharges to the river and streams are captured and treated to an appropriate quality;
- monitor the condition and performance of existing assets to ensure that levels of service are being maintained;
- seek out cost efficiencies, including adopting new technologies.

We expect the next 30 years will see a stronger focus from government and regulators on improving freshwater quality, and stormwater management is a key part of that. Historically stormwater networks have focused on collection and disposal rather than treatment and the quality of wastewater discharges to waterways; this balance is changing.

Councils need to formalise resource consents for stormwater disposal from their urban networks and begin to implement monitoring and improvement programmes outlined in these consents. We have recently obtained a network-wide stormwater consent covering the Ashburton, Tinwald and Fairton urban areas which is beginning to be implemented. Network-wide stormwater consents for Methven and Rakaia will follow in the next year.

The new three waters regulator Taumata Arowai will impact on the management of stormwater services. It is likely to mean higher standards and expectations, both around performance and reporting. Compliance monitoring is still the responsibility of Environment Canterbury, but Taumata Arowai will exert influence at the higher level.

There has been an increasing interest in rural stormwater management in recent years, particularly as land use patterns change and irrigation and stockwater races are closed or moved. This may lead to an expansion of the scope of the stormwater services to include more than the traditional concentrated networks.

The second Ashburton urban bridge provides an opportunity for improved treatment of the stormwater from the Tinwald area and Chalmers Avenue areas. There is likely to be stormwater treatment needed for the bridge and the new roads associated with it, which could be combined with urban stormwater treatment for a better combined outcome.

Stormwater - Significant decisions

The future direction for the urban stormwater networks is largely set by the existing and future resource consents. As a result, there are no significant decisions relating to those networks. The identified significant decision relates to the future of the responsibility and management of rural drainage.

In this section, figures used are uninflated to facilitate comparisons between options.

1) Approach to land drainage associated with the closure of the stockwater race network

Driver: Resilience, demand and growth

Decision required: 2024, ongoing

Ashburton District has had a network of water races since the late 1800s primarily providing water for stock. Land use change has driven an extended period of race network rationalisation. As these races have been closed and filled in over the past twenty years, the drainage function they also served has been lost, resulting in changes to overland flow paths and nuisance flooding issues. Environment Canterbury only takes responsibility for the drainage schemes operated by the former drainage boards. This decision is around how we manage rural stormwater on behalf of our ratepayers.

Assumption: Stockwater race closures increase in anticipation of Council ceasing service provision by 30 June 2027

Principal options		Implications of the options	Cost estimate and timing	Driver		
				Growth	Level of service	Renewal
1.	Assess and designate important former/existing races as drainage assets for the purposes of the Land Drainage Act and consider whether Council would accept responsibility for these drains	By accepting responsibility for these drains there will be a need for funding and resources to inspect and manage them. A modest budget provision has been agreed already for current issues, but this would increase continually as more assets come under the Rural Stormwater umbrella. We might require landowners to maintain the drains or undertake maintenance ourselves. There may be some efficiencies available in the short term if the management can be shared with the existing Stockwater activity, but this is signalled to cease in June 2027.	Council has budgeted $175,000 (in the stockwater activity) to fund the investigation and identification project. The operational cost of any expanded rural stormwater service is undetermined at the moment, as these drains are yet to be comprehensively identified. This project will be completed during this LTP. However, the cost is likely to be high, on the order of hundreds of thousands of dollars per year.		✓	

Principal options		Implications of the options	Cost estimate and timing	Driver		
				Growth	Level of service	Renewal
2.	Stronger advocacy for Environment Canterbury to manage rural drainage	Environment Canterbury already employ staff with knowledge and expertise with drainage schemes and catchment management within the district.	Minimal cost		✓	
3	Leave as the responsibility of landowners	May be seen as not providing a necessary community service.	Minimal cost		✓	

Financial forecasts

Renewal profile

The renewal profiles below (Figures 9 and 10) show the forecast renewals for each year over the next 100 years (blue bars), based solely on standard asset lives and valuations, modified for condition rating. This shows the theoretical renewal programme before any smoothing is applied. The chart also shows the 5-year moving average and 10-year average, as well as the running totals of depreciation and replacement cost.

What these illustrate is that there are few assets in need of renewal in the next 30 years, and so depreciation accumulates until it is needed in later decades. By the time all current assets have been renewed, renewal expenditure has (correctly) caught up to depreciation.

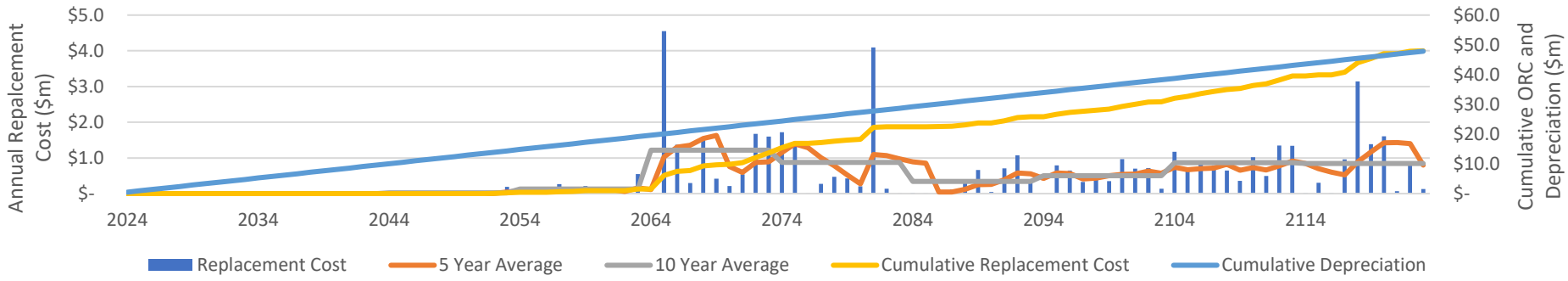


Figure 2 - Stormwater reticulation renewal profile

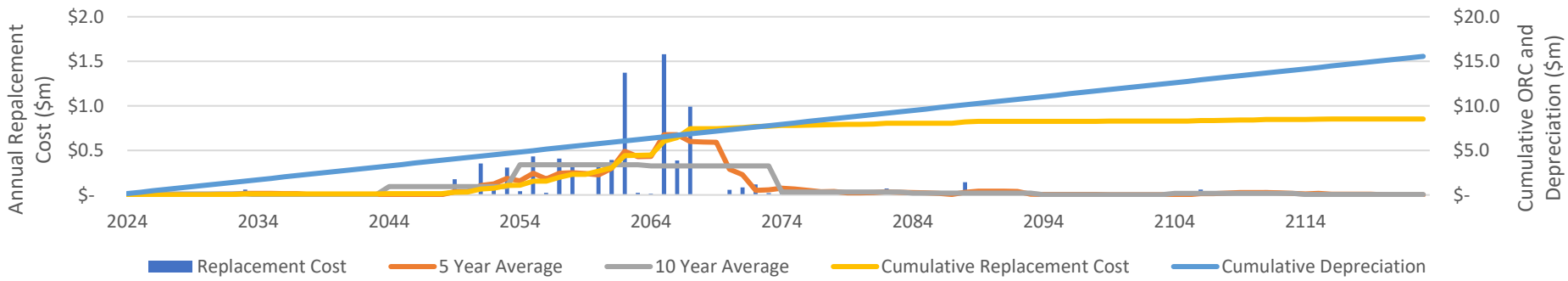


Figure 3 - Stormwater structures renewal profile

Capital expenditure

All new capital expenditure on Stormwater is shown in the chart below. Note that the last four bars represent 5-year averages. The chart shows a long-term programme of pipelines and treatment facilities spread across the 30 years.

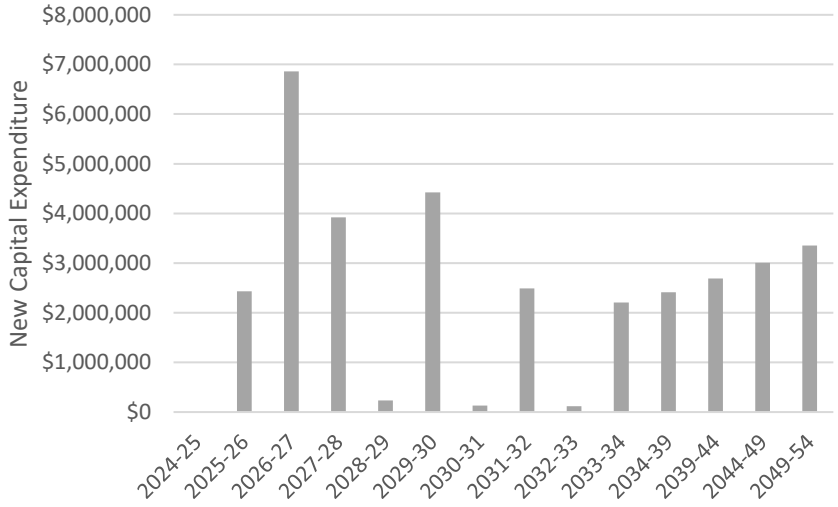


Figure 4 - Stormwater new capital expenditure (uninflated)

Operating costs

Forecast operational expenditure for Stormwater is shown in the chart below. Note that the last four bars represent annual average figures, for easier comparison. This chart shows a general increase over the next 30 years, as costs overall rise in line with inflation and growth in the network. New facilities add to the cost of operating the network, while new pipes should not lead to an immediate increase in costs as they should be reliable for a long time.

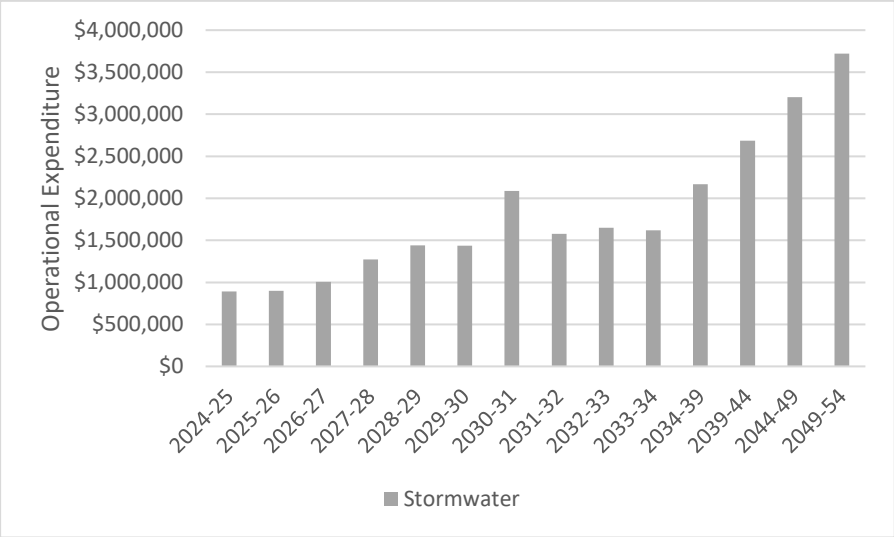


Figure 5 - Stormwater forecast operational expenditure (inflated)

Our future - Transportation

Our responsibility is to provide users with a network that enables safe, effective and fit-for-purpose journeys. This network includes roads, bridges, footpaths, walkways and cycleways.

Our priorities and key issues for the next 30 years, are to:

- ensure network users' safety
- provide multi-modal transportation options
- achieve value for money
- minimise environmental impacts and identify and manage risks
- enabling and improving resilience.

Our users are diverse and include (but are not limited to) residents, tourists, pedestrians, truck drivers, cyclists, commuters, goods and service suppliers, schoolchildren, motorcyclists, farmers, the disabled and physically challenged, and shoppers. This means we must balance varied community requirements. The composition and needs of users over the next 30 years is unlikely to change markedly, but there is likely to be moderate expansion of the existing urban areas.

Rural Roading network upgrading

The roading network is an important driver for the rural economy. Our rural sealed road network is experiencing increased failure (such as potholes) due to the age of the network, historic underspend in maintenance and renewals and the high cost escalations causing a further delay in remedial works. Heavy commercial/agricultural vehicles (HCVs) are increasing in both tonnage and number. This combined with our districts sealed road network generally being thin and structurally inadequate results in increased pavement failures in the rural areas. To address these problems, additional funding investment is required to address the historic backlog and ensure we are achieving value for money while enabling the network to remain safe and accessible.

Addressing Drainage issues

Given our relatively flat topography, appropriate drainage is necessary to ensure water is kept off and directed away from our roading network. However, climate change is affecting the intensity and frequency of storm events causing runoff and overland flow to flood our network, resulting in road closures and pavement failures. To address these problems, increasing routine drainage maintenance and construction (especially rural roadside swale drainage) is required to aid in keeping water away from the pavement. Strengthening the remote access routes and strategic planning is also required to provide secure network access throughout the district.

Ashburton – Tinwald Connectivity

The Ashburton River Bridge on State Highway 1 (SH1) is a crucial connection nationally, regionally, and locally. Periods of closure of the bridge over recent years due to high river flows from severe weather events, highlighted the poor network resilience and the need to improve the connectivity across Hakatere (Ashburton) River for the Ashburton transport network.

A detailed business case for a second Ashburton River bridge between Ashburton and Tinwald has been presented (July 2022) to Waka Kotahi NZ Transport Agency. The business case demonstrates that the impacts of having only a single connection between Tinwald and Ashburton go beyond just traffic congestion issues. The wider effects on travel choice, resilience, community severance, safety and freight movement are also significant.

The government's strategic Investment Programme (draft GPS 2024) has identified the Ashburton second bridge project for the National Land Transport Programme (NLTP). The focus is around achieving a total transport system solution which provides better connectivity and travel choice while improving a greater resilience, safety and economic prosperity.

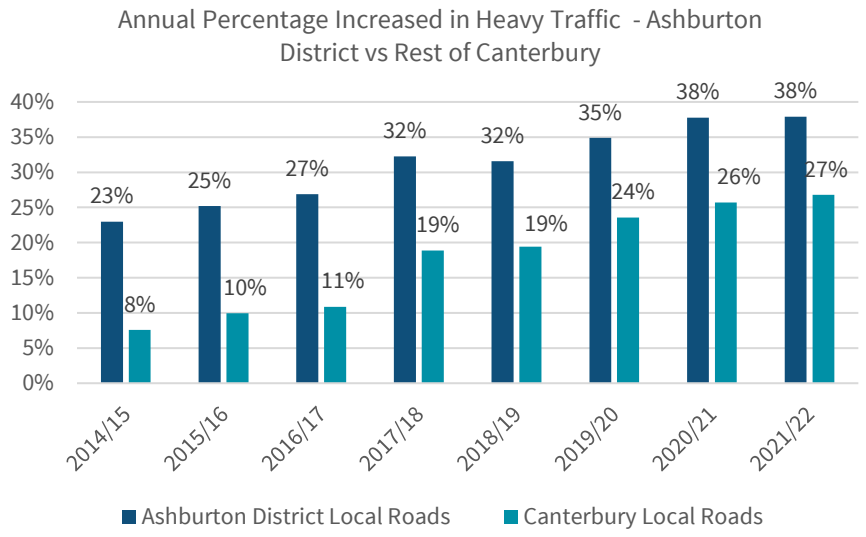
Improving the network for other road users

Transportation is more than just cars and trucks, and enabling journey choices for all network users is an important part of achieving acceptable living standards. Young and aged people who unable to drive and people with physical disabilities should have public transport that is safe and easy to use. Inclusive access, healthy options and environments, and safe transport corridors are all part of Council's aspirations for our community.

With the council Walking and Cycling strategy and incorporating other local, regional and national policy drivers, specific projects and longer-term plans will be generated to meet the needs of our walkers and cyclists in all their forms.

The State of the Roading Network

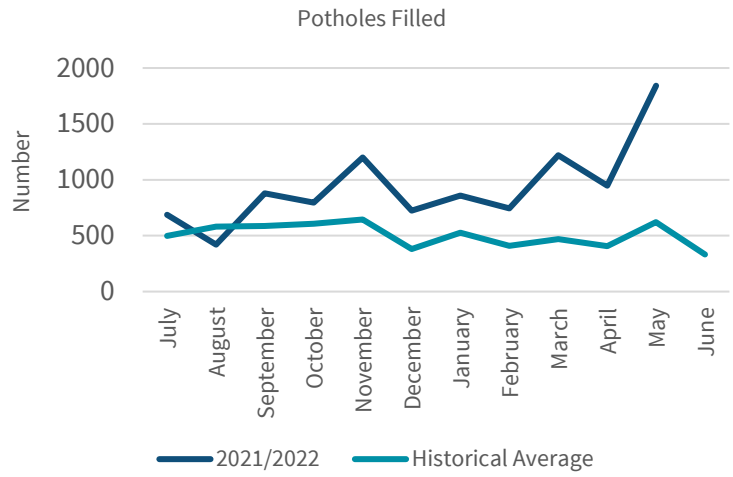
The majority of Ashburton District's roads are narrow and originally developed from unformed roads or tracks. As shown in below figure heavy commercial vehicles are continuing to grow in both tonnage and number, and the district's thin and structurally inadequate pavement is suffering.

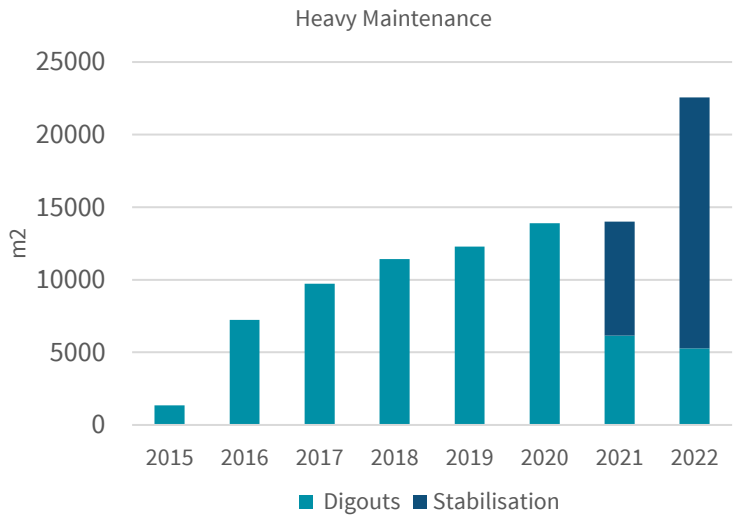


(Source: Te Ringa Maimoa Transport Insights Web portal)

The pavement loading has increased with the increasingly heavy traffic resulting in the rural network with increased failures and a corresponding decrease in pavement life.

The figurebelow provides evidence of the overall sealed road remedial trend, the number of potholes filled, and the heavy maintenance (digouts and stabilisation) undertaken are constantly growing. As of June 2023, about 52,863 square metres of heavy maintenance had been identified with an estimated cost of more than $3.3million.



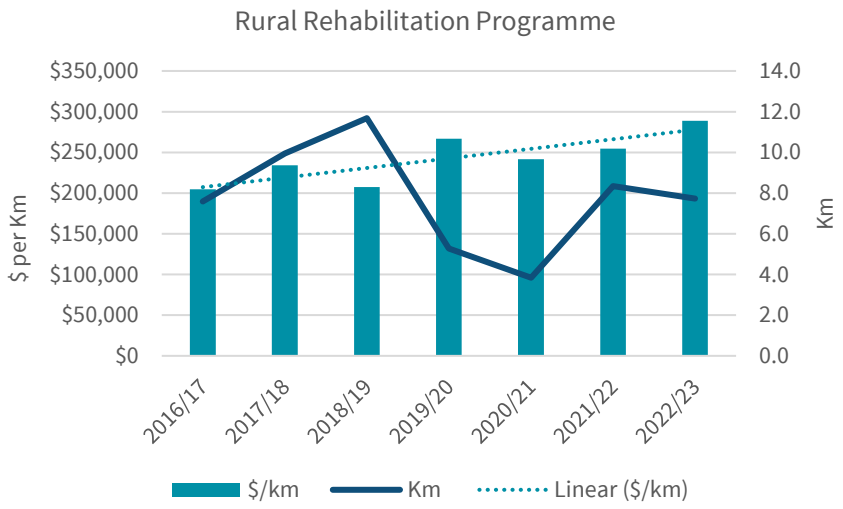


The affordability to maintain the sealed network at its desirable level of service is a concern. Waka Kotahi NZ Transport Agency audit in 2021

concluded that ADC's maintenance expenditure is in the lower quartile compared to the peer group. In addition, ADC's current maintenance contract has a 23% of cost escalation being applied which causes a further reduction in programmed works able to be completed. Reduction in ongoing maintenance costs affects the useful life of the pavement and increases the likelihood of more frequent failure.

The wet winters and heavy rain events in past three consecutive years (2021-22 and 2023) have damaged the rural sealed roads. The amount of reactive maintenance undertaken has significantly impacted the routine maintenance activities and caused stress on the maintenance budget. Unless the primary routes and deteriorating sections of roads are rehabilitated with adequate pavement strength to provide a fit-for-purpose solution, the condition of the rural sealed network will continue to deteriorate.

Ashburton District Council aimed to rehabilitate 10 km/annum of rural sealed roads to provide the fit for purpose network. However, from figure below it can be identified that with the current funding, Council is unable to accommodate the scheduled programme. Reduction in the rehabilitation programme contributes to increasing the network deterioration and road safety risks



Overall, there is an increasing need for sealed pavement maintenance and renewals funding investments in the short term to achieve long-term benefit. Continuing with the do-minimum reactive maintenance approach will slow the pavement deterioration rate but it will increase the financial and safety risk in the longer term. A thin and structurally incapable pavement will be less likely to perform with the current/future traffic demand.

Transportation - Significant decisions

In this section, figures used are uninflated to facilitate comparisons between options.

1) Implementing and Funding Ashburton-Tinwald connectivity

Driver: Resilience, demand and growth

Decision required: 2024

State Highway 1 (SH1) as a key strategic transport route for the South Island, is the main route through Ashburton and Tinwald, and also functions as a core local traffic distributor. A number of factors combine to regularly cause standstill congestion through this urban area. A detailed business case for a second Ashburton River bridge between Ashburton and Tinwald has been presented (July 2022) to Waka Kotahi NZ Transport Agency. The business case demonstrates that the impacts of having only a single connection between Tinwald and Ashburton go beyond just traffic congestion issues. The wider effects on travel choice, resilience, community severance, safety and freight movement are also significant.

The government's strategic Investment Programme (draft GPS 2024) has identified the Ashburton second bridge project for the National Land Transport Programme (NLTP). The focus is around achieving a total transport system solution which provides better connectivity and travel choice while improving resilience, safety and economic prosperity.

The DBC timeframe for this project to design and constructed are as shown in the table below:

Activity	Timeframe
Detailed Business Case (DBC) development	Start of 2022 - Mid 2023
DBC funding approval	Mid 2023 - End 2023
Detailed design and consenting	Start 2024 - Mid 2025
Procurement	Mid 2025 - End 2025
Bridge construction	2026-27 (potentially 2028)

The estimated cost for construction of the second bridge and new road is over $100 million. We have committed to a budget of $7.5Million towards the new bridge. The remaining funding is expected to come from central government. We are seeking a 62% Funding Assistance Rate (FAR) from Waka Kotahi NZ Transport Agency; including 51% of standard FAR, 7% contribution based on crash reduction on State Highway and an additional 4% based on wider GDP resilience benefit, with the balance of funding to come from central government.

Assumption: Having only a single two-lane bridge across the Ashburton River in the urban area is causing undue traffic congestion and significant effects on travel choice, resilience, community severance, safety and freight movement.

Principal options		Implications of the options	Cost estimate and timing	Drivers		
				Growth	Level of service	Renewal
1.*	Progress the construction of the Ashburton second bridge, subject to funding.	Substantial financial commitment for both construction and subsequent ongoing maintenance and renewals. Requires connecting roads/paths (and related assets) to be constructed or renewed. Requires bylaws regarding Heavy Commercial Vehicle (HCV) routes to be updated to ensure residential areas are not unduly affected by changes in traffic composition or volumes.	$113 million (ADC contribution $7.5million (7%), Waka Kotahi $58 million (51%), Central Government $47.5million (42%)) 2024/25 – 2028/29 (design, construction)	✓	✓	
2.	Do not construct a second bridge –	These options could include increasing lane numbers, increasing lane widths and controlling traffic movements on the existing State Highway and connecting local roads through Ashburton and Tinwald. It is unlikely that these actions would adequately address the current congestion issues, and even less likely with subsequent traffic growth, even if that growth is low.	Unknown		✓	

** This is Council's preferred option*

2) Affordably maintaining and improving our roading network

Driver: Resilience, demand and growth

Decision required: 2024 and ongoing

To maintain our roading network to the standard our community expects would require an average expenditure of $22.7 million per annum for maintenance, operation and renewals activity over the 2024-27 period. This represents an increase of 58% ($7.5 million per year) funding from the 2021-24 period, due to both the substantial cost escalation, and the historic funding backlog to provide fit-for-purpose services.

However, this aspiration collides with affordability for our community. Our financial strategy aim is to keep rates affordable while maintaining the level of service. Maintaining the roading assets at their desired state will significantly impact the council's affordability.

We believe that maintaining the affordability and meeting community expectations can be achieved by a 21% ($2.7 million per year) funding increase for the 2024-27 period. This results in a 9.6% rate increase across the district in 2024/25 FY.

Principal options		Implications of the options	Cost estimate and timing	Drivers		
				Growth	Level of service	Renewal
1.*	The network funding that our community can afford	While a significant lift in investment for our roading network, this is unlikely to improve the levels of service and will simply maintain our roading network to the standard it was in 2021. Likely to be increased pressure on maintaining the level of service, which will result in the need for substantial funding investment during the 2027/30 period to fill the existing funding gap.	Additional $2.7million funding per year, total increase of $8.2million for 2024-7			✓
2.	The network funding that our Network needs	This option would see us maintain our roading network to the standard our community expects. Likely to be unaffordable for our community to handle a rate increase of this magnitude. Yet this will achieve long-term benefits while reducing the safety risk, reactive maintenance and customer dissatisfaction.	Additional $7.5 million per year, total increase of $22.7million for 2024-7		✓	✓

** This is Council's preferred option*

Financial forecasts

Renewals

The forecast renewal expenditure for the next 30 years is shown in the graph below. Note that the last four bars are annual averages, for ease of comparison.

This illustrates a fairly consistent rate of renewal, reflecting a stable programme with no large variations for major asset renewals. The increase is due mainly to a general trend of cost inflation, with no significant increase in the asset base anticipated.

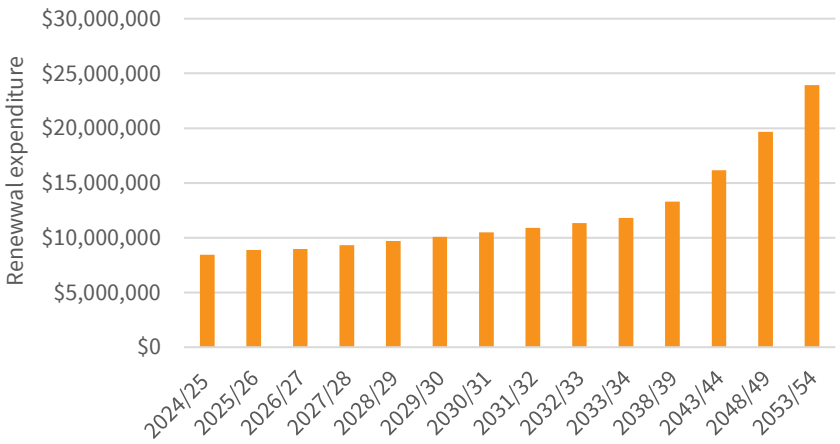


Figure 6 - Roading renewal expenditure (uninflated)

Capital expenditure

All new capital expenditure on Transportation is shown in the chart below. Note that the last four bars are annual averages, for ease of comparison.

The chart shows large expenditure in 2025-26 and 2026-27 for the Ashburton-Tinwald connectivity project, $3.75M each year.

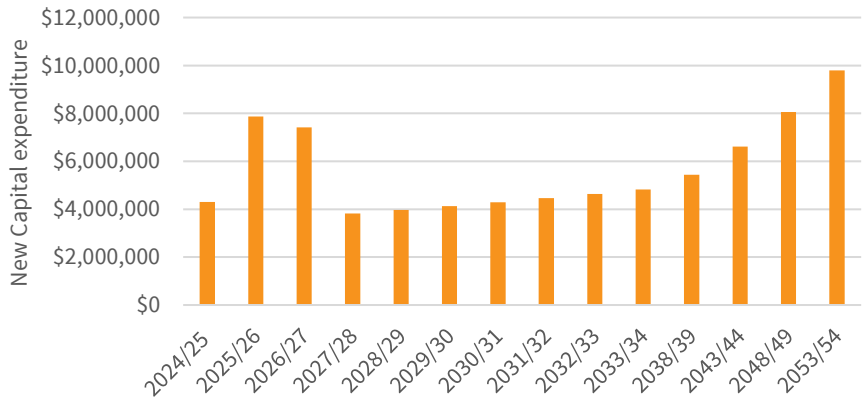


Figure 7 - Roading new capital expenditure (uninflated)

Operating costs

Forecast operational expenditure for Transportation is shown in the chart below. Note that the last four bars represent annual average figures, for easier comparison. This chart shows a general increase over the next 30 years, as costs overall rise in line with inflation.

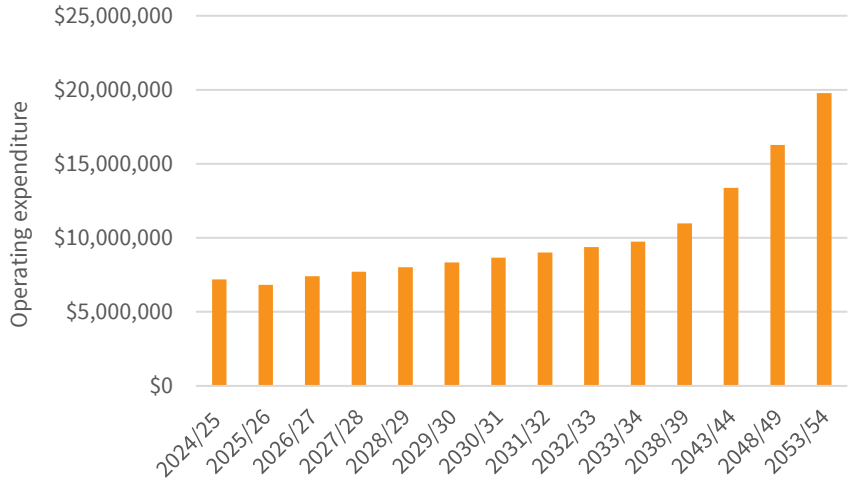


Figure 8 – Roading forecast operational expenditure (uninflated)

Our activities and services

In the following pages we look at the activities and services that Council delivers to the community and contribute to the delivery of our community outcomes. We organise these into 11 groups of activities, sitting under one of four functions.

Outlined in this section is what we do, why we do it, our plans for the next ten years, key projects, what you can expect from us and how we will measure our progress.

We also tell you how much it will cost and how each activity is funded.

We measure our progress through performance measures. To choose these, we consider what we measured in the past, and what data our systems are able to collect and report, to ensure any measures we included will be measurable each year going forward.

We are committed to providing our activities in line with our strategic priorities:

- Plan and provide fit for purpose services.
- Lead the community with clear and rational decision-making.
- Work with the community and engage in meaningful conversations.
- Represent the district on regional / national issues and partner with others as needed.

	Group of activities	**Activities**
Local Infrastructure	District Water Management	Drinking Water, Wastewater, Stormwater, Stockwater
	Transportation	Roading, Footpaths
	Waste Reduction & Recovery	Solid Waste Collection, Solid Waste Management
Public Services	Community Governance & Decision-Making	Democracy, Community Grants & Funding
	Economic Development & Commercial Activities	Commercial Property, Forestry, Economic Development
	Community Services	Community Safety, Elderly Persons Housing, Memorial Halls, Public Conveniences, Reserves & Campgrounds
	Parks & Open Spaces	Cemeteries, Rural & Urban Beautification
	Recreational Facilities	Ashburton Library, Ashburton Art Gallery & Museum, EA Networks Centre
Regulatory Services	Regulatory Functions	Building Regulation, District Planning, Emergency Management, Land Information
	Regulatory Compliance	Regulatory Compliance
Miscellaneous Services		

Local Infrastructure

Group of activities	Activities
District Water Management	Drinking Water
	Wastewater
	Stormwater
	Stockwater
Transportation	Roading
	Footpaths
Waste Reduction & Recovery	Solid Waste Collection
	Solid Waste Management

District Water Management: Drinking Water

What we do

We operate 12 community drinking water supplies across our district, which service more than 10,800 homes and businesses.

We have over 520 kilometres of reticulated drinking water infrastructure that service Ashburton (including Tinwald and Lake Hood), Methven, Rakaia, Hinds, Mt Somers, Mayfield, Fairton, Chertsey, Hakatere, Dromore, Methven-Springfield, and Montalto.

Water sources for our drinking water includes groundwater bores, infiltration galleries, and surface water intakes. Environment Canterbury (as the Regional Council) allocates water to us via resource consents, which set upper limits on the volume of water that can be taken from the various water sources.

We ensure the quality and availability of Council-supplied drinking water to the community through the following:

- Operations, repair and maintenance of the water supply network.
- Ensuring the supplies are safe and meet community health needs.
- Monitoring drinking water quality.
- Upgrading and extending supplies where necessary.

We operate community water supplies to provide safe and clean drinking water that promotes a healthy community, in accordance with our responsibilities under the Water Services Act 2021.

While we source, own, control and manage the water supplies, the daily operation and maintenance of the systems are contracted out.

Why we do it

Provision of potable water is essential for life and directly contributes to the wellbeing of residents and economic prosperity. Community-wide benefits to protect public health is provided through having safe drinking water available in areas that are serviced.

The water we use is within the sustainable limits set by Environment Canterbury through their resource consent. This also protects the cultural values of water for Māori who consider water to be the essence of life that supports all people, plants and wildlife, akin to the blood of Papatūānuku (Earth Mother).

Under the Health Act 1956, we are obligated to improve, promote and protect public health within the district (s.23). The provision of safe and reliable water supply services, which meet applicable legislation and standards, promotes public health.

Contribution to our community outcomes

Our aim is to be *'The district of choice for lifestyle and opportunity'*. To support this aim, drinking water contributes primarily to the following community outcomes:

Contribution to our community's wellbeing

Our work in drinking water contributes to the:

- *Social and economic wellbeing* of the community by providing residents with available and safe drinking water.
- *Environmental wellbeing* of the community by responsibly sourcing drinking water, complying with resource consent conditions, and investigating and reducing water loss from the reticulated system.

Key issues for the next 10 years

Drinking Water Standards Compliance

A new regulator, Taumata Arowai, is in place and has published new rules and standards. However, there are signals that further rules and scrutiny will be introduced over the coming years and decades. We must be able to adapt to the future. This means considering all reasonable options, working with authorities, and preparing to respond as new information arises.

Protozoa compliance

At present, only two of our twelve drinking water supplies achieve protozoal compliance with part 5 of the DWSNZ. This does not necessarily mean that our drinking water supplies are unsafe. To achieve protozoal compliance, you must either have a sanitary borehead or have treatment that is able to remove protozoa (such as Giardia and Cryptosporidium) from the water supply. We do not routinely test for protozoa because it is very expensive. We have done some testing in Ashburton which found no protozoa present. However, upgrades are required to ensure that if protozoa were present, we would be able to remove it.

Future management and governance structure

We remain uncertain on the future model for how drinking water, wastewater and stormwater ("three waters") services will be delivered.

We were previously expecting major changes to the governance, regulation, funding, management and delivery of water supplies. However with the change of Government and the work on three waters reform being halted, a new model is yet to confirmed.

Local government is expected to work with central government over the next few years to determine a new model, but as the details of this work are unknown, we have assumed that 'business as usual' will continue in the drinking water activity albeit with higher standards of both water quality and reduction in environmental impact, and asset management practices.

Our levels of service

What we're aiming for: To promote the health and safety of the community through the provision of an efficient, safe and reliable water supply.

WHAT WE'RE WORKING TOWARDS Levels of service	HOW WE'LL MEASURE PROGRESS Performance measures		HOW WE'RE PERFORMING NOW 2022/23 results	WHAT WE'RE AIMING FOR 2024/25	2025/26	2026/27	2027/28 – 2033/34
We provide quality drinking water to connected properties	All Council drinking water schemes achieve bacteria compliance* *The extent to which Council's drinking water supplies comply with part 4 of the DWSNZ – bacteria compliance criteria.*		66.7%	100%	100%	100%	100%
	All Council drinking water schemes achieve protozoal compliance* *The extent to which Council's drinking water supplies comply with part 5 of the DWSNZ – protozoal compliance criteria.*		0%	100%	100%	100%	100%
	Median response time to urgent and non-urgent callouts* *Where contractors attend a call-out on Council's behalf to a fault or unplanned interruption to a Council networked reticulation system, the median response times are measured, from the time Council receives the notification to the time that service personnel reach the site, and to the time that Council received notification of resolution of the problem.*	Urgent call-out attendance	0.98 hours (59 minutes)	Ashburton township: 1 hour; rest of district: 2 hours[1]	Ashburton township: 1 hour; rest of district: 2 hours	Ashburton township: 1 hour; rest of district: 2 hours	Ashburton township: 1 hour; rest of district: 2 hours
		Urgent call-out resolution	4 hours	4 hours	4 hours	4 hours	4 hours
		Non-urgent call-out attendance	1.83 days (44.0 hours)	1 day	1 day	1 day	1 day

[1] *The target has been split based on location due to the time involved in travelling to the call-out.*

WHAT WE'RE WORKING TOWARDS Levels of service	HOW WE'LL MEASURE PROGRESS Performance measures		HOW WE'RE PERFORMING NOW 2022/23 results	WHAT WE'RE AIMING FOR 2024/25	2025/26	2026/27	2027/28 – 2033/34
		Non-urgent call-out resolution	2.04 days (49.1 hours)	5 days	5 days	5 days	5 days
We provide efficient and sustainable drinking water services	Reduction in real water loss from the reticulated systems* *The percentage of real water loss from Council's networked reticulation system is estimated using Minimum Night Flow (MNF) analysis, following an approach similar to Appendix A of the Water NZ Water Loss Guidelines and section 2b of the Water Loss Guidance from the National Performance Framework.*		59%	33%	33%	33%	33%
	Reduction in average consumption/resident/day* *The average consumption of drinking water per day per resident within Ashburton District.*		790 L	≤ 735 L	≤ 720 L	≤ 706 L	≤ 692L - ≤ 642L
	Customer satisfaction with drinking water services * *The total number of complaints received by Council expressed per 1,000 connections about:*	a) Clarity b) Taste c) Odour d) Pressure or flow e) Continuity of supply f) Council's response to any of these issues	4.96	≤ 10	≤ 10	≤ 10	≤ 10
	Residents are satisfied with Council's drinking water supplies		80%	80%	80%	80%	80%

** Mandatory performance measure set by the Department of Internal Affairs.*

Key projects

UV treatment upgrades

This is the continuation of the project included in our last 10 Year Plan and will see the installation of UV disinfection and filtration on all the deep groundwater supplies (Ashburton, Chertsey, Dromore, Fairton, Hinds, Mayfield, Rakaia).

The scope of these projects has increased considerably as concept designs were developed. The has resulted in additional funding being allocated to ensure compliance requirements can be met.

Ashburton ($7.0M, 2024/25) and Rakaia ($1.349M, 2024/25) schemes will have UV installed, and the remainder will have UV as well as cartridge filters installed, to achieve treatment compliance with the Drinking Water Quality Assurance Rules.

Concept designs have been completed, and detailed design is underway.

Additional Ashburton bore

Our consents make allowance for a third, undrilled bore, so we are planning to drill a new bore in Ashburton to provide additional capacity at either Argyle Park or Bridge Street. The location has not been set yet as this project is about instantaneous demand, especially in a specific area – e.g. if there is a large amount of development around the Argyle Park area and the existing bores are unable to maintain supply at peak times.

If we can manage to significantly reduce water loss, its highly likely that this bore will not be needed.

Additional Methven & Rakaia reservoirs

We recently installed two new reservoirs at Methven. However, with daily demand (2,500m3) and peak demand (3,000m3) still being significantly more than the current usable storage (1160m3), we are planning to install another reservoir.

The old concrete tank has been assessed and is unlikely to be repaired or restored in a cost-effective way, so it has been taken out of service. Our plan is to demolish this concrete tank and install a new reservoir, the same or similar to those that have been recently installed, giving approximately 800-1000m^3 of additional storage.

We are also planning to add additional water storage at Rakaia. Rakaia's storage is relatively low compared to its typical daily demand. The two reservoirs at Rakaia currently have a maximum working capacity 452m^3, and peak daily demand of the plant is 1,500m^3/day and average daily flow is around 1,000m^3/day. We plan to add another ~500m^3 of storage to double the present capacity.

Renewal Programme

We have identified some larger renewals in Hinds ($1.76M, 2027/30); Chertsey ($1.42M, 2025/31); Mount Somers ($2.62M, 2031/33) & Dromore ($6.79M, 2025/31). This level of renewal is very high in proportion to the total length on these schemes and is expected to be quite impactful in terms of reducing maintenance and associated leakage on the schemes.

Capital works and capital renewals programmes

The following table details the annual budget for new capital works and capital renewals until 2033/34.

New capital work refers to the development of new infrastructure, which either increases the level of service able to be provided or increases the capacity of the asset to cope with increases in demand.

Capital renewals refers to the programmed upgrade or replacement of existing assets. In some cases, this may result in an increase in the level of service able to be provided, or in the capacity of the asset to cope with increases in demand.

	Year 1 2024/25	Year 2 2025/26	Year 3 2026/27	Year 4-10 2027-34
Proactive Water Meter Replacements (District-wide)	$60,000	$61,500	$62,856	$481,410
Ashburton water supply				
Backflow Preventor	$200,000	$307,500	$0	$0
UV Treatment Upgrade	$7,000,000	$0	$0	$0
Peri-Urban Water Servicing	$0	$0	$0	$3,472,857
Network Connectivity for Plants	$0	$153,750	$0	$0
Watermain - On Bridge	$0	$0	$0	$3,603,480
Watermain - Wilkins to Grahams Rds	$0	$123,000	$628,560	$642,360
Additional Source	$0	$0	$0	$1,106,186
Unspecified Facility Asset Renewals	$175,000	$179,375	$183,330	$1,404,113
Watermain Renewals	$174,960	$1,391,212	$1,923,896	$9,589,486
UV Project	$2,000,000	$0	$0	$0
Methven water supply				
New 800-1000 m^3reservoir	$0	$0	$0	$1,528,450
Watermain Renewals	$156,794	$1,839,195	$12,225	$1,176,309
Water meters	$80,000	$0	$0	$142,185
Rakaia water supply				
UV-upgrade	$1,349,000	$0	$0	$0
New Reservoir	$0	$0	$0	$982,575
Watermain renewals	$106,490	$1,091,518	$0	$1,091,941
Fairton water supply				
Watermain renewal	$16,416	$168,264	$0	$0
UV- Project	$190,000	$0	$0	$0
Hakatere - Water supply				
Softener media renewal	$0	$0	$0	$17,177
Hinds- Water supply				
Watermain renewal	$39,513	$405,003	$41,394	$1,925,748
Water meter renewals	$0	$0	$0	$47,395

	Year 1 2024/25	Year 2 2025/26	Year 3 2026/27	Year 4-10 2027-34
Mayfield- Water supply				
Bulk meter + water meter renewal	$15,000	$0	$0	$23,698
UV-project	$190,000	$0	$0	$0
Chertsey - Water supply				
Watermain renewals	$0	$41,874	$427,971	$1,101,383
UV-project	$203,000	$0	$0	$0
Methven -Springfield- Water supply				
Network PRV Renewals	$75,000	$76,875	$78,570	$80,295
Montalto - Water supply				
Treatment and reticulation upgrade	$0	$0	$0	$3,811,336
Bulk on raw trunkmain - 1 at gallery	$15,000	$0	$0	$0
Intake Replacement	$0	$0	$0	$856,480
Mt Somers - Water supply				
Additional Source - Investigation	$0	$92,250	$0	$0
Bulk on raw trunkmain - 1 at gallery	$15,000	$0	$0	$0
watermain renewals	$40,123	$411,264	$0	$3,133,635
Water meter renewals	$0	$0	$0	$9,479
Dromore - Water supply				
Smart flowmeters on three outflow lines	$14,400	$0	$0	$0
Watermain renewals	$0	$1,898,905	$1,344,516	$4,064,028
TOTAL	**$12,115,696**	**$8,241,486**	**$4,703,319**	**$40,292,005**

How this activity is funded

We use group funding for nearly all our water schemes, where all properties able to connect to a Council water scheme are charged a fixed rate for operating costs. This means each connected property pays the same targeted fixed rate which promotes affordability for residents connected to smaller schemes. The exception to this is the Montalto water supply where customers are charged a water rate based on hectares.

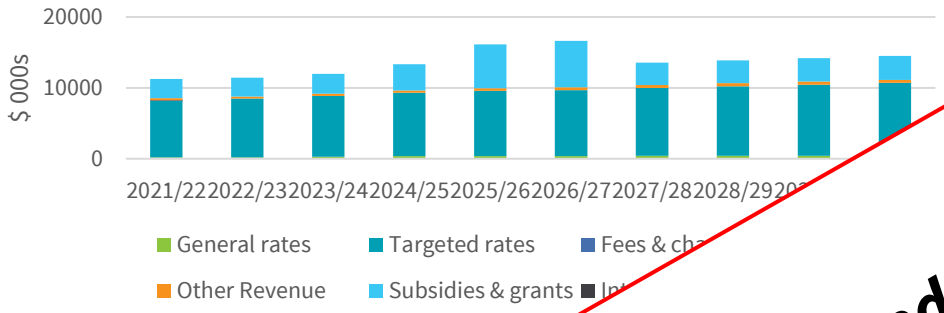
Non-residential and extraordinary residential connections receive a targeted fixed rate for a set amount of water. Water in excess of this is charged per cubic metre.

Where properties are able to be serviced by a water scheme but are not connected, we charge them half the applicable fixed rate through the rates. We rate for the loan and principal costs of two non-Council drinking water supplies, Lyndhurst and Barrhill.

	Uniform Annual General Charge (UAGC)	General rates	Targeted rates – capital value	Targeted rates – Uniform Annual Charge (UAC)	Fees & charges
Drinking water				100%	

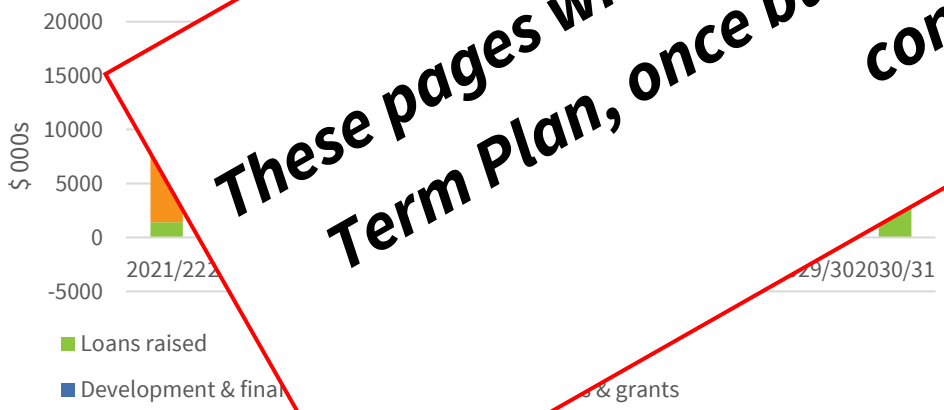
Financial overview

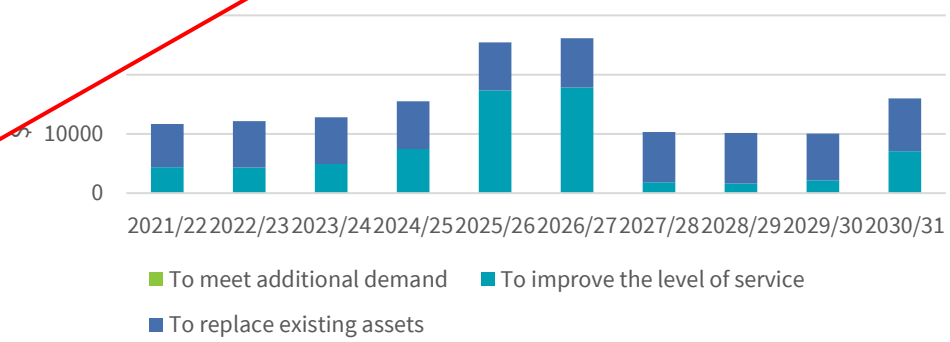
Operating income sources



Operating expe

Capital income sources





These pages will be updated as part of the final Long-Term Plan, once budgets and projects have been confirmed.

Funding impact statement

For Drinking Water	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Operating Funding											
Sources of operating funding											
General rate, UAGC, rates penalties											
Targeted rates	6,333	7,952	9,152	9,638	10,396	11,276	12,479	13,023	13,786	14,133	14,798
Water Meter Income	-	382	392	400	409	418	428	438	448	458	468
Subsidies and grants for operating purposes	38	0	0	0	0	0	0	0	0	0	0
Fees and charges	27	69	71	72	74	75	77	79	81	82	84
Internal charges and overheads recovered	-	0	0	0	0	0	0	0	0	0	0
Local authorities fuel tax, fines, infringement fees and other receipts	322	-	-	-	-	-	-	-	-	-	-
Total sources of operating funding	6,720	8,404	9,614	10,110	10,879	11,770	12,984	13,539	14,314	14,673	15,350
Applications of operating funding											
Payments to staff and suppliers	3,179	3,030	3,182	3,307	3,370	3,444	3,534	3,604	3,687	3,783	3,855
Finance costs	847	1,351	1,775	1,994	2,047	2,384	2,701	2,660	2,672	2,470	2,376
Internal charges and overheads	988	1,072	1,088	1,101	1,124	1,140	1,156	1,180	1,168	1,190	1,204
Other operating funding applications	-	-	-	-	-	-	-	-	-	-	-
Total applications of operating funding	5,014	5,453	6,045	6,402	6,541	6,968	7,391	7,444	7,527	7,443	7,434
Surplus/(deficit) of operating funding	1,706	2,950	3,569	3,709	4,338	4,802	5,593	6,095	6,787	7,231	7,916

* Uniform Annual General Charges

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Capital Funding											
Sources of capital funding											
Subsidies and grants for capital expenditure	-	-	-	-	-	-	-	-	-	-	-
Development and financial contributions	178	177	181	185	190	194	198	203	207	212	217
		-	-	-	-	-	-	-	-	-	-
Increase (decrease) in debt	8,084	8,842	4,142	333	6,788	6,141	(2,125)	(1,331)	(4,937)	(2,812)	(6,637)
Gross proceeds from sale of assets	-	-	-	-	-	-	-	-	-	-	-
Lump sum contributions	-	-	-	-	-	-	-	-	-	-	-
Other dedicated capital funding	-	-	-	-	-	-	-	-	-	-	-
Total sources of capital funding	8,262	9,019	4,323	518	6,977	6,335	(1,927)	(1,128)	(4,729)	(2,600)	(6,420)
Application of capital funding											
Capital expenditure											
- to meet additional demand	0	-	123	629	4,115	-	-	-	-	-	-
- to improve the level of service	6,859	9,191	554	-	4,379	5,547	98	1,008	-	-	-
- to replace existing assets	2,936	2,924	7,565	4,075	3,213	5,882	3,779	4,120	2,141	4,614	1,395
Increase (decrease) in reserves	241	(146)	(350)	(476)	(392)	(291)	(212)	(160)	(83)	16	101
Increase (decrease) in investments	-	-	-	-	-	-	-	-	-	-	-
Total applications of capital funding	10,036	11,970	7,892	4,227	11,315	11,137	3,666	4,968	2,058	4,630	1,496
Surplus/(deficit) of capital funding	(1,774)	(2,950)	(3,569)	(3,709)	(4,338)	(4,803)	(5,593)	(6,095)	(6,787)	(7,230)	(7,916)
Funding balance	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Operating expenditure by drinking water scheme

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Ashburton	3,592	4,120	4,864	5,007	5,146	5,451	5,720	5,816	5,930	5,946	5,938
Methven	976	1,327	1,337	1,438	1,411	1,408	1,486	1,478	1,440	1,409	1,366
Rakaia	316	330	427	484	484	485	572	591	591	586	582
Fairton	94	94	113	123	124	125	126	127	128	129	130
Hakatere	163	244	247	251	253	256	258	261	264	266	269
Hinds	168	194	196	219	219	245	292	318	316	314	311
Mayfield	115	130	150	152	153	153	154	155	156	156	157
Chertsey	219	101	125	127	150	151	161	163	205	204	203
Methven-Springfield	360	685	682	682	678	673	667	661	652	645	637
Montalto	386	404	410	431	436	728	726	725	718	711	704
Mt Somers	192	292	292	322	319	317	315	312	309	320	495
Dromore	155	165	168	290	372	375	510	509	587	582	576
Barrhill	1	2	1	1	1	1	1	1	1	0	0
Lyndhurst	5	5	5	5	4	3	3	2	2	1	0
Total operating expenditure	6,742	8,094	9,018	9,530	9,751	10,372	10,993	11,118	11,298	11,270	11,369
Less depreciation	1,728	2,641	2,972	3,129	3,210	3,404	3,602	3,675	3,772	3,828	3,935
Total applications of operating funding	5,014	5,453	6,045	6,402	6,541	6,968	7,391	7,444	7,527	7,443	7,434

Capital expenditure by drinking water scheme

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Ashburton	4,125	10,270	2,688	3,281	6,211	5,315	2,851	2,785	1,867	1,866	1,601
Methven	232	237	1,839	127	400	1,760	229	310	226	263	37
Rakaia	537	1,455	1,092	-	122	1,412	541	-	-	-	-
Fairton	235	206	168	-	-	-	-	-	-	-	-
Hakatere	486	-	-	-	-	-	-	17	-	-	-
Hinds	320	40	405	41	504	876	546	11	12	12	12
Mayfield	229	205	-	-	-	-	-	6	6	6	6
Chertsey	243	203	42	428	21	217	77	787	-	-	-
Methven-Springfield	3,690	75	77	79	80	-	-	-	-	-	-
Montalto	490	15	-	-	4,668	-	-	-	-	-	-
Mt Somers	-	55	504	-	-	-	-	2	281	2,857	2
Dromore	396	14	1,899	1,345	162	2,205	116	1,582	-	-	-
Barrhill	-	-	-	-	-	-	-	-	-	-	-
Lyndhurst	-	-	-	-	-	-	-	-	-	-	-
Total capital expenditure	10,984	12,776	8,713	5,300	12,168	11,784	4,359	5,500	2,393	5,004	1,659
Less depreciation	1,189	660	472	597	460	356	481	372	252	389	263
Council funded capital expenditure	9,795	12,116	8,241	4,703	11,707	11,429	3,878	5,128	2,141	4,614	1,395

District Water Management: Wastewater

What we do

We manage wastewater collection, treatment and disposal services for our communities across the district. We have three community-based wastewater schemes that service approximately 64% of our population. Details of these schemes are shown in the table below.

	Population (approx.)	Network length	Treatment	Disposal	Consent expiry date
Ashburton	18,750	160 km	Wilkins Rd 0.7ha aeration pond and three oxidation ponds (15.6 ha)	Ocean Farm 9ha wetlands, 282 ha grass irrigation	2039
Methven	1,700	20.4 km	Two oxidation ponds (0.7 ha with aerators and 1.2 ha)	Rapid infiltration area (0.4 ha) Three rapid infiltration basins	2034
Rakaia	1,100	14.7 km	Package plant with UV disinfection (1999)	10.6 ha of grass irrigation & 5.5 ha of sludge disposal	2033

The majority of the reticulated network operates on gravity, with 18 pump stations used to service defined subdivisions. The largest pump stations serve Lake Hood and the Ashburton Business Estate.

Wastewater is collected and then transferred to wastewater treatment plants. Ashburton and Methven use aeration and oxidation ponds for treatment, while Rakaia uses clarifiers, a trickling filter and UV disinfection. In all cases, treated wastewater is discharged to land.

The provision of the Wastewater activity involves:

- Operating and maintaining wastewater schemes, including collection, treatment and disposal of wastewater.
- Ensuring the wastewater system is safe and meeting community health needs.
- Monitoring discharge water quality.
- Upgrading and extending schemes, where required.

Daily operations and maintenance of the system is contracted out to Ashburton Contracting Limited (ACL).

Why we do it

We operate wastewater schemes to help protect the health and safety of the community and environment.

Removal and mitigation of the adverse impacts of wastewater on the environment benefits current and future generations. It safeguards our waterways and the environment from direct discharges and helps protect their life-supporting capacity. Safe treatment and disposal of sewage are of vital importance to the protection of the quality of life and public health of district residents.

The provision of sewer services is a core service under the Local Government Act 2002. We also have a responsibility under the Health Act 1956 to improve, promote and protect public health within the district.

Contributions to community outcomes

Our aim is to be *'The district of choice for lifestyle and opportunity'*. To support this aim, wastewater contributes to the following community outcomes:

Contribution to our community's well-being

Our work in the wastewater space contributes to the:

- *Environmental wellbeing* of the district by ensuring the treatment of waste before it is discharged to land.
- *Social wellbeing* of the community as the provision of wastewater service protects public health.

Key issues for the next 10 years

Future management and governance structure

We remain uncertain on the future model for how drinking water, wastewater and stormwater ("three waters") services will be delivered.

We were previously expecting major changes to the governance, regulation, funding, management and delivery of water supplies. However with the change of Government and the work on three waters reform being halted, a new model is yet to confirmed.

Local government is expected to work with central government over the next few years to determine a new model, but as the details of this work are unknown, we have assumed that 'business as usual' will continue in the wastewater activity albeit with higher standards for the reduction in environmental impact, and asset management practices.

Our levels of service

What we're aiming for: To help protect community health and safety, and the environment, through the provision of reliable and efficient wastewater schemes.

WHAT WE'RE WORKING TOWARDS Levels of service	HOW WE'LL MEASURE PROGRESS Performance measures		HOW WE'RE PERFORMING NOW 2022/23 results	WHAT WE'RE AIMING FOR 2024/25	2025/26	2026/27	2027/28 – 2033/34
We provide an efficient and sustainable wastewater service	Dry weather overflow incidents * *The number of dry weather sewerage overflows from the Council's sewerage systems, expressed per 1,000 sewerage connections to that sewerage system.*		1.0	≤1.0	≤1.0	≤1.0	≤1.0
	Compliance with resource consents * *Compliance with Council's resource consents for discharge from its sewerage systems measured by the number of the following received by Council:*	Abatement notices	0	0	0	0	0
		Infringement notices	0	0	0	0	0
		Enforcement orders	0	0	0	0	0
		Convictions	0	0	0	0	0
	Median response time to callouts* *Where contractors attend a call-out on Council's behalf to a fault or unplanned interruption to a Council networked reticulation system, the median response times are measured, from the time Council receives the notification to the time that service personnel reach the site, and to the time that Council received notification of resolution of the problem.*	Call-out attendance time	0.78 hours (47 minutes)	1 hour	1 hour	1 hour	1 hour
		Call-out resolution	1.83 hours	4 hours	4 hours	4 hours	4 hours
	Customer satisfaction with wastewater services*	a) Sewage odour b) Sewerage system faults	8.23	≤ 10	≤ 10	≤ 10	≤ 10

WHAT WE'RE WORKING TOWARDS Levels of service	HOW WE'LL MEASURE PROGRESS Performance measures		HOW WE'RE PERFORMING NOW 2022/23 results	WHAT WE'RE AIMING FOR			
				2024/25	**2025/26**	**2026/27**	**2027/28 – 2033/34**
	The total number of complaints received by Council expressed per 1,000 connections about:	c) Sewerage system blockages d) Council's response to issues with our sewerage system					

** Mandatory performance measure set by the Department of Internal Affairs*

Key projects

Grit chamber pipeline renewal

This pipeline is a critical trunk pipeline between the Trevors Road grit chamber facility and the new Ashburton River crossing pipeline. Design is currently under way, and construction of the new pipeline is programmed in Year 1 at a cost of $4 million.

Wilkins Road pond desludging

There is a budget provision of $7.2million in Year 4 for desludging of the oxidation and maturation ponds at the Wilkins Road wastewater treatment plant. There is also provision in Year 3 which is intended to be used for a follow-up sludge survey to refine the sludge volume estimates and make any necessary preparations, consent applications etc.

We are also proposing to replace security fencing around the Wilkins Road wastewater treatment plan in Year 2 and have included $475,000 in the budget for this.

Tuarangi Road wastewater servicing

We are planning to provide reticulated wastewater services to the Residential C zoned Tuarangi Road block. The aim of this project is to service the area of land bordered by Tuarangi Road, Smithfield Road, and Bridge Street. The project is budgeted at $1.65 million across Years 4 and 5.

Methven wastewater treatment plant projects

In Year 2 we have budgeted $300,000 for receiving screen replacement and $182,000 for aerator renewal at the Methven wastewater treatment plant.

Rakaia wastewater treatment plant projects

The replacement of the receiving screen and renewal of the UV sterilisation equipment at the Rakaia wastewater treatment plant are planned for Year 3. We have budgeted a total of $490,000 for these.

Manhole level monitoring

We have included $195,000 in the budget for Year 4, to add sensors to a selection of manholes around the wastewater schemes in the district. This monitoring will provide warnings about capacity constraints in the network during high demand periods (typically wet weather), which can identify blockages or point to areas where upgrades are required.

Capital works and capital renewals programmes

The following table details the annual budget for new capital works and capital renewals until 2033/34.

New capital work refers to the development of new infrastructure, which either increases the level of service able to be provided or increases the capacity of the asset to cope with increases in demand.

Capital renewals refers to the programmed upgrade or replacement of existing assets. In some cases, this may result in an increase in the level of service able to be provided, or in the capacity of the asset to cope with increases in demand.

	Year 1 2024/25	Year 2 2025/26	Year 3 2026/27	Year 4-10 2027-34
Ashburton				
Network Connectivity for Plants	$0	$61,500	$0	$0
Manhole level/surcharge monitoring	$0	$0	$0	$208,767
Tuarangi Road Block - Residential C Zone Servicing	$0	$0	$0	$1,795,974
CCTV and Condition Assessment	$60,000	$61,500	$62,856	$481,410
Unspecified Facility Asset Renewals	$150,000	$153,750	$157,140	$1,203,525
Wetland Remediation	$0	$512,500	$523,800	$0
Sewer main renewals/ relining	$153,725	$2,532,534	$2,059,664	$22,184,244
Ashburton Grit Chamber	$7,000,000	$0	$0	$0
Methven				
CCTV and Condition Assessment	$7,500	$7,688	$7,857	$60,176
Sewer main renewals/ relining	$126,537	$1,973,466	$394,276	$1,507,241
WWTP - Sludge Management	$0	$0	$0	$1,431,047
WWTP - Receiving Screen Replacement	$0	$307,500	$0	$0
WWTP - Aerator Renewal				
Rakaia				
WWTP - UV System Renewal	$0	$0	$199,044	$0
WWTP - Receiving Screen Replacement	$0	$0	$314,280	$0
TOTAL	**$7,497,762**	**$5,796,475**	**$3,718,917**	**$28,872,384**

How this activity is funded

We use group funding for our wastewater schemes, where all properties able to connect to a Council wastewater scheme are charged a fixed rate for operating costs. This means each connected property pays the same targeted fixed rate which promotes affordability for residents connected to smaller schemes.

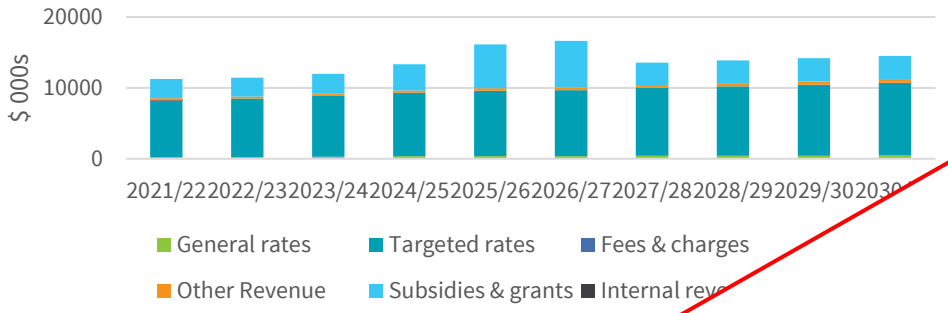
Non-residential connections receive a targeted fixed rate for up to three toilets. If more than three exist, then a charge of 33% of the residential rate per additional toilet is applied.

Where properties can be serviced by a wastewater scheme but are not connected, we charge them half the applicable fixed rate through the rates.

	Uniform Annual General Charge (UAGC)	General rates	Targeted rates – capital value	Targeted rates – Uniform Annual Charge (UAC)	Fees & charges
Wastewater				100%	

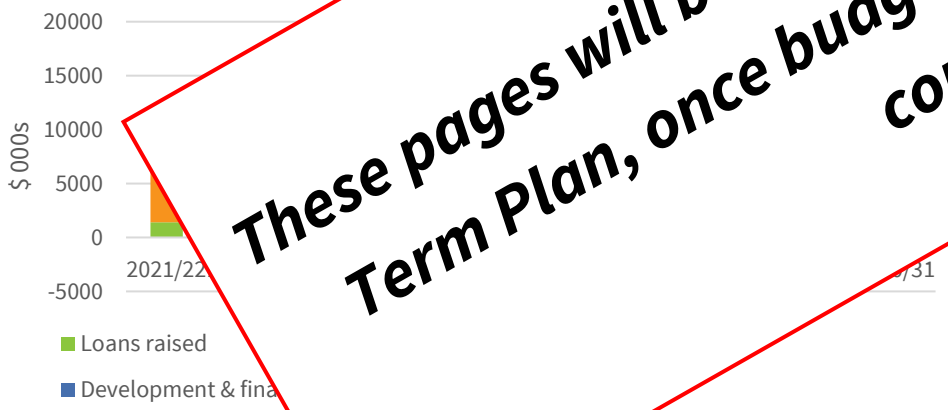
Financial overview

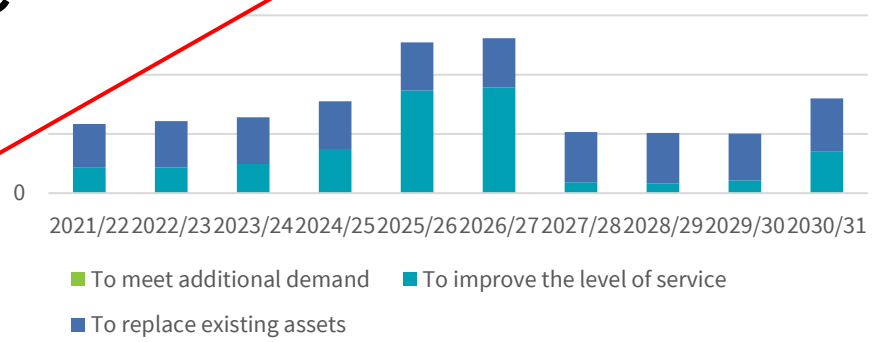
Operating income sources



Operating expenses

Capital income sources





These pages will be updated as part of the final Long-Term Plan, once budgets and projects have been confirmed.

Funding impact statement

For Wastewater	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Operating Funding											
Sources of operating funding											
General rate, UAGC*, rates penalties											
Targeted rates	5,128	6,102	6,358	6,960	7,388	7,845	9,031	9,403	9,837	10,063	10,366
Subsidies and grants for operating purposes	38	-	-	-	-	-	-	-	-	-	-
Fees and charges	113	113	115	118	121	123	126	129	132	135	138
Internal charges and overheads recovered	-	-	0	0	0	0	0	0	0	0	0
Local authorities fuel tax, fines, infringement fees and other receipts	283	426	437	446	456	466	477	488	499	510	522
Total sources of operating funding	5,563	6,640	6,910	7,524	7,964	8,435	9,634	10,020	10,468	10,708	11,025
Applications of operating funding											
Payments to staff and suppliers	1,775	2,003	2,045	2,132	2,168	2,216	2,280	2,322	2,375	2,441	2,483
Finance costs	928	861	1,081	1,221	1,232	1,577	1,646	1,582	1,429	1,319	1,172
Internal charges and overheads	781	981	995	1,007	1,029	1,043	1,057	1,080	1,069	1,089	1,102
Other operating funding applications	-	-	0	0	0	0	0	0	0	0	0
Total applications of operating funding	3,484	3,845	4,121	4,359	4,429	4,836	4,984	4,984	4,873	4,849	4,758
Surplus/(deficit) of operating funding	2,079	2,796	2,789	3,165	3,535	3,599	4,650	5,035	5,595	5,859	6,267

* Uniform Annual General Charges

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Capital Funding											
Sources of capital funding											
Subsidies and grants for capital expenditure	-	-	-	-	-	-	-	-	-	-	-
Development and financial contributions	384	463	474	485	496	506	518	530	542	555	567
Increase (decrease) in debt	670	4,501	2,666	(288)	7,325	854	(2,091)	(4,174)	(2,474)	(3,402)	(3,817)
Gross proceeds from sale of assets	-	-	0	0	0	0	0	0	0	0	0
Lump sum contributions	-	-	-	-	-	-	-	-	-	-	-
Other dedicated capital funding	-	-	0	0	0	0	0	0	0	0	0
Total sources of capital funding	1,054	4,964	3,140	196	7,821	1,361	(1,573)	(3,644)	(1,932)	(2,847)	(3,250)
Application of capital funding											
Capital expenditure											
- to meet additional demand	0	0	0	0	160	1,636	0	0	0	0	0
- to improve the level of service	0	0	62	0	209	0	0	0	0	0	0
- to replace existing assets	3,009	7,498	5,735	3,719	10,844	3,164	2,900	1,130	3,449	2,699	2,682
Increase (decrease) in reserves	124	262	133	(357)	143	160	177	262	215	313	335
Increase (decrease) in investments	-	-	-	-	-	-	-	-	-	-	-
Total applications of capital funding	3,133	7,760	5,929	3,362	11,356	4,960	3,077	1,392	3,664	3,012	3,017
Surplus/(deficit) of capital funding	(2,079)	(2,796)	(2,789)	(3,165)	(3,535)	(3,599)	(4,650)	(5,035)	(5,595)	(5,859)	(6,267)
Funding balance	0	0	0	0	0	0	0	0	0	0	0

Operating expenditure by wastewater scheme

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Ashburton	4,700	5,502	5,866	6,029	6,118	6,569	6,748	6,770	6,674	6,622	6,567
Methven	479	539	539	686	701	720	748	762	765	837	838
Rakaia	426	564	572	583	597	605	614	623	630	640	648
Total operating expenditure	5,605	6,605	6,978	7,297	7,416	7,893	8,110	8,156	8,068	8,099	8,053
Less depreciation	2,121	2,760	2,856	2,938	2,987	3,058	3,126	3,172	3,195	3,250	3,295
Total applications of operating funding	3,484	3,845	4,121	4,359	4,429	4,836	4,984	4,984	4,873	4,849	4,758

Capital expenditure by wastewater scheme

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Ashburton	2,562	9,994	3,968	3,484	11,193	4,411	2,946	1,318	2,280	2,942	2,930
Methven	447	134	2,475	701	470	931	424	379	1,414	351	9
Rakaia	0	0	0	513	0	0	0	0	0	0	0
Total capital expenditure	3,009	10,128	6,442	4,698	11,663	5,342	3,370	1,697	3,695	3,292	2,939
Less depreciation	0	2,630	646	980	450	542	470	567	246	593	257
Council funded capital expenditure	3,009	7,498	5,796	3,719	11,213	4,800	2,900	1,130	3,449	2,699	2,682

District Water Management: Stormwater

What we do

We provide urban stormwater collection and disposal networks in Ashburton, Methven and Rakaia. Lake Hood and Hinds have small systems of swales and open drains. These networks and systems ensure property and the environment are protected from flooding, and that roads and footpaths continue to be accessible during rain events.

Scheme	Length of network	Manholes
Ashburton	37.5 km	651
Methven	2.9 km	49
Rakaia	1.3 km	14

Ashburton

Stormwater from residential, commercial and industrial properties is collected via gravity pipelines and open drains being discharged to soakage pits and watercourses. Some stormwater is held in detention and infiltration basins. There is also a retention pond adjacent to Mill Creek for flood control.

Ashburton has the only system where stormwater discharges to the kerb and channel from private dwellings. From the kerb and channel the stormwater enters the system.

Methven and Rakaia

Methven and Rakaia have limited piped stormwater networks, with Methven stormwater being disposed in roadside channels or old gravel pits, and Rakaia stormwater being discharged to the Rakaia River. System capacity is adequate with no significant flooding issues, although there is some nuisance flooding.

Other townships

Lake Hood and Hinds have small systems of swales and open drains.

Rest of district

Outside of areas served by public stormwater systems, dwellings are reliant on on-site disposal of stormwater – usually via ground soakage systems. These are generally single property solutions and not the responsibility of Council.

Why we do it

Stormwater schemes underpin the safety of our communities, people and property via collection and redirection of rainwater. These systems ensure rainfall is quickly and efficiently removed and prevent ongoing economic damage because of extreme weather events.

With the increasing frequency and intensity of rainfall events predicted due to climate change, stormwater management and treatment is becoming increasingly important.

We have a responsibility under the Health Act 1956 and the Resource Management Act 1991 to deliver stormwater services.

Contribution to community outcomes

Our aim is to be '*The district of choice for lifestyle and opportunity*'. To support this aim, our management of stormwater contributes to the following community outcomes as shown below.

Contribution to our community's wellbeing

Our work in the stormwater space contributes to the:

- *Economic wellbeing* of the district because business assets and activities are provided with protection against flooding or ponding of stormwater. This helps to maintain economic prosperity and promotes district development.
- *Social wellbeing* of our residents by protecting public health.
- *Environmental wellbeing* of the district by helping to protect the environment.

Key issues for the next 10 years

Future management and governance structure

We remain uncertain on the future model for how drinking water, wastewater and stormwater ("three waters") services will be delivered.

We were previously expecting major changes to the governance, regulation, funding, management and delivery of water supplies. However with the change of Government and the work on three waters reform being halted, a new model is yet to confirmed.

Local government is expected to work with central government over the next few years to determine a new model, but as the details of this work are unknown, we have assumed that 'business as usual' will continue in the stormwater activity.

System capacity

Nuisance flooding occurs on a regular basis in several locations, largely due to undersized pipes, culverts and reliance on soak-pits. In recent years, urban development has also put pressure on the stormwater system and there is no spare capacity to accept additional flows from further development or intensification.

Developers of new sites are now required to manage stormwater onsite as far as possible, with discharges to our network limited to the same or less than pre-development levels.

One way in which network capacity can be maximised is through altering stormwater catchments to share the load more evenly. The proposed capital programme begins to do this, and further work may identify other opportunities.

Stormwater management in Methven, Rakaia and other small communities will be considered via an extension to the Ashburton Stormwater Management Plan or through the development of a District Stormwater Management Plan. This will provide the future direction of stormwater management within these communities.

Stormwater quality and treatment

Historically stormwater networks have focused on collection and disposal of water, rather than the treatment and quality of the water being discharged into waterways. However, we expect that this balance is changing. The new three waters regulator, Taumata Arowai will have an impact on our management of stormwater services, due

to the likelihood of higher standards and expectations, both around performance and reporting.

Rural stormwater

There has been an increasing interest in rural stormwater management in recent years, particularly as land use patterns change and irrigation and stockwater races are closed or moved. This may lead to an expansion of the scope of the stormwater services to include more than the traditional concentrated networks.

Our levels of service

What we're aiming for: To ensure property and the environment are protected and roads and footpaths continue to be accessible during rain events.

WHAT WE'RE WORKING TOWARDS Levels of service	HOW WE'LL MEASURE PROGRESS Performance measures		HOW WE'RE PERFORMING NOW 2022/23 results	WHAT WE'RE AIMING FOR 2024/25	2025/26	2026/27	2027/28 – 2033/34
We provide protection from flooding for private properties	Flooding events from stormwater overflows * *The number of flooding events from stormwater overflows, and for each flooding event the number of habitable floors affected, expressed per 1000 properties connected to the stormwater system*	The number of flooding events	0	0	0	0	0
		The number of habitable floors affected for each flooding event	0	0	0	0	0
	Median response time (in hours) to callouts * *Where contractors attend a call-out on Council's behalf to attend a flooding event, the median response times are measured from the time Council receives the notification to the time that service personnel reach the site*		N/A	1 hour	1 hour	1 hour	1 hour
We provide efficient and sustainable stormwater services	Compliance with resource consents * *Compliance with Council's resource consents for discharge from its sewerage systems measured by the number of the following received by Council:*	Abatement notices	0	0	0	0	0
		Infringement notices	0	0	0	0	0
		Enforcement orders	0	0	0	0	0
		Convictions	0	0	0	0	0
	Customer satisfaction with stormwater services (complaints / 1000 connections) * *The total number of complaints received by Council about the performance of its stormwater system, expressed per 1000 connections to the stormwater systems.*		1.81	≤5	≤5	≤5	≤5

** Mandatory performance measure set by the Department of Internal Affairs*

Key projects

Capital upgrade programme

We have an extensive 30 + year upgrade programme planned which involves new and upgraded pipework to provide flood alleviation, and attenuation and treatment facilities to improve the quality of the water being discharged.

The total budget for the next 10 years is $25 million.

We propose to construct stormwater treatment and attenuation sites at the discharges to the Ashburton/Hakatere River at West Street, Chalmers Avenue, Trevors Road, River Terrace, Allens Road, Melcombe Street and Smithfield Road.

We also propose new and upgraded stormwater pipelines in West Street/Mill Creek, Chalmers Avenue/South Street, Alford Forest/Charles Street and Havelock Street/Grigg Street.

The timeline has been modified since originally programmed in the 2015-25 LTP to address the increased regional and national focus on river and stream water quality. The attenuation and treatment projects have been brought forward, and the pipeline projects have been moved back.

Capital works and capital renewals programmes

The following table details the annual budget for new capital works and capital renewals until 2033/34.

New capital work refers to the development of new infrastructure, which either increases the level of service able to be provided or increases the capacity of the asset to cope with increases in demand.

Capital renewals refers to the programmed upgrade or replacement of existing assets. In some cases, this may result in an increase in the level of service able to be provided, or in the capacity of the asset to cope with increases in demand.

	Year 1 2024/25	Year 2 2025/26	Year 3 2026/27	Year 4-10 2027-34
Ashburton				
West St Attenuation & Treatment Facilities - D&C	0	$1,843,853	$0	$0
West St Trunk Stormwater Main (Havelock/River) - Construction	0	$554,320	$5,098,879	$0
West St Trunk main (Wills/Havelock) - D&C	0	$96,350	$1,871,014	$0
Chalmers Ave Attenuation & Treatment Facilities - D&C	0	$0	$216,225	$4,198,465
West St Trunk Stormwater Main (Walnut/Wills) - D&C	0	$0	$0	$5,205,594
West St Trunk Stormwater Main (Mill Ck/Walnut) - D&C	0	$0	$0	$3,070,303
Trevors Rd Attenuation & Treatment Facilities - D&C	0	$0	$0	$2,838,242
Total	0	$2,494,523	$7,186,117	$15,312,604

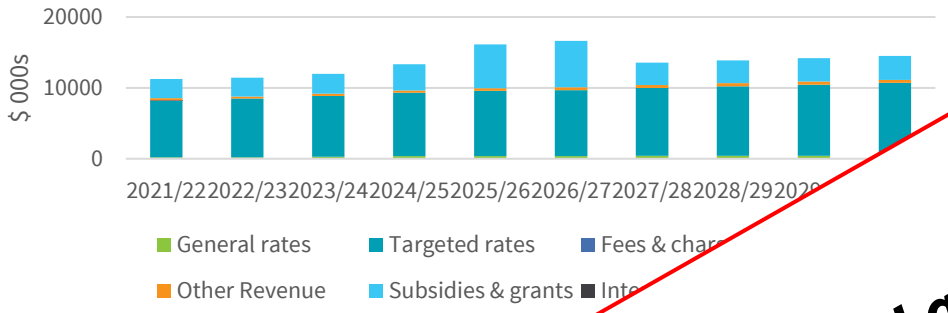
How this activity is funded

We fund the stormwater activity through a mixture of general rate, and rating properties in the catchment of a Council stormwater scheme. There is a separate rate for each scheme.

	Uniform Annual General Charge (UAGC)	General rates	Targeted rates – capital value	Targeted rates – Uniform Annual Charge (UAC)	Fees & charges
Stormwater		10%	90%		

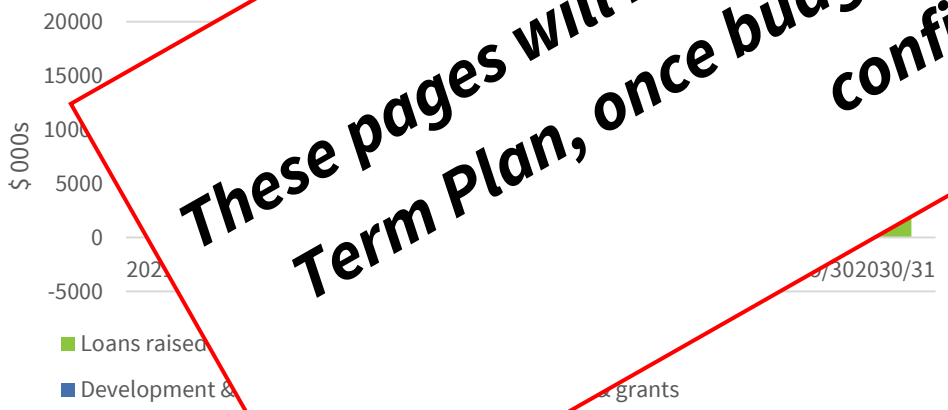
Financial overview

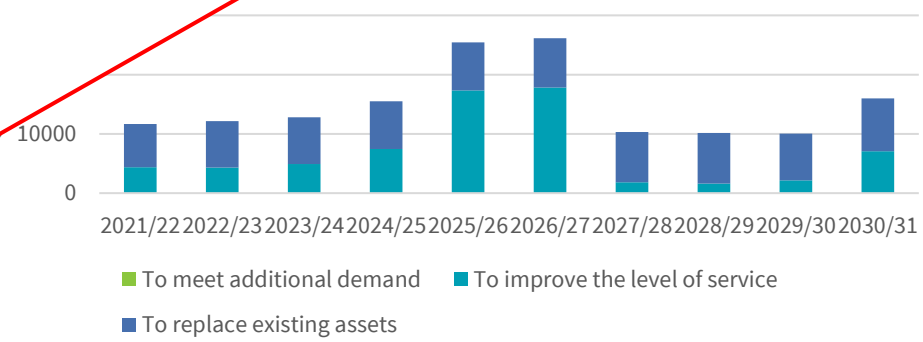
Operating income sources



Operating expen

Capital income sources





These pages will be updated as part of the final Long-Term Plan, once budgets and projects have been confirmed.

Funding impact statement

For Stormwater	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Operating Funding											
Sources of operating funding											
General rate, UAGC*, rates penalties	111	150	170	247	273	278	323	329	376	384	394
Targeted rates	1,379	1,351	1,530	2,220	2,458	2,502	2,903	2,958	3,381	3,459	3,542
Subsidies and grants for operating purposes	38	-	0	0	0	0	0	0	0	0	0
Fees and charges	1	1	1	1	1	1	1	1	1	1	1
Internal charges and overheads recovered	-	-	0	0	0	0	0	0	0	0	0
Local authorities fuel tax, fines, infringement fees and other receipts	5	-	-	-	-	-	-	-	-	-	-
Total sources of operating funding	1,533	1,502	1,701	2,468	2,732	2,781	3,226	3,287	3,758	3,844	3,936
Applications of operating funding											
Payments to staff and suppliers	431	391	401	426	430	461	477	970	494	511	509
Finance costs	102	118	113	190	445	575	553	705	674	722	689
Internal charges and overheads	398	381	385	389	396	402	407	414	410	417	420
Other operating funding applications	-	-	0	0	0	0	0	0	0	0	0
Total applications of operating funding	931	890	899	1,005	1,271	1,438	1,437	2,088	1,578	1,650	1,618
Surplus/(deficit) of operating funding	602	613	802	1,463	1,461	1,342	1,790	1,199	2,180	2,195	2,319

* Uniform Annual General Charges

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Capital Funding											
Sources of capital funding											
Subsidies and grants for capital expenditure	-	-	0	0	0	0	0	0	0	0	0
Development and financial contributions	-	-	-	-	-	-	-	-	-	-	-
Increase (decrease) in debt	(281)	(182)	1,710	5,740	2,756	(795)	3,181	(1,028)	761	(1,096)	466
Gross proceeds from sale of assets	-	-	0	0	0	0	0	0	0	0	0
Lump sum contributions	-	-	0	0	0	0	0	0	0	0	0
Other dedicated capital funding	-	-	0	0	0	0	0	0	0	0	0
Total sources of capital funding	(281)	(182)	1,710	5,740	2,756	(795)	3,181	(1,028)	761	(1,096)	466
Application of capital funding											
Capital expenditure											
- to meet additional demand	-	-	-	-	-	-	-	-	-	-	-
- to improve the level of service	0	0	2,495	7,186	4,198	255	4,951	150	2,920	139	2,699
- to replace existing assets	24	-	-	-	-	-	-	-	-	-	-
Increase (decrease) in reserves	297	431	17	17	18	292	20	22	22	960	86
Increase (decrease) in investments	-	-	0	0	0	0	0	0	0	0	0
Total applications of capital funding	321	431	2,511	7,203	4,217	547	4,971	172	2,942	1,099	2,785
Surplus/(deficit) of capital funding	(602)	(613)	(802)	(1,463)	(1,461)	(1,342)	(1,790)	(1,200)	(2,180)	(2,195)	(2,319)
Funding balance	0	0	0	0	0	0	0	0	0	0	0

Operating expenditure by stormwater scheme

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Ashburton	1,388	1,334	1,341	1,494	1,906	2,161	2,167	2,924	2,424	2,561	2,548
Methven	91	104	105	107	108	109	110	111	112	113	114
Rakaia	47	27	28	28	28	29	29	30	30	30	23
Hinds	12	7	7	7	7	8	8	8	8	8	9
Rural	54	51	53	54	55	56	58	59	60	62	63
Total operating expenditure	1,592	1,524	1,534	1,690	2,104	2,362	2,372	3,132	2,634	2,775	2,757
Less depreciation	661	634	634	685	833	924	935	1,044	1,056	1,126	1,139
Total applications of operating funding	931	890	899	1,005	1,271	1,438	1,437	2,088	1,578	1,650	1,618

Capital expenditure by stormwater scheme

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Ashburton	139	865	3,130	7,658	4,819	572	5,600	482	3,260	487	3,054
Methven	114	0	0	147	0	153	0	160	0	168	0
Rakaia	0	0	0	0	0	0	0	0	0	0	0
Hinds	0	0	0	0	0	0	0	0	0	0	0
Rural	0	0	0	0	0	0	0	0	0	0	0
Total capital expenditure	253	865	3,130	7,804	4,819	725	5,600	643	3,260	654	3,054
Less depreciation	229	865	636	618	621	470	649	492	340	515	355
Total applications of capital funding	24	0	2,495	7,186	4,198	255	4,951	150	2,920	139	2,699

District Water Management: Stockwater

What we do

The network consists of approximately 1,543 km of water races (421 km of main races and 1,123 km of minor races).

The main intakes and locations are:

- Methven / Lauriston – in the northwest part of the district
- Mount Somers / Willowby – in the centre of the district
- Winchmore / Rakaia – northeast of the Ashburton township and at the 'bottom' of our water race network.

Water is sourced from 23 main intakes, including one from the Rangitata Diversion Race (RDR) at Klondyke and the Acton intake which is operated and managed by Acton Irrigation Ltd. However, the majority of intakes are from rivers, streams, springs and drains. Sixteen of these extractions are from the Hakatere / Ashburton River system. The remainder are from the Rangitata, Hinds and Rakaia systems.

The water race network is primarily a gravity fed open race system, although there are several areas serviced by piped systems. We also provide stockwater via two piped schemes in Methven-Springfield and Montalto areas. These schemes are also used for household purposes and are treated to provide potable water. For the purposes of management, these piped schemes are considered drinking water supplies.

Hinds / Hekeao Managed Aquifer Recharge (MAR)

We are part of the Hinds / Hekeao MAR project which aims to improve water quality in surface waters and aquifers, by recharging an aquifer in the Hinds area. Our unused, consented water from the Rangitata River is diverted through the Rangitata Diversion Race and Valetta Irrigation Scheme to two infiltration basins, before seeping into an underlying shallow aquifer and then infiltrating surface water bodies.

Bores monitoring regional groundwater conditions around the site have shown improvements in both water quantity and water quality, with decreasing concentrations of nitrates.

Why we do it

The service is mostly used to provide water for animals, but there are also other benefits such as supporting biodiversity, providing food sources (mahika kai), land drainage, and contributing to community amenities (e.g. supplying water to the Ashburton Domain ponds).

Over the past two decades, some races have been closed, reducing the network from around 4,000km to its current size. Closure requests are regularly received, and we believe that it's because landowners either don't use the service or have switched to a different, more efficient service, like piped irrigation.

We propose to stop providing the stockwater activity from year 4 of this LTP.

Contributions to community outcomes

Our aim is to be '*The district of choice for lifestyle and opportunity*'. To support this aim, our stockwater races contribute to the following community outcomes as shown below.

Contribution to our community's wellbeing

Our work in the stockwater space contributes to the:

- *Environmental wellbeing* of the district - the MAR project we are part of is contributing to reducing nitrate levels in the ground water.
- *Economic wellbeing* of the district by providing a source of water for animals on farmland with no other available water source.

Our levels of service

What we're aiming for: To promote the productivity of rural land through the delivery of stockwater as efficiently as possible, while minimising adverse effects on the environment.

WHAT WE'RE WORKING TOWARDS	HOW WE'LL MEASURE PROGRESS		HOW WE'RE PERFORMING NOW	WHAT WE'RE AIMING FOR			
Levels of service	Performance measures		2022/23 results	2024/25	2025/26	2026/27	2027/28 – 2033/34
We minimise adverse effects of stockwater on the environment	Compliance with resource consents * *Compliance with Council's resource consents for discharge from its stockwater systems measured by the number of the following received by Council.*	Abatement notices	1	0	0	0	0
		Infringement notices	0	0	0	0	0
		Enforcement orders	0	0	0	0	0
		Convictions	0	0	0	0	0

** Mandatory performance measure set by the Department of Internal Affairs.*

Key projects

Future of the stockwater races

The stockwater network is an ageing and inefficient method of delivering water for livestock to farms. The service relies on having sufficient water in the system to keep the water flowing. This means farms closer to the coast can face water shortages, especially during summer. Channels need regular maintenance such as removing weeds and obstructions and significant water is also lost to ground seepage. During summer, water sources often dry up, meaning we can't always guarantee the service. There are other, more modern ways for properties to get water.

Maintaining the system is getting costlier because the infrastructure is aging and needs replacement. Many components, related to the channels (e.g. gates, pipes, pumps) will need replacing over the next few decades. Severe weather events also damage the channels and stockwater infrastructure. Running the stockwater service costs a lot, $1.3 million annually to maintain and keep it working. Looking ahead, we'll need significant funding to upgrade the network, address other issues and maintain the current level of service.

Meeting new environmental requirements will add extra cost to ensure the system is viable in the future. For example, this includes the installation of fish screens on some intakes to meet these new standards.

If you have a stockwater channel on or alongside their property, you have to pay for it, whether you actually use it or not. A lot of people who pay for this service don't use it because they've found more efficient ways to get water, like through other irrigation schemes. As stockwater races are closed, there will be fewer people left to contribute and pay for the service.

We have proposed that we would stop providing stockwater by 1 July 2027. However, we'll still look after specific races that cannot be closed, like natural watercourses, those that are spring-fed, or those that have community or ecological benefit).

Investment would be minimal and assets that fail would not be replaced. We would not actively build fish screens.

We would develop an active closure programme with targets. The timeframe allows current users of the stockwater to arrange alternative plans.

We would introduce a fairer way of funding until we have exited this service. From 1 July 2027, the general rate would likely cover the remaining system.

Capital works and capital renewals programmes

We have no capital works or capital renewals scheduled for the life of the long term plan.

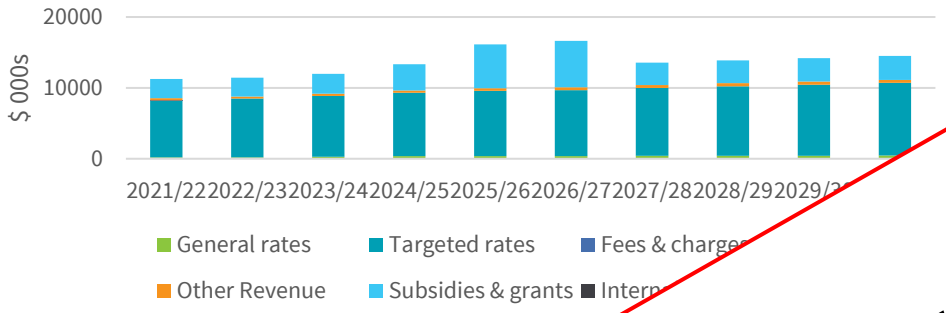
How this activity is funded

Stockwater activity is funded through a mixture of general rates, and a targeted rate per metre of water race on a property.

	Uniform Annual General Charge (UAGC)	General rates	Targeted rates – capital value	Targeted rates – Uniform Annual Charge (UAC)	Fees & charges
Stockwater		10-20%		80-90%	

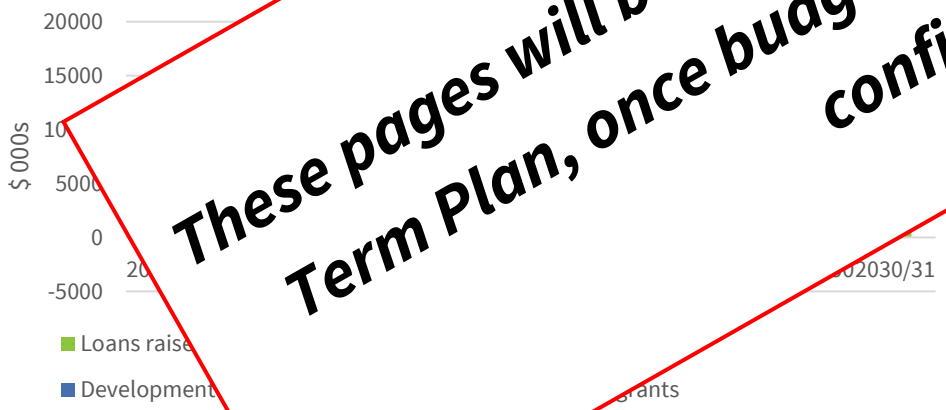
Financial overview

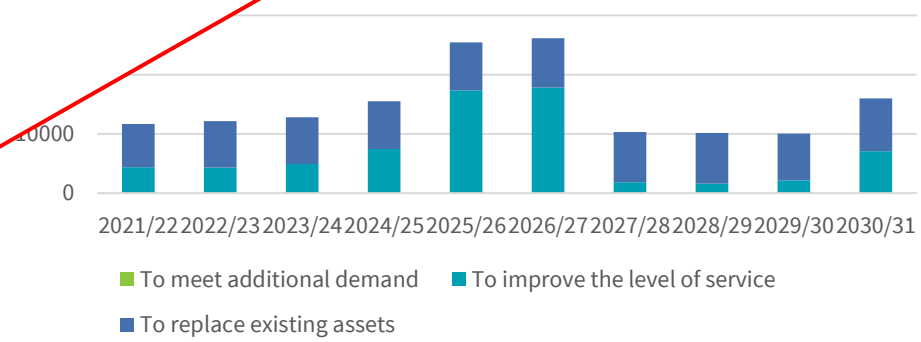
Operating income sources



Operating expense

Capital income sources





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Funding impact statement

For Stockwater	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Operating Funding											
Sources of operating funding											
General rate, UAGC, rates penalties	83	304	312	319	288	295	302	309	316	324	332
Targeted rates	1,022	1,159	1,190	1,218	1,099	1,124	1,152	1,180	1,206	1,237	1,265
Subsidies and grants for operating purposes	-	-	0	0	0	0	0	0	0	0	0
Fees and charges	-	-	0	0	0	0	0	0	0	0	0
Internal charges and overheads recovered	-	-	0	0	0	0	0	0	0	0	0
Local authorities fuel tax, fines, infringement fees and other receipts	5	-	0	0	0	0	0	0	0	0	0
Total sources of operating funding	1,110	1,463	1,502	1,537	1,387	1,418	1,454	1,490	1,522	1,561	1,597
Applications of operating funding											
Payments to staff and suppliers	960	1,177	1,206	1,234	1,073	1,096	1,122	1,147	1,174	1,201	1,227
Finance costs	7	14	13	12	11	10	10	9	8	7	6
Internal charges and overheads	125	216	226	234	244	253	262	273	279	290	301
Other operating funding applications	-	-	0	0	0	0	0	0	0	0	0
Total applications of operating funding	1,092	1,407	1,445	1,480	1,328	1,359	1,394	1,429	1,460	1,498	1,533
Surplus/(deficit) of operating funding	18	56	57	58	58	59	60	61	62	63	63

* uniform annual general charges

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Capital Funding											
Sources of capital funding											
Subsidies and grants for capital expenditure	-	-	0	0	0	0	0	0	0	0	0
Development and financial contributions	-	-	0	0	0	0	0	0	0	0	0
Increase (decrease) in debt	(18)	(23)	(23)	(23)	(23)	(23)	(23)	(23)	(23)	(23)	(23)
Gross proceeds from sale of assets	-	-	0	0	0	0	0	0	0	0	0
Lump sum contributions	-	-	0	0	0	0	0	0	0	0	0
Other dedicated capital funding	-	-	0	0	0	0	0	0	0	0	0
Total sources of capital funding	(18)	(23)	(23)	(23)	(23)	(23)	(23)	(23)	(23)	(23)	(23)
Application of capital funding											
Capital expenditure											
- to meet additional demand	-	-	-	-	-	-	-	-	-	-	-
- to improve the level of service	-	-	-	-	-	-	-	-	-	-	-
- to replace existing assets	-	-	-	-	-	-	-	-	-	-	-
Increase (decrease) in reserves	0	32	34	34	35	36	37	37	38	39	40
Increase (decrease) in investments	-	-	0	0	0	0	0	0	0	0	0
Total applications of capital funding	0	33	34	34	35	36	37	37	38	39	40
Surplus/(deficit) of capital funding	(18)	(56)	(57)	(58)	(58)	(59)	(60)	(61)	(62)	(63)	(63)
Funding balance	0	0	0	0	0	0	0	0	0	0	0

Operating expenditure by activity

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Stockwater	1,140	1,463	1,501	1,536	1,384	1,415	1,450	1,485	1,517	1,554	1,589
Rural	0	0	0	0	0	0	0	0	0	0	0
Total operating expenditure	1,140	1,463	1,501	1,536	1,384	1,415	1,450	1,485	1,517	1,554	1,589
Less depreciation	49	56	56	56	56	56	56	56	56	56	56
Total applications of operating funding	1,092	1,407	1,445	1,480	1,328	1,359	1,394	1,429	1,460	1,498	1,533

Capital expenditure by activity

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Stockwater	0	0	0	0	0	0	0	0	0	0	0
Total capital expenditure	0	0	0	0	0	0	0	0	0	0	0
Less depreciation	0	0	0	0	0	0	0	0	0	0	0
Council funded capital expenditure	0	0	0	0	0	0	0	0	0	0	0

Transportation

What we do

As the Road Controlling Authority (RCA) we own and manage the roading network in the district (excluding State Highway 1 and 77). We have a roading network of 2,622 km, of which 1,522 km is sealed and 1,100 km is unsealed. Over 90% of our roads are located in rural areas of the district. Other assets included in this activity are:

- 188 bridges (includes RDR bridges)
- 257 km of footpaths
- 5.4 km of cycleway (shared pedestrian / cyclist paths)
- 9.7 km of cycle lanes (painted on roads)
- 293 km of kerb and channel
- Over 3200 streetlights
- More than 10,400 signs
- Over 3000 culverts

Our network has been designed to minimise the vehicle kilometres travelled on unsealed roads, with a sealed road within reasonable proximity of all properties. The sealed roading network continues to grow mainly due to urban subdivisions, with rural intersection seal backs providing minor additions.

Why we do it

Quality roading and footpaths infrastructure are critical for our community. These networks are the pathway for transporting products to local and international markets and play an essential role in supporting the local regional and national economies. They are also the conduits for the community to carry out their business, leisure and social activities in a safe and reliable way that is fit for purpose and meets expectation and needs. The network allow visitors to travel through and around the district and for our residents to visit other locations.

Our transportation networks enhance our communities as great places to live, work and play and provide opportunities for active transport such as cycling and walking.

The provisions of roading and footpaths is a core service under the Local Government Act 2002.

Contribution to our community outcomes

Our aim is to be *'The district of choice for lifestyle and opportunity'*. To support this aim, Transportation contributes to the following community outcomes as shown below.

Roading **Footpaths**	Residents are well-represented, included and have a voice	A district of great spaces and places	A balanced and sustainable environment	A prosperous economy built on innovation, opportunity and high quality infrastructure

Contribution to our community's wellbeing

Our work in the transportation space contributes to the:

- *Economic wellbeing* by supporting the local economy through transportation of produce to markets.
- *Economic wellbeing* by allowing tourists to visit and travel around the district.
- *Social and cultural wellbeing* of the district by connecting communities to enable business, leisure and social activities.
- *Social wellbeing* because providing footpaths and cycleways promotes active transport, enhancing our communities' physical and mental health.

Key issues for the next 10 years

Resident satisfaction of roads

In 2022/23, only 26% of residents were satisfied with the sealed roads and 46% with the unsealed roads in our district. This continues a downward trend which has been occurring over the past few years.

Historically, road maintenance has been underfunded. Further, our renewal works have not kept up with the damage caused by three consecutive years (2021, 22 and 23) of flooding and increasing traffic volumes. We have, therefore, been increasing the number of renewals that are undertaken to bridge the gap and reach a more acceptable balance of road condition versus repair time, frequency and extent.

Maintenance and renewal work is reactive to the condition of the network. Maintenance is carried out to repair minor defects and renewals carried out when the defects are extensive and more than minor. Current funding does not allow for all work identified for renewal to be completed so maintenance patch repairs are often carried out and repeated to try to maintain the condition to a safe level until a renewal can be completed.

We have been able to complete more renewals on sealed pavements with additional funding from Council over the past two years and have requested additional funding from NZTA Waka Kotahi. This along with an increase in reseals funding will assist with completing more renewals where needed.

Building resilience into the network to cope with heavy rain events, etc. is desired however this work is not currently funded. We do include some work such as increased culvert size as part of renewal projects to improve resilience but do not have any resilience projects.

Our levels of service

What we're aiming for: To enable efficient travel throughout the district to support economic and social interaction.

WHAT WE'RE WORKING TOWARDS	HOW WE'LL MEASURE PROGRESS	HOW WE'RE PERFORMING NOW	WHAT WE'RE AIMING FOR			
Levels of service	Performance measures	2022/23 results	2024/25	2025/26	2026/27	2027/28 – 2033/34
We provide a quality roading network for the district	The sealed local road network is smooth* *The percentage of kilometres travelled on the district's sealed roads measured by smooth travel exposure.*	97%	90%	90%	90%	90%
	The sealed local road network is well maintained* *The percentage of the sealed local road network that is resurfaced.*	4.9%	4%	4%	4%	4%
	Volume of metal replaced on unsealed roads *Metal on unsealed roads lost due to weather, usage and other factors will be replaced.*	36,545 m^3	≥ 48,000m^3	≥ 48,000m^3	≥ 48,000m^3	≥ 48,000m^3
	Residents are satisfied with Council's unsealed roads	46%	70%	70%	70%	70%
	Residents are satisfied with Council's sealed roads	26%	55%	55%	55%	55%
	Roading service requests are responded to within 5 working days*	98%	75%	75%	75%	75%
We provide a footpath network that is fit for purpose and well maintained	The footpath network is well maintained* *The percentage of footpaths within a territorial authority district that fall within the level of service or service standards for the condition of footpaths that is set out in Council's relevant document (such as the annual plan, activity management plan, annual works program or long-term plan).*	99%	85%	85%	85%	85%
	Footpath service requests are responded to within 5 working days*	98%	75%	75%	75%	75%
We provide a transportation network to reduce risk of harm to others	Reduction in fatalities on local roads* *The change in the number from the previous financial year.*	-2	Decrease from previous year	Decrease from previous year	Decrease from previous year	Decrease from previous year
	Reduction in serious injury crashes on local roads* *The change in the number from the previous financial year.*	+4	Decrease from previous year	Decrease from previous year	Decrease from previous year	Decrease from previous year

**Mandatory performance measure set by the Department of Internal Affairs*

Key projects

Ashburton-Tinwald connectivity

Ashburton River Bridge on State Highway 1 connects two parts of our district and is currently only one practical connection between Ashburton and Tinwald. This means that congestion is often experienced between Ashburton and Tinwald, and that the network resilience is very poor. Over the last few years we have experienced significant impacts on connectivity during events that either close the State Highway 1 bridge or restrict traffic movement.

The need for investing in improving connectivity between Ashburton and Tinwald is being driven by:

- The need to support population growth.
- The need to ensure people can move safely and easily across the river.
- The need to ensure that inter-regional freight is moved efficiently.
- The need to provide locals with alternative travel modes to motor vehicles.

A detailed business case has been presented (July 2022) to Waka Kotahi NZ Transport Agency to demonstrate the need for wider investment across the Ashburton and Tinwald transport network and the project included in the 2024-27 NLTP. The focus is around achieving a total transport system solution which provides better connectivity and travel choice while improving safety and economic prosperity. The government's strategic Investment programme (draft GPS 2024) has identified the Ashburton second bridge project for the National Land Transport Programme (NLTP).

The full cost of this project is estimated to be $113m - we've included $7.5m of debt and funding in our financial forecasts (6.6% of the project cost). This cost is still an estimate and will need to be revised with updated and detailed design data and criteria. We have planned on the balance of the funding to come from Waka Kotahi ($57.6m - 51% of the project) and central government - $47.9m (remaining 42.4% of project).

Our current view is that if we don't get the full 93.4% of funding approved, we will not go ahead with this project. If we were to fund any more than the $7.5m we would need to discuss this with the community.

During public consultation on this 10 Year Plan we received a number of submissions regarding the location of this bridge. This feedback has been noted and X

Maintenance repairs and replacement programme

- We plan on spending $16.62 million in the first three years on reseals and rehabilitation of our sealed road network, and $3.6 million on re-metalling our gravel roads.
- We have budgeted $2.6 million in Years 1-3 for maintenance repairs (grading, potholes etc) on our unsealed roads and $6.7 million for our sealed roads.

We have budgeted $2.3 million for structures maintenance and structures component renewals. This is to enable maintenance of bridges and includes maintenance and renewal of components of the Wills Street Rail Overbridge.

Capital works and capital renewals programmes

The following table details the annual budget for new capital works and capital renewals until 2033/34.

New capital work refers to the development of new infrastructure, which either increases the level of service able to be provided or increases the capacity of the asset to cope with increases in demand.

Capital renewals refers to the programmed upgrade or replacement of existing assets. In some cases, this may result in an increase in the level of service able to be provided, or in the capacity of the asset to cope with increases in demand.

	Year 1 2024/25	Year 2 2025/26	Year 3 2026/27	Year 4-10 2027-34
Roading capital				
Road Improvements	$2,600,000	$56,580,000	$57,827,520	-
LCLR Local Road Improvements	$1,200,000	$1,230,000	$1,257,120	$12,837,600
LCLR Walking and Cycling	$400,000	$410,000	$419,040	$4,011,750
Total	$4,200,000	$58,220,000	$59,503,680	$16,849,350
Roading renewal				
Unsealed Road Metalling	$1,200,000	$1,230,000	$1,257,120	$10,117,634
Sealed Road Resurfacing	$3,040,000	$3,075,000	$3,415,176	$26,076,375
Culvert Renewal	$125,000	$128,125	$130,950	$1,086,382
Kerb and Channel Replacement	$310,000	$435,851	$565,704	$4,124,079
Sealed Rehabilitation Rural	$2,640,000	$2,296,000	$2,556,144	$24,471,675
Bridge Component Renewal	$250,000	$820,000	$261,900	$1,840,303
Bridge Renewal	-	$256,250	$476,658	-
Signs Replacement	$190,739	$195,507	$199,818	$1,717,029
Total	$7,755,739	$8,436,733	$8,863,470	$69,433,476
Footpath renewals				
Ashburton	$497,360	$489,868	$383,003	$4,178,639
Methven	$152,490	$149,937	$115,655	$1,203,525
Rakaia	$19,890	$19,557	$14,666	$160,470
Hinds	$13,260	$13,038	$10,057	$120,353
Total	$683,000	$672,400	$523,381	$5,662,986

How this activity is funded

Operating expenditure for the roading and footpaths activities is funded in the following way.

	Uniform Annual General Charge (UAGC)	General rates	Targeted rates – capital value	Targeted rates – Uniform Annual Charge (UAC)	Fees & charges
Roading			90-100%		0-10%
Footpaths		30%	70%		

Waka Kotahi New Zealand Transport Agency (NZTA) subsidy funding

Waka Kotahi investment allocate subsidised funding from the National Land Transport Fund for maintenance and renewal of roads. Councils and Waka Kotahi (for state highways) submit applications for monies from this fund. Waka Kotahi Investment review all applications and decide the amount given to each applicant. This approved amount is then adjusted by the subsidy rate to determine the actual dollar value provided.

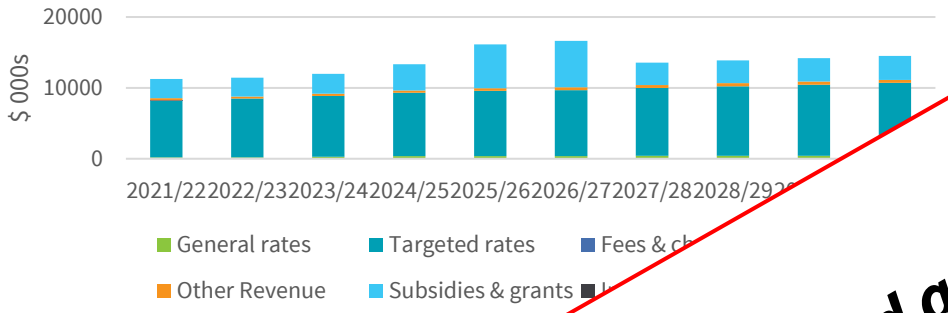
Our subsidy rate is governed by the Funding Assistance Rate (FAR) which is currently set at 51%. This means, that all Waka Kotahi-approved projects receive 51% of funding through Waka Kotahi Investment. We rate for the other 49%.

We have asked Waka Kotahi for approval to fund a Maintenance, Operations and Renewal programme of $47.7 million over the next three years. Additionally, we have requested on average $12 million over the next three years for Low Cost, Low Risk projects (minor capital works).

If the confirmed funding is less than we expected Council will need to decide how to proceed – either reduce the work programme or loan fund the difference.

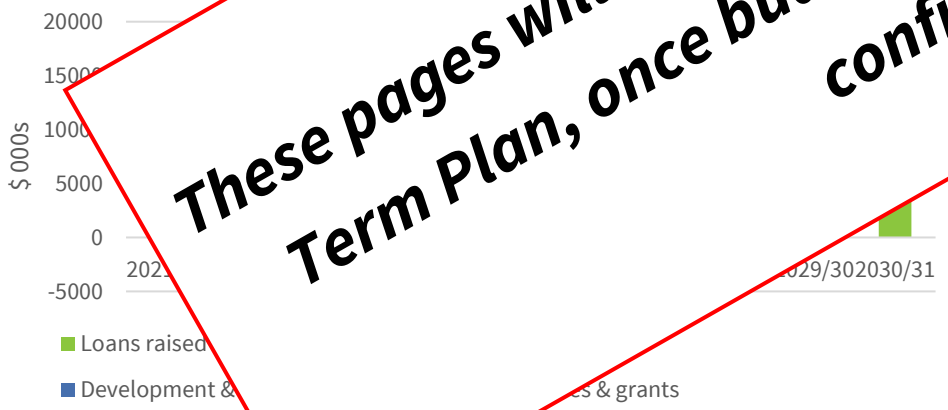
Financial overview

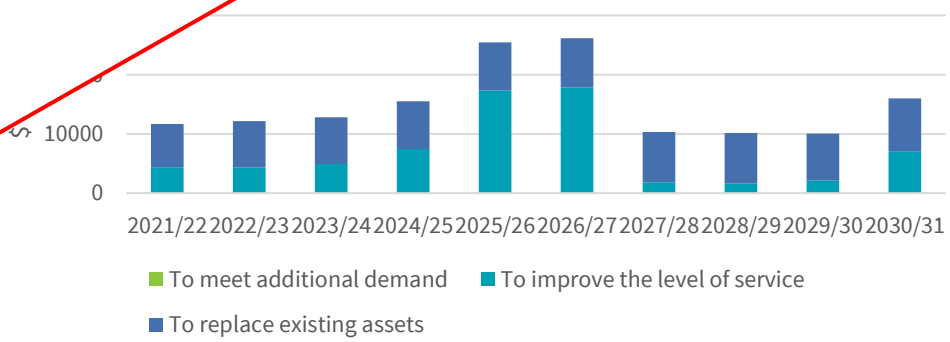
Operating income sources



Operating exp

Capital income sources





These pages will be updated as part of the final Long-Term Plan, once budgets and projects have been confirmed.

Funding impact statement

For Transportation	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Operating Funding											
Sources of operating funding											
General rate, UAGC*, rates penalties	269	255	252	245	271	284	292	302	309	318	342
Targeted rates	9,086	10,914	11,452	12,284	13,189	13,571	13,835	14,034	14,130	14,526	13,861
Subsidies and grants for operating purposes	0	4,588	3,642	6,995	7,413	7,564	7,721	7,890	8,015	8,200	8,352
Fees and charges	-	0	0	0	0	0	0	0	0	0	0
Internal charges and overheads recovered	-	0	0	0	0	0	0	0	0	0	0
Local authorities fuel tax, fines, infringement fees and other receipts	358	460	472	482	492	503	515	527	539	551	563
Total sources of operating funding	9,713	16,217	15,818	20,006	21,366	21,922	22,364	22,753	22,993	23,596	23,118
Applications of operating funding											
Payments to staff and suppliers	7,058	9,429	9,190	10,065	10,983	11,241	11,510	11,788	12,036	12,331	12,600
Finance costs	215	431	531	712	664	614	553	487	425	352	272
Internal charges and overheads	1,826	1,813	1,839	1,859	1,898	1,924	1,951	1,991	1,970	2,007	2,030
Other operating funding applications	-	0	0	0	0	0	0	0	0	0	0
Total applications of operating funding	9,099	11,672	11,560	12,636	13,546	13,779	14,014	14,267	14,431	14,689	14,902
Surplus/(deficit) of operating funding	614	4,545	4,258	7,370	7,820	8,143	8,350	8,487	8,562	8,907	8,216

* Uniform Annual General Charges

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Capital Funding											
Sources of capital funding											
Subsidies and grants for capital expenditure	7,424	6,446	59,601	63,470	6,276	6,414	6,561	6,713	6,867	7,024	7,179
Development and financial contributions	-	0	0	0	0	0	0	0	0	0	0
Increase (decrease) in debt	2,039	(433)	3,881	(1,401)	(1,410)	(1,592)	(1,648)	(1,630)	(1,547)	(1,731)	(882)
Gross proceeds from sale of assets	-	0	0	0	0	0	0	0	0	0	0
Lump sum contributions	-	0	0	0	0	0	0	0	0	0	0
Other dedicated capital funding	-	0	0	0	0	0	0	0	0	0	0
Total sources of capital funding	9,463	6,013	63,482	63,470	6,276	6,414	6,561	6,713	6,867	7,024	7,179
Application of capital funding											
Capital expenditure											
- to meet additional demand	-	0	0	0	0	0	0	0	0	0	0
- to improve the level of service	2,245	4,305	58,584	60,090	2,384	2,436	2,492	2,549	2,608	2,668	2,727
- to replace existing assets	7,655	8,334	8,745	8,800	9,922	10,140	10,373	10,613	10,856	11,106	11,350
Increase (decrease) in reserves	177	(2,081)	411	1,949	1,790	1,980	2,046	2,038	1,964	2,157	1,318
Increase (decrease) in investments	-	0	0	0	0	0	0	0	0	0	0
Total applications of capital funding	10,077	10,558	67,740	70,840	14,096	14,556	14,912	15,200	15,428	15,931	15,395
Surplus/(deficit) of capital funding	(614)	(4,545)	(4,258)	(7,370)	(7,820)	(8,143)	(8,350)	(8,487)	(8,561)	(8,906)	(8,216)
Funding balance	0	0	0	0	0	0	0	0	0	0	0

Operating expenditure by activity

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Roading	15,805	18,471	18,451	20,175	21,620	21,971	22,330	22,713	23,019	23,419	23,781
Footpaths	1,451	1,466	1,471	1,479	1,629	1,641	1,653	1,665	1,672	1,683	1,691
Total operating expenditure	17,256	19,937	19,922	21,653	23,249	23,612	23,983	24,378	24,690	25,101	25,471
Less depreciation	8,157	8,265	8,362	9,017	9,703	9,833	9,969	10,111	10,259	10,412	10,569
Total applications of operating funding	9,099	11,672	11,560	12,636	13,546	13,779	14,014	14,267	14,431	14,689	14,902

Capital expenditure by activity

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Roading	9,378	13,686	67,784	69,939	12,621	12,460	12,859	13,384	13,223	14,006	13,825
Footpaths	522	1,103	1,103	963	1,205	1,232	1,260	1,289	1,319	1,349	1,379
Total capital expenditure	9,900	14,789	68,887	70,902	13,826	13,692	14,119	14,674	14,542	15,355	15,204
Less depreciation	0	2,150	1,558	2,011	1,520	1,116	1,254	1,512	1,078	1,582	1,127
Council funded capital expenditure	9,900	12,639	67,329	68,891	12,306	12,576	12,865	13,162	13,464	13,773	14,077

Waste Reduction & Recovery

What we do

Our role in our district's waste management involves providing collection services and facilities for transferring and transporting waste to landfill disposal or to other processing facilities. Envirowaste holds the contract for the kerbside bin collection service which covers 73% of households across our district.

We also manage the following waste reduction and recovery services.

- Ashburton and Rakaia Resource Recovery Parks
- Rural recycling drop-offs around the district
- Methven green waste and inorganic material drop-off facility
- Management of the district's closed landfills
- The management of discarded litter and the collection of illegally dumped waste
- Communication, advocacy, education, and enforcement
- Waste management planning and reporting

All of our landfill waste is trucked to the Kate Valley Landfill – the most comprehensively engineered waste management facility in the South Island. The landfill has a leachate management system which collects and stores leachate ready for treatment, a gas management system that collects methane produced by the landfill and pumps it to generators that produce electricity, and a surface water management system which collects stormwater and ensures only clean water flows to the wetlands.

Why we do it

The management of solid waste is a core service under the Local Government Act 2002. We have a statutory obligation to promote effective and efficient waste management.

It is important to manage solid waste well, given the health implications if the service was unsatisfactory and waste was not promptly collected, handled, and disposed of. Damage to the environment could easily occur if waste accumulated and was left to rot and become a source of disease. There is also a danger that groundwater and drinking water from shallow wells could be polluted. The activity must be managed in a sustainable manner for today's communities and future generations.

Contribution to our community outcomes

Our aim is to be *'The district of choice for lifestyle and opportunity'*. To support this aim, Waste Reduction & Recovery contributes to the following community outcomes as shown below.

Solid Waste Collection **Solid Waste Management**	Residents are well-represented, included and have a voice	A district of great spaces and places	A balanced and sustainable environment	A prosperous economy built on innovation, opportunity and high quality infrastructure

Contribution to our community's wellbeing

Our work in the waste reduction and recovery space contributes to the:

- *Economic and environmental wellbeing* of the district by providing the appropriate disposal of solid waste.
- *Environmental wellbeing* by providing waste reduction and recycling education.

Key issues for the next 10 years

Legislative change

In recent years, central government has been increasingly focused on waste reduction. We are expecting several changes that we will need to comply with including the phasing out of hard to recycle plastics, consistent recycling across the country, and the introduction of food waste collection services.

Under current legislation, we will be required to provide food waste collection services to urban areas by 2027. We are consulting on the introduction of this service from 2026/27 as part of the draft Long-Term Plan.

Our levels of service

What we're aiming for: To develop a cost-effective range of waste management services to ensure sustainable management, conservation of resources, and protection of the environment and public health.

WHAT WE'RE WORKING TOWARDS Levels of service	HOW WE'LL MEASURE PROGRESS Performance measures	HOW WE'RE PERFORMING NOW 2022/23 results	WHAT WE'RE AIMING FOR			
			2024/25	2025/26	2026/27	2027/28 – 2033/34
We provide kerbside collection services for the majority of residents in the district	Increase the volume of recyclable material from kerbside collection services	-3.8%	+1%	+1%	+1%	+1% P/A
	Residents are satisfied with rubbish and recycling services in the district	83%	90%	90%	90%	90%
We provide waste reduction and recovery facilities throughout the district	Increase the volume of recyclable/recoverable material recovered from the waste stream	+5.7%	+1%	+1%	+1%	+1% P/A
	Measure on green waste to be added if included in final LTP					

Key projects

Introduction of green waste collection services

We are planning to introduce a weekly, household kerbside food and green organic waste collection from September 2026 (Year 3).

It is expected to cost a total of $1.6 million to roll out this service, which includes the purchase of bins and kitchen caddies ($1.09m), and the construction of a consolidation bunker for storage ($564,000) prior to transfer to Canterbury. We expect to receive a $800,000 grant from the Waste Minimisation Fund to partially offset these upfront costs, resulting in a total cost to Council of $855,000.

Renewal of the refuse compactor

The refuse compactor in Ashburton is now 23 years old and is due for replacement. It is intended for the old machine to be transferred and installed in the Methven Transfer Station. We have allowed $395,000 for this in Year 1.

Ashburton landfill southwest slope remediation

The Ashburton landfill was closed in the year 2000. The site of the old landfill was capped and grassed as part of the post closure management plan for the site. The Southwest Slope faces the Ashburton River and over time has been affected by weather and water runoff. The slope needs capping remediation and fill material added to the slope to make it less steep and less prone to erosion. We have allowed $1.2 million in total across Years 1 to 5.

Mt Somers Closed Landfill management

The closed landfill in Mt Somers was subjected to scouring during the May 2021 floods, and the northern section of the landfill along the riverbank has eroded. Following the event, a Landfill Management Closure Plan was developed to outline an approach for the ongoing environmental rehabilitation and management of the site. The scope of the plan includes the repair of riverbank, final contouring of the site, improving site drainage, and establishing perimeter fencing and access.

We have budgeted $45,000 in Year 1 and then $15,000 per year from Years 2-10 for annual monitoring and maintenance.

Capital works and capital renewals programmes

The following table details the annual budget for new capital works and capital renewals until 2033/34.

New capital work refers to the development of new infrastructure, which either increases the level of service able to be provided or increases the capacity of the asset to cope with increases in demand.

Capital renewals refers to the programmed upgrade or replacement of existing assets. In some cases, this may result in an increase in the level of service able to be provided, or in the capacity of the asset to cope with increases in demand.

	Year 1 2024/25	Year 2 2025/26	Year 3 2026/27	Year 4-10 2027-34
Solid waste collection - Ashburton	$0	$0	$1,091,599	$0
Ashburton Resource Recovery Park	$590,000	$732,875	$225,234	$772,113
Materials sorting facility	$0	$123,000	$0	$0
Rakaia Resource Recovery Park	$159,000	$41,000	$0	$0
	$749,000	**$896,875**	**$1,316,833**	**$772,113**

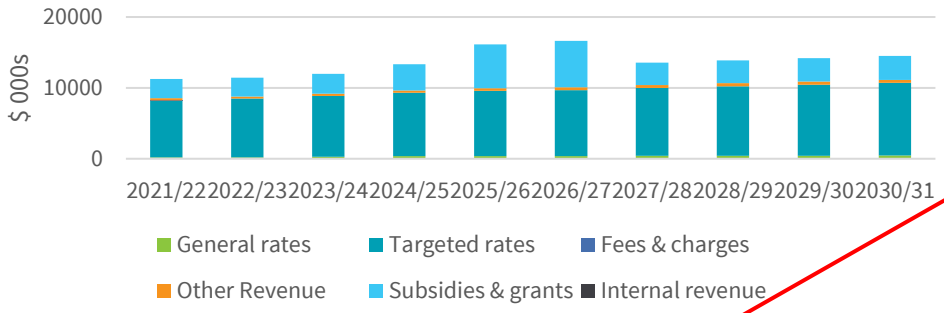
How this activity is funded

Operating expenditure for the waste reduction & recovery activities is funded in the following way.

	Uniform Annual General Charge (UAGC)	General rates	Targeted rates – capital value	Targeted rates – Uniform Annual Charge (UAC)	Fees & charges
Solid Waste Collection				100%	
Solid Waste Management		40%			60%

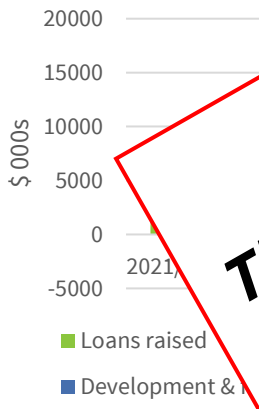
Financial overview

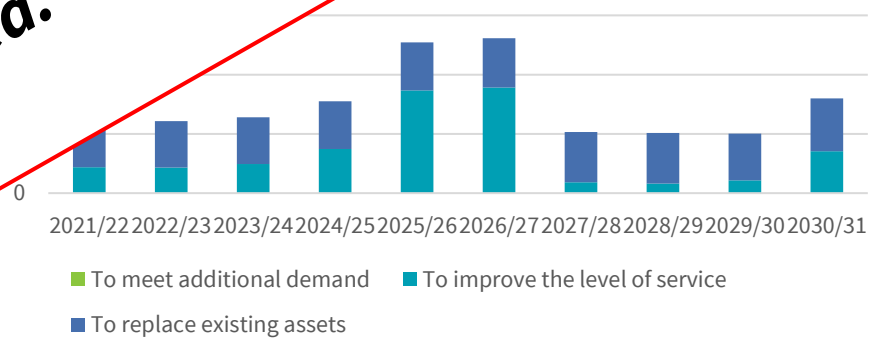
Operating income sources



Operating expenses

Capital income sources





These pages will be updated as part of the final Long-Term Plan, once budgets and projects have been confirmed.

Funding impact statement

For Waste Reduction & Recovery	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Operating Funding											
Sources of operating funding											
General rate, UAGC*, rates penalties	808	186	194	377	792	882	612	1,023	1,048	1,044	1,117
Targeted rates	2,856	2,695	2,761	3,676	3,788	3,867	3,954	4,045	4,126	4,220	4,310
Subsidies and grants for operating purposes	-	0	205	0	0	0	0	0	0	0	0
Fees and charges	3,147	3,674	3,766	3,849	3,933	4,020	4,112	4,207	4,304	4,402	4,499
Internal charges and overheads recovered	969	1,031	1,057	1,279	1,307	1,335	1,366	1,398	1,430	1,462	1,495
Local authorities fuel tax, fines, infringement fees and other receipts	304	276	283	289	296	302	309	316	324	331	338
Total sources of operating funding	8,084	7,862	8,266	9,470	10,115	10,406	10,353	10,989	11,231	11,459	11,760
Applications of operating funding											
Payments to staff and suppliers	5,978	5,956	6,259	7,549	7,715	7,884	8,066	8,252	8,441	8,635	8,825
Finance costs	31	36	51	53	65	62	62	59	56	52	49
Internal charges and overheads	2,218	1,810	1,848	2,081	2,131	2,169	2,213	2,267	2,289	2,340	2,388
Other operating funding applications	4	0	0	0	0	0	0	0	0	0	0
Total applications of operating funding	8,231	7,802	8,158	9,683	9,911	10,115	10,340	10,578	10,787	11,027	11,262
Surplus/(deficit) of operating funding	(147)	60	108	(213)	205	291	13	411	445	432	497

* Uniform annual general charges

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Capital Funding											
Sources of capital funding											
Subsidies and grants for capital expenditure	-	-	-	775	-	-	-	-	-	-	-
Development and financial contributions	-	-	-	-	-	-	-	-	-	-	-
Increase (decrease) in debt	167	317	23	244	(90)	(42)	(94)	(95)	(96)	(97)	(98)
Gross proceeds from sale of assets	-	-	-	-	-	-	-	-	-	-	-
Lump sum contributions	-	-	-	-	-	-	-	-	-	-	-
Other dedicated capital funding	-	-	-	-	-	-	-	-	-	-	-
Total sources of capital funding	0	0	0	775		(94)	(95)	(96)	(97)	(98)	0
Application of capital funding											
Capital expenditure											
- to meet additional demand	-	-	-	-	-	-	-	-	-	-	-
- to improve the level of service	183	749	897	1,317	230	454	17	17	18	18	18
- to replace existing assets	-	-	-	-	-	-	-	-	-	-	-
Increase (decrease) in reserves	(163)	(689)	(789)	(755)	(26)	(257)	(99)	298	330	317	479
Increase (decrease) in investments	-	-	-	-	-	-	-	-	-	-	-
Total applications of capital funding	20	60	108	562	205	197	(82)	315	348	334	497
Surplus/(deficit) of capital funding	(20)	(60)	(108)	213	(205)	(291)	(13)	(411)	(445)	(433)	(497)
Funding balance	0	0	0	0	0	0	0	0	0	0	0

Operating expenditure by activity

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Refuse collection	2,966	2,774	2,841	3,741	3,950	4,033	4,123	4,219	4,304	4,402	4,496
Refuse management	5,464	5,443	5,753	6,457	6,592	6,722	6,865	7,016	7,148	7,300	7,449
Total operating expenditure	8,430	8,217	8,595	10,198	10,542	10,755	10,988	11,234	11,452	11,701	11,946
Less depreciation	199	414	437	515	632	640	648	657	665	674	684
Total applications of operating funding	8,231	7,802	8,158	9,683	9,911	10,115	10,340	10,578	10,787	11,027	11,262

Capital expenditure by activity

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Refuse collection	0	0	0	1,092	0	0	0	0	0	0	0
Refuse management	183	749	897	225	230	454	17	17	18	18	18
Council funded capital expenditure	183	749	897	1,317	230	454	17	17	18	18	18

Public Services

Group of activities	Activities
Community Governance & Decision-Making	Democracy
	Community Grants & Funding
Economic Development & Commercial Activities	Commercial Property
	Forestry
	Economic Development
Community Services	Community Safety, Elderly Persons Housing, Memorial Halls, Public Conveniences, Reserves & Campgrounds
Parks & Open Spaces	Cemeteries, Rural & Urban Beautification
Recreational Facilities	Ashburton Public Library, Ashburton Art Gallery & Museum, EA Networks Centre and Tinwald Community Pool

Community Governance & Decision-Making

What we do

The Community Governance & Decision-Making activity supports and guides all the activities we carry out. This activity enables us to function and provide stable, transparent, effective, efficient, and accountable local governance to the district. Elected Members set the direction and make decisions around the funding of activities to ensure we meet our community outcomes and strategic priorities.

Democracy

We undertake a wide range of planning and decision-making processes associated with local democratic functions. It is important these processes are performed in an open and inclusive way. Council meetings, public consultations and community engagement provide opportunities for the community to participate in our decision-making processes.

We seek to provide quality planning, engagement and decision-making that promotes good quality local democracy and enables our community to participate in local government processes.

The key functions of this activity are:

- Council, committee and community board meetings and elected member support
- Representation and election processes
- Elected member capacity development and leadership training
- Provision of advice to elected members and staff on governance matters and understanding the governance and decision-making framework
- Strategic planning including the Long-Term Plan, Annual Plan, Infrastructure Strategy, community strategic plans and other strategies as needed
- Corporate policy and bylaw development and implementation
- Reporting on business performance through the Annual Report, Biannual Reports, and Annual Residents' Survey
- Monitoring and reporting programs on key information relevant for the community
- Engaging and enhancing Council's partnership with mana whenua (Te Rūnanga o Arowhenua)
- Engaging with communities on our planning documents and proposals
- Supporting Reserve and Memorial Hall Boards
- Supporting the Ashburton District Water Zone Committee
- Continuing to deliver the Welcoming Communities programme

Community Grants & Funding

We contribute over $1 million to community groups and organisations, including those who provide services to the community on our behalf. These include Ashburton Art Gallery, Ashburton Trust Events Centre, and Safer Ashburton, as well as other grass-roots organisations and clubs.

Our grants and funding fall into five main categories from a contestable pool of annual funding. These five categories are: Arts & Culture; Community Development; Community Events; Natural & Built Environment; and Sports & Recreation.

Why we do it

Democracy

We have an important role in leadership for the community and representing residents' interests at local, regional, and national levels. In doing so, we look to provide

quality planning, engagement, and decision-making to enable our community to participate effectively in local government processes – to be included and have a voice. We support the processes that underpin decision-making to ensure they are effective, open, transparent, and democratically accountable to the community.

We recognise the importance and special position of takata whenua within the region, and the role iwi play within our community engagement processes. Our Community Engagement Policy includes takata whenua in decision-making through the inclusion of a specific criteria for determining the level of significance attached to issues, proposals and decisions.

Community Grants & Funding

We recognise that other organisations and groups do important work to support the community in areas that are far better serviced by these groups than by us. We believe it is better to support the groups already working in the community to deliver these important services than to try and replicate these activities ourselves.

Contribution to our community outcomes

Our aim is to be *'The district of choice for lifestyle and opportunity'*. To support this aim, community governance & decision-making contributes to the following community outcomes as shown below.

	Residents are well-represented, included and have a voice	A district of great spaces and places	A balanced and sustainable environment	A prosperous economy built on innovation, opportunity and high quality infrastructure
Democracy	✓	✓	✓	✓
Community Grants and Funding	✓	✓	✓	

Contribution to our community's wellbeing

Our work in the community governance & decision-making space contributes to the:

- *Social wellbeing* of residents by providing opportunities to have their say on a range of matters that affect the community.
- *Cultural wellbeing* by maintaining and strengthening our relationship with Te Rūnanga o Arowhenua through regular hui with Aoraki Environmental Consultancy.
- *Social, cultural, economic and environmental wellbeings* of the district by providing grant funding to support a range of community groups and organisations to undertake their projects in our community.

Key issues for the next 10 years

Engagement and participation

Community apathy remains problematic and requires us to look at alternative mechanisms for engaging with our communities, which incorporate the trend towards using social media and online polls or petitions to deliver key messages to elected members.

Increased community expectations

The community's expectations for councils to address any gaps in local services increases the more central government reduces its funding or support for these services. With modern technology, public expectations also increase due to their increased levels of awareness of what is possible, and for rural councils this is exacerbated by the desire of the public to have the same levels of service provided in metropolitan areas with a larger rating base.

Information flow

Releasing information in a timely, relevant and accurate manner is a constant pressure for all public bodies with the increase use of social media and the issues with disinformation and misinformation undermining democratic processes. This requires Council to adapt to the changing technology in a proactive way by looking at new ways to engage with the public.

Changing legislation

Central government mandates and drivers change regularly, resulting in legislative changes in laws pertaining to local bodies such as the Local Government Act 2002 and Resource Management Act 1991. These legislative changes often require an adaptive response from councils to either change or increase their levels of service and can heavily influence the decision-making of elected members.

Our levels of service

Democracy

What we're aiming for: To engage in meaningful conversations and lead the community with clear and rational decision-making that is based on robust monitoring research and analysis

WHAT WE'RE WORKING TOWARDS	HOW WE'LL MEASURE PROGRESS	HOW WE'RE PERFORMING NOW	WHAT WE'RE AIMING FOR			
Levels of service	Performance measures	2022/23 results	2024/25	2025/26	2026/27	2027/28 – 2033/34
The community is informed of, and involved in, local decision making	Residents are satisfied that the Council provides opportunities to have their say	90%	80%	80%	80%	80%
	Residents are satisfied with the quality of information about Council activities and events	94%	90%	90%	90%	90%
The community's views are taken fully into account for effective governance by elected members	Residents are satisfied with the performance of the Mayor and councillors	86%	80%	80%	80%	80%

Community Grants & Funding

What we're aiming for: To support other organisations in the community in areas that are far better serviced by these groups than what we could do.

WHAT WE'RE WORKING TOWARDS	HOW WE'LL MEASURE PROGRESS	HOW WE'RE PERFORMING NOW	WHAT WE'RE AIMING FOR			
Levels of service	Performance measures	2022/23 results	2024/25	2025/26	2026/27	2027/28 – 2033/34
Community-led projects are well supported to enhance community development and wellbeing	Residents are satisfied that the Council provides opportunities for grants and funding to support community-led projects.	95%	90%	90%	90%	90%
	Community grant recipients provide completed reporting forms within 1 month of end of financial year	New measure	75%	75%	75%	75%

Key projects

Democracy

Elections & e-voting

Triennial local body elections will be held in 2025, 2028, 2031 and 2034. If the national rollout of e-voting occurs in the future, we will engage in the planning and implementation of the electronic voting system as appropriate for local body elections.

Representation review

The Representation Review is a legislative requirement that occurs every six years and is scheduled to happen in 2024 and 2030.

Planning and Reporting

Council will meet requirements for local government planning and reporting, including the three yearly Long Term Plan process, Annual Plans and Annual reporting.

Community Grants & Funding

The following table shows the funds that have been allocated for each contestable grant category.

Category	Grant	Year 1 2024/25
Arts & culture	Community Libraries	$16,500
Community Development	Community Agencies	$104,000
	Community Projects	
Community Pools	Community Pools	$100,000
Economic Development	Community Events	$20,800
Natural & Built Environments	Biodiversity	$16,500
	Community Infrastructure	$62,400
	Heritage	$10,400
Sport & Recreation	School Holiday Programme	$5,200
Discretionary	Discretionary	$16,500
Total		$352,300

The following grants are non-contestable and given each year to the following agencies.

Agency	Year 1 2024/25
Safer Mid Canterbury	$220,500
Safe Communities	$46,800
Citizens Advice Bureau	$16,500
Braided Rivers Community Trust Events Centre	$337,800
Sport Canterbury	$67,600
Total	$689,200

Council has included loan funding of up to $500,00 in the draft budget for an A&P Society redevelopment project.

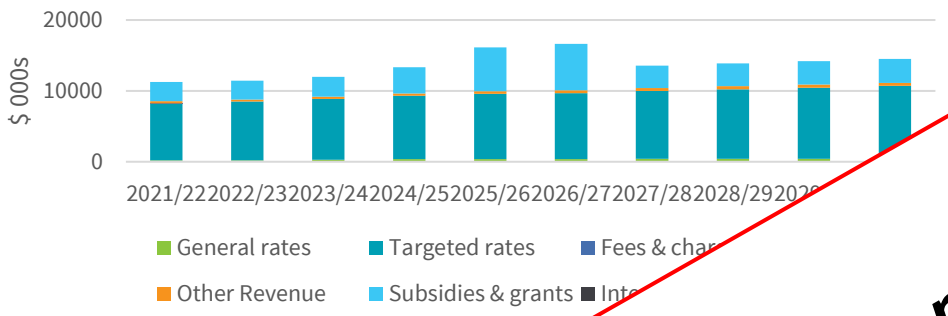
How this activity is funded

Operating expenditure for the community governance & decision-making activities is funded in the following way.

	Uniform Annual General Charge (UAGC)	General rates	Targeted rates – capital value	Targeted rates – Uniform Annual Charge (UAC)	Fees & charges
Democracy – Council	100%				
Democracy – Methven				100%	
Community Board					
Ashburton Zone Committee		100%			
Community Grants & Funding	100%				

Financial overview

Operating income sources



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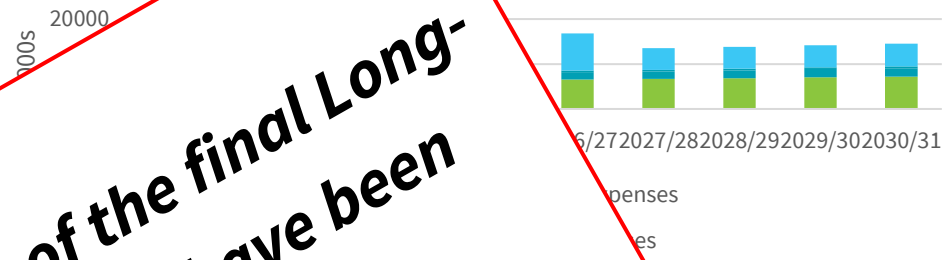


These pages will be updated as part of the final Long-Term Plan, once budgets and projects have been confirmed.

Funding impact statement

For Community Governance & Decision-Making	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Operating Funding											
Sources of operating funding											
General rate, UAGC*, rates penalties	3,945	4,219	4,988	5,326	5,712	6,010	6,293	6,005	6,311	6,410	6,490
Targeted rates	148	130	116	117	119	128	138	132	139	141	142
Subsidies and grants for operating purposes	-	0	0	0	0	0	0	0	0	0	0
Fees and charges	14	0	0	0	0	0	0	0	0	0	0
Internal charges and overheads recovered	-	1	1	1	1	1	1	1	1	1	1
Local authorities fuel tax, fines, infringement fees and other receipts	8	0	60	59	59	58	58	57	57	56	55
Total sources of operating funding	4,115	4,350	5,165	5,502	5,890	6,197	6,489	6,194	6,507	6,608	6,688
Applications of operating funding											
Payments to staff and suppliers	2,334	3,165	2,881	2,810	2,887	3,144	3,015	3,034	3,319	3,157	3,244
Finance costs	87	102	128	124	120	116	111	107	103	96	90
Internal charges and overheads	2,602	2,674	2,796	2,920	3,067	3,174	3,314	3,470	3,529	3,769	3,839
Other operating funding applications	-	0	0	0	0	0	0	0	0	0	0
Total applications of operating funding	5,023	5,941	5,805	5,854	6,074	6,433	6,440	6,610	6,951	7,022	7,173
Surplus/(deficit) of operating funding	(908)	(1,591)	(640)	(352)	(184)	(236)	49	(416)	(445)	(414)	(485)

*Uniform annual general charges

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Capital Funding											
Sources of capital funding											
Subsidies and grants for capital expenditure	-	0	0	0	0	0	0	0	0	0	0
Development and financial contributions	562	755	774	791	808	826	845	865	884	905	925
Increase (decrease) in debt											
Gross proceeds from sale of assets	(117)	383	(143)	(143)	(144)	(144)	(145)	(146)	(146)	(147)	(148)
Lump sum contributions	-	0	0	0	0	0	0	0	0	0	0
Other dedicated capital funding	-	0	0	0	0	0	0	0	0	0	0
Total sources of capital funding	-	0	0	0	0	0	0	0	0	0	0
Application of capital funding											
Capital expenditure	-	0	0	0	0	0	0	0	0	0	0
- to meet additional demand	-	0	0	0	0	0	0	0	0	0	0
- to improve the level of service	-	0	0	0	0	0	0	0	0	0	0
- to replace existing assets	-	0	0	0	0	0	0	0	0	0	0
Increase (decrease) in reserves	(463)	(454)	(10)	296	480	445	749	302	293	343	292
Increase (decrease) in investments	-	0	0	0	0	0	0	0	0	0	0
Total applications of capital funding	(463)	(454)	(10)	296	480	445	749	302	293	343	292
Surplus/(deficit) of capital funding	908	1,592	641	352	184	237	(49)	417	445	415	485
Funding balance	0	0	0	0	0	0	0	0	0	0	0

Operating expenditure by activity

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Democracy	3,644	4,022	4,327	4,298	4,490	4,822	4,799	4,995	5,308	5,348	5,472
Community grants & funding	1,225	1,750	1,307	1,383	1,408	1,433	1,459	1,431	1,458	1,486	1,510
Water Zone Committee	154	169	171	173	176	179	181	184	186	188	191
Total applications of operating funding	5,023	5,941	5,806	5,854	6,074	6,434	6,440	6,610	6,952	7,022	7,173

Economic Development & Commercial Activities

What we do

There are three main components of our economic development and commercial activities portfolio: Commercial Property, Forestry, and Economic Development which includes events, tourism promotion and Welcoming Communities.

We invest in economic development and commercial activities initiatives to provide local economic leadership and to help offset rates. We also work to encourage people to work, live, play and invest in our district, to improve our district's income.

Commercial Property

Our Commercial Property portfolio includes investment properties that can be rented or sold for a return on investment, or subdivided property that has development land holdings such as the Ashburton Business Estate. Our community facilities (land and buildings) are also part of the properties we manage, and we also have a significant number of land parcels that are leased for residential, commercial, and industrial purposes.

We own and manage over 1,400 properties, of which 700 have leases/licences upon them. This includes the Ashburton Airport, which is owned by Council and occupies over 99 hectares of land located on the outskirts of Ashburton. We lease a number of sites for hangars and airport activities, and charge landing fees.

Some of the properties we own are strategic investments and are held for our current or future activities, while non-strategic properties are continually reviewed for sale. New opportunities for purchasing high-yield commercial and industrial properties also occur from time to time.

Forestry

We own a variety of different plantation-sized parcels of land throughout the district. In the past, these have provided a commercial return, resulting in a reserve fund. A number of these plantations are on land which was previously used for gravel extraction, with the forestry providing a somewhat temporary use of these sites.

Economic Development

Our Economic Development team is responsible for delivering our Economic Development Strategy & Action Plan, adopted by Council in 2023. The strategy identifies key goals:

- Our residents are engaged, connected 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.

Why we do it

We invest in our Commercial Property portfolio to ensure our facilities are managed and maintained in a financially prudent manner and, together with the Forestry portfolio, to ensure we get the best return on investment to help offset rates. There is value to the wider community in having public buildings and facilities that provide high quality amenities and recreation opportunities that enhance our lifestyle.

The purpose of our Economic Development activity to identify and help realise economic opportunities that improve the quality of life for all residents.

	Residents are well-represented, included and have a voice	A district of great spaces and places	A balanced and sustainable environment	A prosperous economy built on innovation, opportunity and high quality infrastructure
Commercial Property	✓	✓	✓	✓
Forestry			✓	✓
Economic Development	✓	✓	✓	✓

Contribution to community outcomes

Our aim is to be *'The district of choice for lifestyle and opportunity'*. To support this aim, our economic development and commercial activities contribute to the following community outcomes as shown below.

Contribution to our community's wellbeing

Our work in the economic development and commercial activities space contributes to the:

- *Economic wellbeing* by supporting our residents and business community.
- *Economic wellbeing* of the district by providing residential and commercial properties for lease or purchase.
- *Social, cultural and economic wellbeing* of residents through the delivery of the Welcoming Communities programme within our district.
- *Social and economic wellbeing* of the district by hosting events for residents and visitors.

Our levels of service

What we're aiming for: To support the local economy by assisting tourism, economic and business development initiatives.

WHAT WE'RE WORKING TOWARDS	HOW WE'LL MEASURE PROGRESS	HOW WE'RE PERFORMING NOW	WHAT WE'RE AIMING FOR			
Levels of service	Performance measures	2022/23 results	2024/25	2025/26	2026/27	2027/28 – 2033/34
Commercial property assets that are financially sustainable	Occupancy of all available commercial tenancies	98%	≥95%	≥95%	≥95%	≥95%
Council builds relationships and collaborates with all sectors in the business community	Resident satisfaction with Council's roles in economic, business and tourism development	87%	90%	90%	90%	90%

Key projects

Commercial Property

Balmoral Hall upgrade

Currently, the we own the Balmoral Hall and the old Polytech site on Cameron Street, Ashburton.

Balmoral Hall needs significant repairs – it has watertightness issues, unsuitable heating, and inadequate kitchen and bathroom facilities. We have allocated around $480,000 in the current Annual Plan (2023/24) for these upgrades, but a recent estimate put the costs at around $1.3 million.

The Hall is underutilised, and due to its layout, can only be booked by one group at a time. On the Polytech site, the main classroom is outdated and is possibly past the end of its useful life.

Maintaining and operating both sites is expensive, and the income received doesn't currently cover the costs. We propose selling both site 'as is, where is'.

Ashburton Business Estate – stage 3

$5.5million has been included in Year 1 of the budget for stage 3 development of Northeast Industrial Park (Ashburton Business Estate).

Residential property upgrades

We have included $85,000 in Year 1 of the budget for exterior painting, renewals and repairs on a few of our residential properties.

Economic Development

We are committed to the continued implementation of the Economic Development Strategy, including :

- Developing a business case for the 'District Learning Hub' at a cost of $50,000 in year 2
- Install Welcome to Ashburton signage - $150,000 in year 4

District promotion expansion

We are increasing our spending on district promotion, by $50,000 from year 1 (2024/45). Attracting people to the Ashburton District plays a pivotal role in stimulating economic growth, attracting tourists, and enhancing the overall development of a region. The extra funding will expand from a focus on telling the 'visitor promotion' story to including the 'living in Ashburton' story and a focus on attracting people to make the Ashburton District home.

Capital works and capital renewals programmes

The following table details the annual budget for new capital works and capital renewals until 2033/34.

New capital work refers to the development of new infrastructure, which either increases the level of service able to be provided or increases the capacity of the asset to cope with increases in demand.

Capital renewals refers to the programmed upgrade or replacement of existing assets. In some cases, this may result in an increase in the level of service able to be provided, or in the capacity of the asset to cope with increases in demand.

	Year 1 2024/25	Year 2 2025/26	Year 3 2026/27	Year 4-10 2027-34
COMMERCIAL PROPERTIES				
ABE Stage 3 Subdivisions	$5,500,000			
RESIDENTIAL PROPERTIES				
Exterior painting	$35,000			
Middle Road repairs	$40,000			
Alford Forest Road - renewal	$10,000			
DISTRICT PROMOTION				
Welcome to Ashburton signage				$161,000

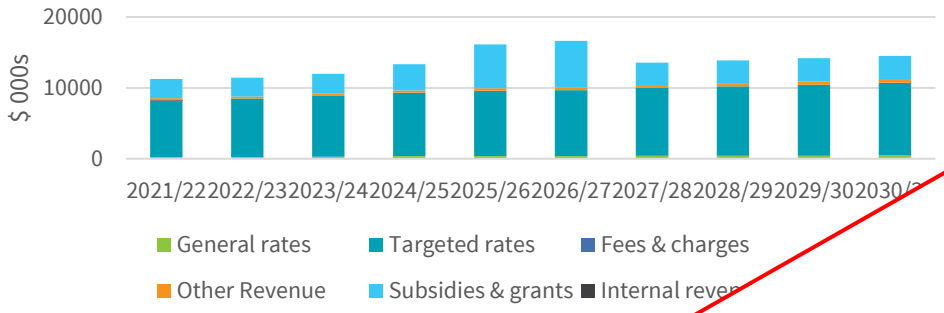
How this activity is funded

Operating expenditure for economic development and commercial activities is funded in the following way.

	Uniform Annual General Charge (UAGC)	General rates	Targeted rates – capital value	Targeted rates – Uniform Annual Charge (UAC)	Fees & charges
Commercial Property	*Net operating revenue is applied to offset the general rate, and the UAGC in proportion to each*				✓
Forestry					
Economic Development		100%			
Tourism		50%	50%		

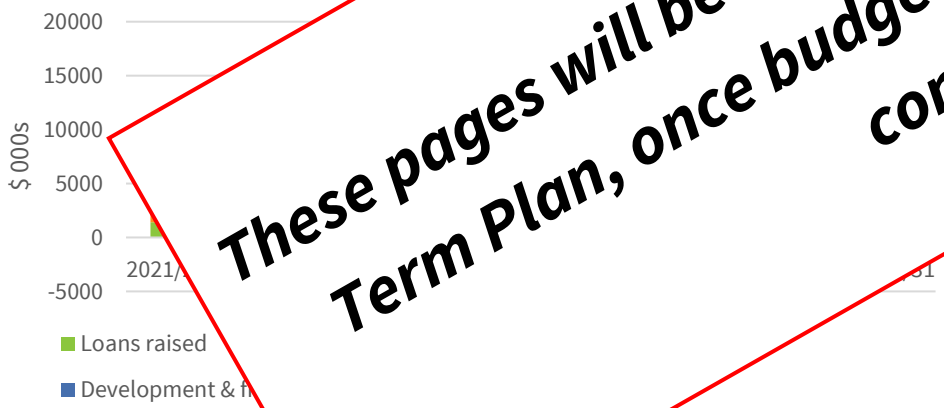
Financial overview

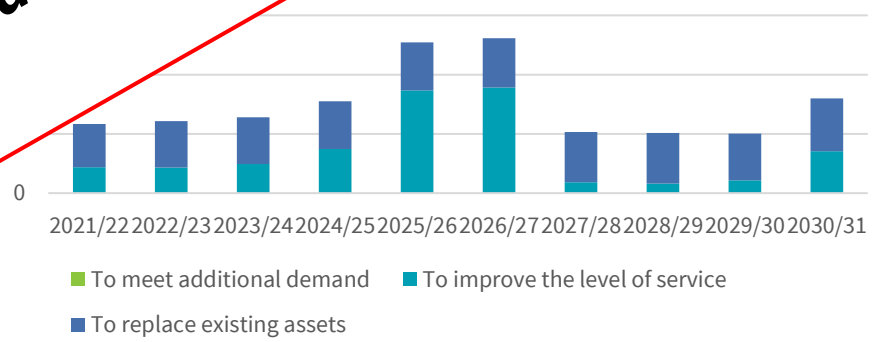
Operating income sources



Operating expenses

Capital income sources





These pages will be updated as part of the final Long-Term Plan, once budgets and projects have been confirmed.

Funding impact statement

For Economic Development	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Operating Funding											
Sources of operating funding											
General rate, UAGC, rates penalties	1,447	500	629	850	972	1,066	933	1,250	1,278	1,299	1,366
Targeted rates	129	170	134	137	130	141	144	148	151	155	158
Subsidies and grants for operating purposes	0	0	0	0	0	0	0	0	0	0	0
Fees and charges	22	15	16	17	18	19	20	21	22	23	24
Internal charges and overheads recovered	2,423	1,587	1,680	1,773	1,869	1,967	2,072	2,120	2,168	2,218	2,267
Local authorities fuel tax, fines, infringement fees and other receipts	14,240	6,362	7,342	7,210	7,564	8,689	8,555	8,733	8,978	8,639	7,848
Total sources of operating funding	18,261	8,634	9,801	9,988	10,553	11,882	11,724	12,270	12,597	12,334	11,663
Applications of operating funding											
Payments to staff and suppliers	3,386	3,712	3,163	3,128	3,137	3,226	3,428	3,472	3,620	3,571	3,676
Finance costs	1,920	3,312	3,264	3,170	3,070	2,964	2,842	2,713	2,604	2,432	2,277
Internal charges and overheads	1,652	1,270	1,322	1,369	1,418	1,477	1,535	1,606	1,623	1,696	1,752
Other operating funding applications	-	-	0	0	0	0	0	0	0	0	0
Total applications of operating funding	6,958	8,294	7,749	7,668	7,624	7,668	7,805	7,792	7,846	7,698	7,704
Surplus/(deficit) of operating funding	11,303	339	2,052	2,320	2,928	4,214	3,919	4,479	4,751	4,636	3,958

*Uniform annual general charges

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Capital Funding											
Sources of capital funding											
Subsidies and grants for capital expenditure	3,229	-	0	0	0	0	0	0	0	0	0
Development and financial contributions	-	-	0	0	0	0	0	0	0	0	0
Increase (decrease) in debt	3,312	(2,968)	(3,696)	(3,709)	(3,722)	(4,006)	(4,020)	(4,035)	(4,049)	(4,064)	(4,078)
Gross proceeds from sale of assets	4,797	4,570	0	0	0	0	0	0	0	0	0
Lump sum contributions	-	-	0	0	0	0	0	0	0	0	0
Other dedicated capital funding	-	-	0	0	0	0	0	0	0	0	0
Total sources of capital funding	11,338	1,602	(3,696)	(3,709)	(3,722)	(4,006)	(4,020)	(4,035)	(4,049)	(4,064)	(4,078)
Application of capital funding											
Capital expenditure											
- to meet additional demand	-	-	0	0	0	0	0	0	0	0	0
- to improve the level of service	13,038	5,500	0	0	161	0	0	0	0	0	0
- to replace existing assets	557	85	0	0	0	0	0	0	0	0	0
Increase (decrease) in reserves	9,046	(3,644)	(1,644)	(1,389)	(954)	208	(101)	444	701	572	(120)
Increase (decrease) in investments	-	-	0	0	0	0	0	0	0	0	0
Total applications of capital funding	22,641	1,941	(1,644)	(1,389)	(794)	208	(101)	444	701	572	(120)
Surplus/(deficit) of capital funding	(11,303)	(339)	(2,053)	(2,320)	(2,928)	(4,214)	(3,919)	(4,479)	(4,750)	(4,636)	(3,958)
Funding balance	0	0	0	0	0	0	0	0	0	0	0

Operating expenditure by activity

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Business and economic development	864	1,149	1,184	1,164	1,202	1,241	1,267	1,294	1,303	1,332	1,354
District promotion	262	339	269	275	260	282	288	295	302	310	316
Commercial property	6,758	7,989	8,196	8,176	8,084	8,067	8,139	8,085	8,053	8,011	7,984
Forestry	473	415	267	233	271	300	348	367	454	326	347
Total operating expenditure	8,357	9,893	9,916	9,848	9,817	9,889	10,041	10,042	10,112	9,979	10,001
Less depreciation	1,400	1,598	2,167	2,180	2,192	2,222	2,236	2,251	2,266	2,281	2,296
Total applications of operating funding	6,958	8,294	7,749	7,668	7,624	7,668	7,805	7,792	7,846	7,698	7,704

Capital expenditure by activity

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Business and economic development	-	-	0	0	0	0	0	0	0	0	0
District promotion	-	-	0	0	0	0	0	0	0	0	0
Commercial property	13,595	5,585	0	0	0	0	0	0	0	0	0
Forestry	-	-	0	0	161	0	0	0	0	0	0
Council funded capital expenditure	13,595	5,585	0	0	161	0	0	0	0	0	0

Community Services

What we do

Our community services includes the provision of infrastructure such as public conveniences, Memorial Halls, Elderly Persons Housing, reserves, campgrounds and our community safety measures (CCTV surveillance and security patrols) in the Ashburton CBD. We provide these services to ensure Ashburton is a district of great spaces and places.

Why we do it

We provide these services to look after the wider community's wellbeing in a number of ways and to help enhance social cohesion and community connectedness.

- Our Elderly Persons Housing (EPH) supports the most vulnerable members of our community (low-income elderly residents with no secure accommodation) to have a safe and affordable place to call home.
- Our public conveniences provide toilet facilities for the public, including visitors, to help protect our environment and to support our local businesses and tourism industry.
- Reserves and campgrounds provide recreational opportunities throughout the district for the general public.
- Memorial Halls are community facilities that can be hired for community activities and events.
- Our CCTV surveillance and security patrols for the Ashburton CBD and public areas contribute to the safety of our community.

Contribution to community outcomes

Our aim is to be *'The district of choice for lifestyle and opportunity'*. To support this aim, our community services contribute to the following community outcomes as shown below.

	Residents are well-represented, included and have a voice	A district of great spaces and places	A balanced and sustainable environment	A prosperous economy built on innovation, opportunity and high quality infrastructure
Community Safety (CCTV & Security Patrols)		✓		
Elderly Persons Housing	✓			
Memorial Halls		✓		
Public Conveniences		✓	✓	✓
Reserves & Campgrounds		✓		

Contribution to our community's wellbeing

Our work in the community services space contributes to the:

- *Social wellbeing* of our residents, through the provision of low-cost elderly persons housing which supports a vulnerable group in our community.
- *Social wellbeing* of our residents by providing CCTV and security patrols that help to keep our community safe.
- *Social and economic wellbeing* of the district through the provision of Memorial Halls, reserves and campgrounds which contribute to the district being an enjoyable place to live.
- *Social and environmental wellbeing* by providing public toilet facilities at key public spaces throughout the district.

Key issues for the next 10 years

Elderly Persons Housing Review

During the development of the last 10 Year Plan (2021-31), we concluded that rents needed to be raised or the general rate used on an on-going basis to fund maintenance work required in the rental houses. Following public consultations, we decided to incrementally increase rents so that the general rate would not required from 2023/24. The rental increases expected going forward are as below.

	Current 2023/24	2024/25	2025/26	2026/27	2027/28
Single unit	$130.00	$140.00	$150.00	$160.00	$170.00
Double unit	$150.00	$160.00	$170.00	$180.00	$190.00

Our levels of service

What we're aiming for: To provide community services that meet resident's needs.

WHAT WE'RE WORKING TOWARDS	HOW WE'LL MEASURE PROGRESS	HOW WE'RE PERFORMING NOW	WHAT WE'RE AIMING FOR			
Levels of service	Performance measures	2022/23 results	2024/25	2025/26	2026/27	2027/28 – 2033/34
Council will provide rental accommodation that meets the specific needs of eligible elderly members of the community	Occupancy rates of available Elderly Persons Housing	95%	95%	95%	95%	95%
The majority of residents are satisfied with Council-provided public conveniences	Residents are satisfied with Council-provided public conveniences	93%	90%	90%	90%	90%
The number and location of public conveniences meets the needs of local communities and visitors	The provision level of public conveniences per 1000 residents is above the national median*	New measure – current result 1.18	>0.7	>0.7	>0.7	>0.7
We support the safety of Ashburton District	Residents are satisfied with Council's provision of CCTV, street lighting and security patrols within the district	88%	85%	85%	85%	85%

** National median as measured and defined by Yardstick's annual benchmark survey 2022. Measure is the number of toilet buildings per 1000 residents.*

Key projects

Public conveniences

We are planning to renew several of our public conveniences, including those at Hakatere (lower), Rakaia River Mouth, Ashburton Domain picnic area. New facilities are proposed for Ashburton Cemetery Seafield Lawn and Lake Hood. We have included a total of $4.67 million in the budget for construction or renewal of public conveniences over the next 10 years.

We are also planning to undertake an audit of all public conveniences to ensure facilities can be accessed by people with impairments and that they do not present any risk factors assessed against CPTED (crime prevention through environmental design) principles.

Elderly Persons Housing upgrades

We are planning to demolish and rebuild the 16 Elderly Persons Housing units that we currently own at Friendship Lane. We have budgeted a total of $3.2 million for this, across Years 1 and 2.

We have also budgeted $150,000 per year for the 10 years for refurbishment of other units.

Reserve Boards and Memorial Halls

We have 16 reserve boards and 4 memorial hall boards overseeing a number of important community facilities throughout the district (including recreation reserves and domains, community and memorial halls). Over the next ten years we will focus on ensuring we understand the usage and patronage of these facilities and establish regular maintenance schedules and plans. This will support current and future volunteers to prioritise upgrades and projects. This includes the Rakaia Memorial Hall earthquake strengthening project, which is currently being scoped and investigated, with the goal of having a proposal to discuss with the community in 2024/25.

Capital works and capital renewals programmes

The following table details the annual budget for new capital works and capital renewals until 2033/34.

New capital work refers to the development of new infrastructure, which either increases the level of service able to be provided or increases the capacity of the asset to cope with increases in demand.

Capital renewals refers to the programmed upgrade or replacement of existing assets. In some cases, this may result in an increase in the level of service able to be provided, or in the capacity of the asset to cope with increases in demand.

	Year 1 2024/25	Year 2 2025/26	Year 3 2026/27	Year 4-10 2027-34
Public Conveniences				
Ashburton Domain Picnic Area	$228,200			
Hakatere Lower	$241,800			
Ash Cemetery Seafield Lawn		$288,435		
Rakaia River Mouth		$247,845		
Lake Heron		$213,405		
Mt Somers Domain Public			$350,946	
Ash Cemetery Bremner Lawn			$310,509	
Ash Domain Oval Pavilion				$128,472
Lake Hood				$1,430,939
Methven Domain Bowls				$76,587
Methven Domain Rugby				$76,587
Ashburton East Street				$1,007,370
Lake Clearwater				$296,123
Rangitata River Mouth				$276,885
Elderly Persons Housing				
Refurbishment of units	$150,000	$153,750	$157,140	$1,203,525
Healthy Homes Compliance	$82,000			
Rebuild of 16 units at Friendship Lane	$1,600,000	$1,640,000		
Total	$2,302,000	$2,543,435	$818,595	$4,496,489

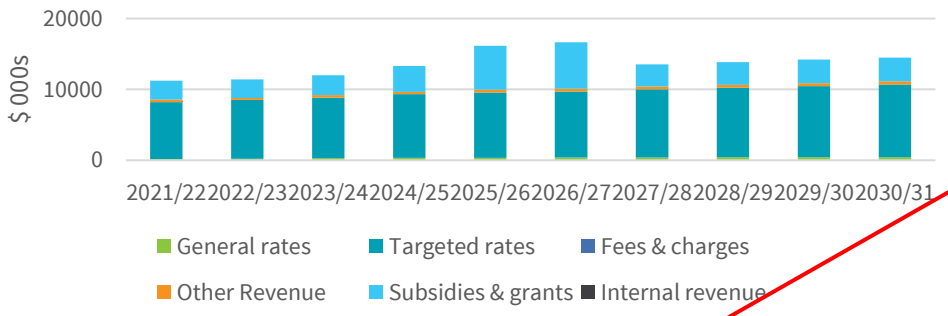
How this activity is funded

The operating expenditure for our community services activities are funded in the following way.

	Uniform Annual General Charge (UAGC)	General rates	Targeted rates – capital value	Targeted rates – Uniform Annual Charge (UAC)	Fees & charges
Community Safety *(CCTV & Security Patrols)*	75%	25%			
Elderly Persons Housing		0-30%			70-100%
Memorial Halls			100%		
Public Conveniences	80%		20%		
Reserves & Campgrounds		65-75%			25-35%

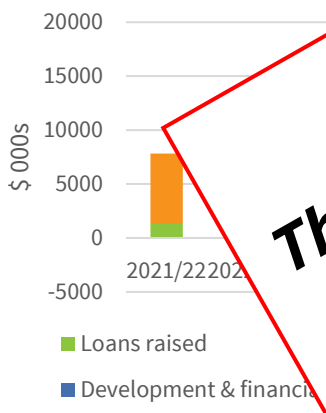
Financial overview

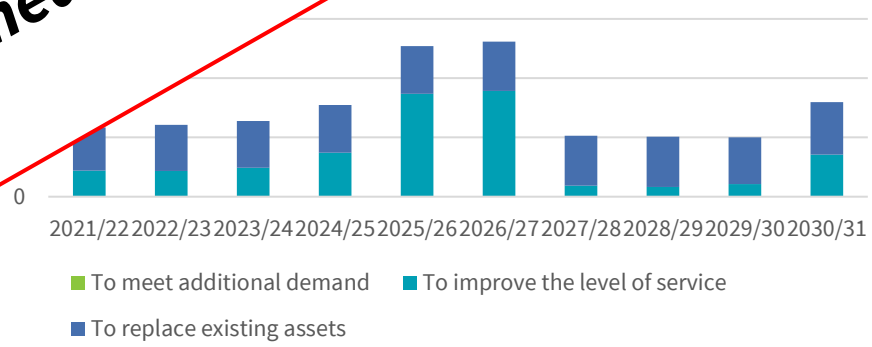
Operating income sources



Operating expenses

Capital income sources





These pages will be updated as part of the final Long-Term Plan, once budgets and projects have been confirmed.

Funding impact statement

For Community Services	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Operating Funding											
Sources of operating funding											
General rate, UAGC, rates penalties	1,136	877	1,344	1,534	1,630	1,586	1,591	1,950	2,007	2,048	2,222
Targeted rates	454	598	598	598	605	615	656	690	706	728	762
Subsidies and grants for operating purposes	31	32	0	0	0	0	0	0	0	0	0
Fees and charges	483	583	597	610	624	638	652	667	683	698	714
Internal charges and overheads recovered	14	13	13	13	13	14	14	14	15	15	15
Local authorities fuel tax, fines, infringement fees and other receipts	1,014	1,066	1,149	1,229	1,314	1,427	1,459	1,493	1,527	1,562	1,597
Total sources of operating funding	3,132	3,168	3,700	3,985	4,186	4,280	4,372	4,814	4,938	5,051	5,310
Applications of operating funding											
Payments to staff and suppliers	2,215	2,430	2,569	2,548	2,584	2,643	2,671	2,735	2,886	2,939	2,919
Finance costs	74	96	171	263	267	258	249	278	288	271	257
Internal charges and overheads	770	698	726	750	776	806	842	871	889	928	949
Other operating funding applications	1	1	1	1	1	1	1	1	1	1	1
Total applications of operating funding	3,060	3,225	3,466	3,561	3,627	3,707	3,761	3,884	4,063	4,139	4,126
Surplus/(deficit) of operating funding	72	(57)	234	424	559	573	611	930	875	913	1,183

*Uniform annual general charges

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Capital Funding											
Sources of capital funding											
Subsidies and grants for capital expenditure	-	-	0	0	0	0	0	0	0	0	0
Development and financial contributions	-	-	0	0	0	0	0	0	0	0	0
Increase (decrease) in debt	685	1,636	2,004	(24)	(335)	(340)	543	14	(424)	(431)	806
Gross proceeds from sale of assets	-	-	0	0	0	0	0	0	0	0	0
Lump sum contributions	-	-	0	0	0	0	0	0	0	0	0
Other dedicated capital funding	-	-	0	0	0	0	0	0	0	0	0
Total sources of capital funding	685	1,636	2,004	(24)	(335)	(340)	543	14	(424)	(431)	806
Application of capital funding											
Capital expenditure											
- to meet additional demand	-	-	0	0	0	0	0	0	0	0	0
- to improve the level of service	984	2,152	2,390	661	128	153	1,007	573	0	0	1,431
- to replace existing assets	54	150	154	157	161	164	168	172	176	180	184
Increase (decrease) in reserves	0	(723)	(305)	(419)	(66)	(84)	(22)	199	275	302	376
Increase (decrease) in investments	-280	-	0	0	0	0	0	0	0	0	0
Total applications of capital funding	758	1,579	2,239	399	223	233	1,153	944	451	481	1,990
Surplus/(deficit) of capital funding	(72)	57	(234)	(424)	(558)	(573)	(610)	(930)	(875)	(912)	(1,184)
Funding balance	0	0	0	0	0	0	0	0	0	0	0

Operating expenditure by activity

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Elderly persons housing	751	767	1,048	1,315	1,351	1,388	1,426	1,467	1,509	1,547	1,588
Public conveniences	592	496	652	627	647	671	659	759	888	883	814
Memorial halls	595	686	676	689	698	708	720	730	741	754	764
Reserves and campgrounds	1,039	1,026	1,056	1,082	1,112	1,142	1,173	1,206	1,230	1,265	1,296
Reserve boards	581	750	732	748	756	770	791	801	816	838	848
Community safety	58	77	79	80	82	84	86	88	90	96	95
Total operating expenditure	3,616	3,802	4,242	4,541	4,647	4,763	4,856	5,050	5,274	5,383	5,405
Less depreciation	556	577	776	980	1,019	1,055	1,095	1,166	1,210	1,244	1,278
Total applications of operating funding	3,060	3,225	3,466	3,561	3,627	3,707	3,761	3,884	4,063	4,139	4,126

Capital expenditure by activity

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Elderly persons housing	960	1,832	1,794	157	161	164	168	172	176	180	184
Public conveniences	0	470	750	661	128	153	1,007	573	0	0	1,431
Memorial halls	4	0	0	0	0	0	0	0	0	0	0
Reserves and campgrounds	0	0	0	0	0	0	0	0	0	0	0
Reserve boards	74	0	0	0	0	0	0	0	0	0	0
Community safety	0	0	0	0	0	0	0	0	0	0	0
Council funded capital expenditure	1,038	2,302	2,543	819	289	317	1,175	745	176	180	1,615

Parks & Open Spaces

What we do

Cemeteries

Council operates and manages 11 open cemeteries located in Ashburton, Methven, Rakaia, Chertsey, Mt Somers, Ruapuna, Alford Forest, Winslow, Hinds, Waterton, and Barrhill. In addition, there are another five closed cemeteries located at Kyle, Mt Somers, Highbank, Westerfield, and Pioneer Park that we also manage.

Ashburton Cemetery has a natural and Muslim burial section, children's section and the only interdenominational section in the district, within its new lawn area. Cremation beams for the interment of ashes are provided at Ashburton, Mt Somers, Rakaia and Methven Cemeteries. Ashburton and Rakaia Cemeteries also have a 'Book of Memories' – a concrete wall where plaques can be placed for remembrance.

We carry out interments at all of our open cemeteries and also manage the interments for five private cemeteries at Dorie, Windermere, Coldstream, Cracroft, and Longbeach.

Rural & urban beautification

Parks play an important role in the image of the district and the quality of life for our residents. Parks are considered a major contributor to the wellbeing of our residents through the provision of quality open space for both active sports and quiet areas for passive use.

Our Open Spaces team manages and maintains 132 parks and reserves throughout the district, providing a range of leisure and recreational activities. These include:

- large urban parks like Ashburton and Tinwald Domains,
- sportsfields, such as those at the Ashburton Domain and Argyle park,
- children's playgrounds,
- large rural reserves, such as the Awa Awa Rata Reserve,
- localised green areas,
- small local urban parks,
- beautification areas along state highways and local roads.

We do not generally cover the rural domains that service smaller village communities as they are managed by Reserve Boards. The exception to this is the Tinwald Domain, which although managed by a Reserve Board, is supported by the Open Spaces Team. We do not generally own the assets and facilities on these domains and have minimal involvement with their upkeep. We do take responsibility for all play assets on the Reserve Board managed Domains to manage health and safety compliance matters.

Why we do it

Cemeteries

We provide cemeteries to ensure a safe and healthy community. We are required to provide for the burial needs of the community under the Burial and Cremations Act 1964. Cemeteries contribute to creating a district of great spaces and places for our community.

Graves, tombs, and cemeteries that have been associated with human activity for more than 100 years are considered to be archaeological sites in terms of the Historic Places Act 1993. Our cemeteries play an important role in preserving the social history of our district and many have significant historic and heritage values.

Rural & urban beautification

We provide many parks, gardens, reserves, and sports grounds throughout the district as a place for our community to meet, be active and enjoy our environment. Having parks and open spaces available is important to our community's wellbeing, and makes our environment an attractive and welcoming place for residents and visitors.

Managing parks and recreation areas contributes to conserving and enhancing the indigenous natural habitats and heritage features in the district.

Contributions to community outcomes

Our aim is to be *'The district of choice for lifestyle and opportunity'*. To support this aim, the parks and open spaces activities contribute to the following community outcomes as shown below.

	Residents are well-represented, included and have a voice	A district of great spaces and places	A balanced and sustainable environment	A prosperous economy built on innovation, opportunity and high quality infrastructure
Cemeteries		✓	✓	
Rural & Urban Beautification		✓	✓	

Contribution to our community's wellbeing

Our work in the parks and open spaces activities space contributes to the:

- *Social wellbeing* of our residents through the provision of parks, gardens, playground and sports fields that enhance quality of life.
- *Cultural wellbeing* of our residents because our Ashburton Cemetery is able to provide for a wide range of burial needs.
- *Social wellbeing* of the district through the provision of cemeteries, which help to preserve our social history.

Key issues for the next 10 years

Biodiversity

Council has recently held workshops and deliberated the community feedback as part of the process to adopt an Ashburton District Biodiversity Strategy which will guide Council's work programme and community collaboration with respect to biodiversity. The governments finalisation of the National Policy Statement for Indigenous Biodiversity August 2023 adds further weight to the protection and restoration of indigenous biodiversity within suitable parks and open spaces around the district.

Water use and climate change

Water use for irrigation is an issue in the summer months when water availability is limited. We have water management systems in place to minimise unnecessary water use. Climatic extremes, such as wind or snow can damage trees and plantings –there is provision in the budget to cover maintenance works associated with such events, in addition to holding insurance cover for aspects of this activity.

Asset management

There is a significant gap in our knowledge of the extent and condition of hard assets (such as furniture, bridges, lighting etc) and soft assets such as trees, gardens and turf. Work has commenced to capture and assess the condition of hard assets in the Ashburton Domain, however, this work needs to be extended across the district. Soft assets (excluding trees) are also being mapped within the Domain to quantify the extent of maintenance being undertaken.

Tree database

An inventory collection project of our district's park and street trees is underway, including a condition assessment, risk rating and critical work requirements. A inventory will avoid ad hoc decision making and improve planning of tree maintenance and therefore public safety.

Vandalism

Problems continue to be experienced with vandalism of parks, reserves and assets in these areas – some provision has been made for lighting and surveillance to help combat this but it is still expected to be an ongoing issue. Staff are aware of the Crime Prevention Through Environmental Design (CPTED) principles when developing or redeveloping Open Space areas.

Our levels of service

What we're aiming for: To provide the district with a network of open green spaces that contribute towards the beauty and enjoyment of the area for residents and visitors alike.

WHAT WE'RE WORKING TOWARDS	HOW WE'LL MEASURE PROGRESS	HOW WE'RE PERFORMING NOW	WHAT WE'RE AIMING FOR			
Levels of service	Performance measures	2022/23 results	2024/25	2025/26	2026/27	2027/28 – 2033/34
We provide residents with accessible, safe and fit for purpose parks and open spaces	Percentage of urban areas within 400 metres of a park or open space.	95%	95%	95%	95%	95%
	Residents throughout the district have access to sports parks at a rate above the national median* (per 1,000 residents)	3.4 ha	≥3.5 ha	≥3.5 ha	≥3.5 ha	≥3.5 ha
	The number of hectares of neighbourhood reserve per 1000 residents	New measure – 0.6 ha now	0.4ha	0.4ha	0.4ha	0.4ha
	The number of playgrounds per 1000 residents aged 17 and under is above the national median*	New measure – 3.9 now *	≥4	≥4	≥4	≥4
	The proportion of playgrounds that comply with NZ Safety Standards is above the national median	New measure – 57% now *	59%	60%	62%	70%
The majority of residents are satisfied with our parks and open spaces	Requests are responded to within ten working days	75%	80%	80%	80%	80%
	Residents are satisfied with Council-provided parks and open spaces	95%	95%	95%	95%	95%
The majority of residents are satisfied with our cemeteries	Requests are responded to within ten working days	67%	95%	95%	95%	95%
	Residents are satisfied with Council-provided cemeteries	97%	95%	95%	95%	95%

** National median as measured and defined by Yardstick's annual benchmark survey 2022.*

** Number of playgrounds per hectare is currently 3.9 but will be on target once Ashbury Grove is completed this year.*

** Playgrounds that comply with NZ Safety Standards is 57% compliance (ADC playground report June 2022).*

Key projects

Cemeteries

We have budgeted $469,215 for capital expenditure at our cemeteries over the next 10 years. Key new capital requirements relating to cemetery assets includes the provision of new cemetery beams to delineate burial and ash plots and accommodate headstones and memorials.

Rural & urban beautification

Ashburton Domain Development Plan

They key projects happening in Years 1 and 2 of this plan include the Sculpture, Heritage and Botanical Trails, playground upgrades, new pathways,

Other projects include waterway enhancements, new pathways, development of the southern corner plaza, road crossing, waterside shelter, species naming projects.

Argyle Park development and improvements

A Recreation Facilities Utilisation Study was undertaken in 2023, and a recommendation that came out of the report was to provide further investigation into future development opportunities at Argyle Park.

In response to this, we are planning to add path lighting and furniture. A new carpark near the playground is also proposed for which is budgeted $165,656 in Year 6.

Various other significant projects

Various other projects include irrigation and lighting improvements at sports grounds, dog park improvements across the district, new park signage, Barhill tree project, improvements at Robilliard Park, Playground refurbishments, cyclical renewals and compliance related adjustments and bridge replacements at Awa Awa Rata.

Capital works and capital renewals programmes

The following table details the annual budget for new capital works and capital renewals until 2033/34.

New capital work refers to the development of new infrastructure, which either increases the level of service able to be provided or increases the capacity of the asset to cope with increases in demand.

Capital renewals refers to the programmed upgrade or replacement of existing assets. In some cases, this may result in an increase in the level of service able to be provided, or in the capacity of the asset to cope with increases in demand.

	Year 1 2024/25	Year 2 2025/26	Year 3 2026/27	Year 4-10 2027-34
Ashburton Domain (*Ashburton Domain Development Plan projects)				
New Pathways*	$49,000	$50,225	$51,332	$393,152
Sculpture Trail*	$10,000	$14,350	$14,666	$112,329
Heritage Trail*	$10,000			
Botanical Trail*	$10,000			$12,247
Park Amenities	$25,000	$25,625	$26,190	$169,970
Playground*	$37,000	$338,250		
Waterway Enhancements*				$1,007,816
Southern Corner*				$402,171
SH1/West and Wills Street Crossing*				$171,669
Waterside Shelter*				$642,531
Bridges*	$10,000	$10,250	$10,476	$67,988
BBQ and Picnic Area*	$56,000			
Fencing Enhancements*	$30,000	$10,250	$10,476	$10,706
Lighting Upgrade*		$201,925		
Irrigation Automation			$31,428	
Fixed Irrigation Annual Beds	$16,200			$35,894
Rose Garden No-Spray Refurbishment	$11,000	$11,275		
Species Naming Signage	$6,000	$6,150	$6,286	$19,704
Signage Implementation		$49,713	$50,809	
Hard Surface Renewals				$214,120
West Street Red Brick Wall Restoration	$30,000	$30,750	$31,428	$240,705
Pond Edge Reinstatement	$50,000	$51,250	$52,380	$802,350
Total	$350,200	$800,013	$285,471	$4,303,000
Methven				
Dog Park Improvements			$20,952	
Fixed Irrigation Roadside Annual Beds				$11,562
Reserves Signage Upgrade		$11,070		
Playgrounds Priority 1	$39,000	$39,975	$40,856	
Playgrounds Priority 2				$390,576

	Year 1 2024/25	Year 2 2025/26	Year 3 2026/27	Year 4-10 2027-34
Rakaia				
Playgrounds Priority 1	$39,000	$39,975	$40,856	
Playgrounds Priority 2				$390,576
Playgrounds Priority 3				$51,437
Urban Reserves				
Hard Surface Renewals			$104,760	$231,760
Amenities	$25,000	$25,625	$26,190	$200,588
District Wide New Street Tree Planting	$5,000	$5,125	$5,238	$40,118
Smallbone Drive Reserve - Revegetation and Restoration	$6,000	$6,150	$6,286	$48,141
Signage Upgrade		$11,275		
Methven RDR Pipe Site				$21,412
Lighting Renewal	$4,000	$41,000		$97,073
Signage Project Implementation	$38,000	$38,950	$39,809	$124,792
Bridge Renewals	$20,000			$44,314
Playgrounds Priority 1	$39,000	$39,975	$40,856	
Playgrounds Priority 2				$390,576
Playgrounds Priority 3				$173,907
Rural Reserves				

	Year 1 2024/25	Year 2 2025/26	Year 3 2026/27	Year 4-10 2027-34
Ashton Beach - Enhancements			$31,428	
Hard Surface Renewals				$162,353
Amenities	$25,000	$25,625	$26,190	$200,588
Awa Awa Rata Reserve - Bridge Replacements	$33,000	$27,675	$28,285	
Fixed Irrigation in Annual Beds			$11,524	
Bowyers Stream Reserve - Trail Development				$80,295
Playgrounds Priority 1	$39,000	$39,975	$40,856	
Playgrounds Priority 2				$390,576
Playgrounds Priority 3				$112,672
Other				
FlagTrax for CBD			$47,142	$48,177
Park Amenities	$25,000	$25,625	$26,190	$200,588
Mona Square - Enhancements				$22,386
Argyle Park - Northern Sportsfields Carparking				$165,656
Upgrade Sports Lighting		$230,625		$774,090
Sports Parks - Amenities	$25,000	$25,625	$26,190	$200,588
Robilliard Park - Enhancements		$20,500	$209,520	
Replacement of flag banners	$25,000	$51,250	$26,190	$315,238

	Year 1 2024/25	Year 2 2025/26	Year 3 2026/27	Year 4-10 2027-34
Festive fairy lighting				$208,692
Cemeteries				
Fencing Bremners Rd frontage	$65,000			
Grave top up catch up	$4,500	$4,613	$4,714	$34,269
New Beams	$11,000			$24,662
Headstone Digitisation	$11,000	$11,275	$11,524	$87,034
Asset Condition Assessment	$15,000			
Kiosk and interpretation panels		$8,856		$20,252
Methven - New Beams	$11,000			$25,216
Methven - Kiosk and interpretation panels			$9,051	$9,894
Rakaia- New Beams		$11,275		$25,784
Rakaia Kiosk and interpretation panels				$19,371
Rural - New Beams			$11,524	$12,596
Rural - Kiosk and interpretation panels				$19,806

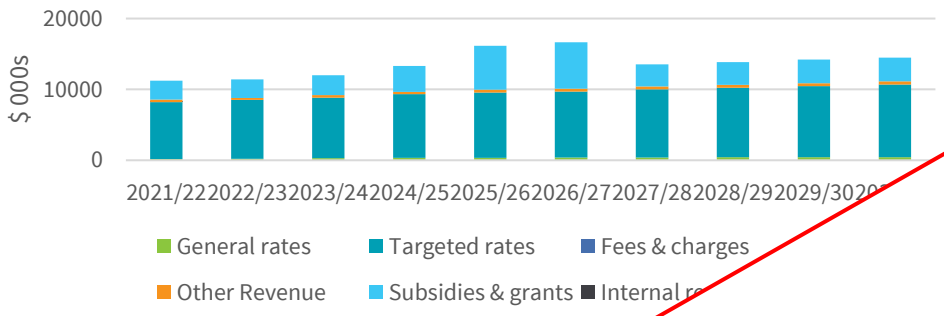
How this activity is funded

Operating expenditure for the parks and open spaces activities is funded in the following way.

	Uniform Annual General Charge (UAGC)	General rates	Targeted rates – capital value	Targeted rates – Uniform Annual Charge (UAC)	Fees & charges
Cemeteries		20-40%			60-80%
Rural & urban beautification		50%	50%		

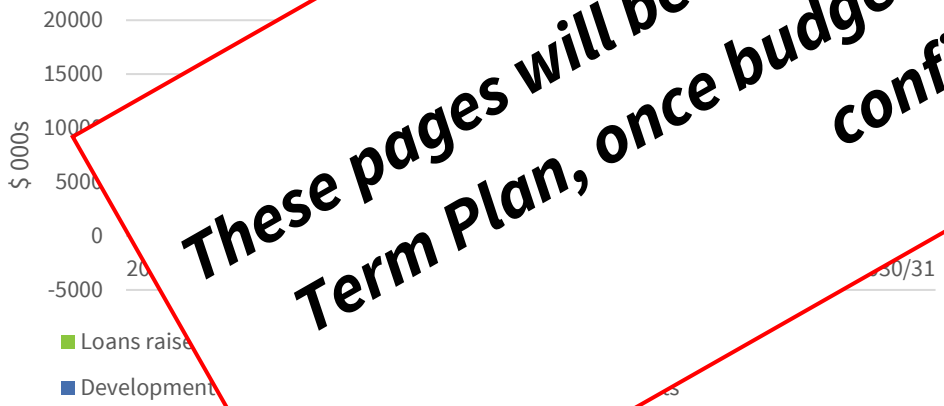
Financial overview

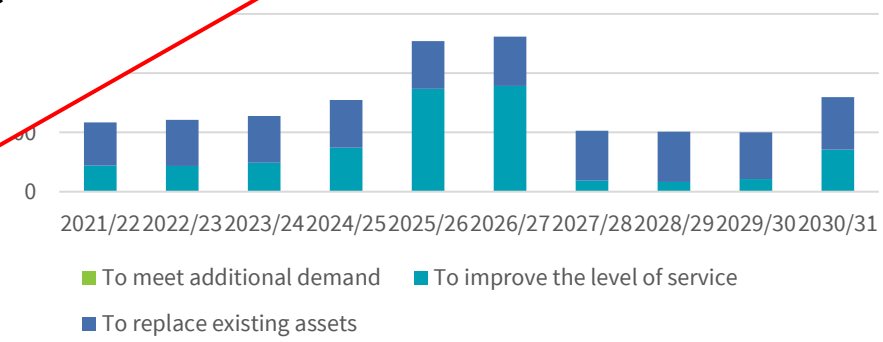
Operating income sources



Operating expenses

Capital income sources





These pages will be updated as part of the final Long-Term Plan, once budgets and projects have been confirmed.

Funding impact statement

For Parks & Open Spaces	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Operating Funding											
Sources of operating funding											
General rate, UAGC, rates penalties	1,947	2,926	3,311	3,522	3,613	3,732	3,895	4,025	4,051	4,335	4,836
Targeted rates	2,529	2,794	3,050	3,202	3,275	3,316	3,537	3,591	3,628	3,884	4,120
Subsidies and grants for operating purposes	-	-	0	0	0	0	0	0	0	0	0
Fees and charges	294	414	424	434	443	453	463	474	485	496	507
Internal charges and overheads recovered	-	-	0	0	0	0	0	0	0	0	0
Local authorities fuel tax, fines, infringement fees and other receipts	72	1	1	1	1	1	1	1	1	1	1
Total sources of operating funding	4,842	6,135	6,786	7,158	7,332	7,502	7,896	8,091	8,165	8,716	9,465
Applications of operating funding											
Payments to staff and suppliers	4,340	1,214	1,277	1,295	1,323	1,347	1,383	1,398	1,448	1,479	1,732
Finance costs	228	199	204	228	226	232	225	229	232	311	298
Internal charges and overheads	107	4,156	4,305	4,401	4,411	4,624	5,008	5,032	5,200	5,414	5,401
Other operating funding applications	-	-	0	0	0	0	0	0	0	0	0
Total applications of operating funding	4,675	5,569	5,786	5,924	5,960	6,203	6,616	6,659	6,880	7,204	7,431
Surplus/(deficit) of operating funding	167	566	1,000	1,234	1,372	1,300	1,280	1,431	1,285	1,512	2,034

*Uniform annual general charges

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Capital Funding											
Sources of capital funding											
Subsidies and grants for capital expenditure	-	-	0	0	0	0	0	0	0	0	0
Development and financial contributions	633	900	923	943	964	985	1,007	1,031	1,054	1,078	1,102
Increase (decrease) in debt	184	16	438	(147)	40	(263)	(150)	(28)	1,717	(391)	(395)
Gross proceeds from sale of assets	-	-	0	0	0	0	0	0	0	0	0
Lump sum contributions	-	-	0	0	0	0	0	0	0	0	0
Other dedicated capital funding	-	-	0	0	0	0	0	0	0	0	0
Total sources of capital funding	817	916	1,361	796	1,004	721	857	1,002	2,771	687	707
Application of capital funding											
Capital expenditure											
- to meet additional demand	-	-	-	-	-	-	-	-	-	-	-
- to improve the level of service	506	830	1,491	991	1,429	851	896	1,167	2,697	682	1,436
- to replace existing assets	156	25	51	131	54	27	168	29	59	150	61
Increase (decrease) in reserves	323	627	819	909	894	1,142	1,073	1,237	1,301	1,368	1,243
Increase (decrease) in investments	-	-	0	0	0	0	0	0	0	0	0
Total applications of capital funding	984	1,481	2,361	2,030	2,376	2,021	2,137	2,433	4,056	2,200	2,740
Surplus/(deficit) of capital funding	(167)	(565)	(1,000)	(1,234)	(1,373)	(1,299)	(1,280)	(1,431)	(1,285)	(1,512)	(2,033)
Funding balance	0	0	0	0	0	0	0	0	0	0	0

Operational expenditure by activity

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Parks and recreation	4,461	5,548	5,792	6,016	6,102	6,397	6,835	6,919	7,176	7,542	7,608
Cemeteries	733	665	690	698	703	724	760	767	785	823	1,029
Total operating expenditure	5,194	6,213	6,481	6,714	6,805	7,121	7,596	7,686	7,961	8,365	8,637
Less depreciation	518	644	695	790	845	918	979	1,027	1,081	1,161	1,206
Total applications of operating funding	4,675	5,569	5,786	5,924	5,960	6,203	6,616	6,659	6,880	7,204	7,431

Capital expenditure by activity

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Parks and recreation	662	737	1,506	1,085	1,445	840	1,025	1,156	2,714	789	1,457
Cemeteries	0	118	36	37	38	38	39	40	41	42	40
Total capital expenditure	662	855	1,542	1,122	1,483	878	1,064	1,196	2,756	831	1,497
Less vested assets	-	-	0	0	0	0	0	0	0	0	0
Council funded capital expenditure	662	855	1,542	1,122	1,483	878	1,064	1,196	2,756	831	1,497

Recreation Facilities

What we do

Ashburton Public Library

We have recently opened Te Whare Whakatere, the new Ashburton Library & Civic Centre. Te kete tuhinga, the new library is modern and provides our community with opportunities for life-long learning, access to information, leisure, activities and reading. The library provides free and open access to knowledge and services to all residents.

The following services are on offer:

- lending, reference and local history collections in physical and electronic formats, including Ashburton newspapers dating back to 1878,
- an online library catalogue with electronic databases, e-books, and member borrowing accounts for online renewals and reserves through the library website,
- outreach services,
- children's library services for school groups, pre-school groups, youth and young families,
- free Wi-Fi and internet access, and
- variety of digital resources
- community meeting spaces, a performance space, maker space, learning lab and AV studio

Ashburton Art Gallery & Museum

The Ashburton Art Gallery and Museum cares for and shares collections related to the Hakatere Ashburton District and Aotearoa New Zealand to enable our visitors to enjoy social, cultural, creative and heritage experiences that enrich the character and vibrancy of our community and showcase and reflect our unique identity.

The Ashburton Art Gallery and Museum team (AAGM) are custodians to five significant collections:

- Ashburton Art Gallery (AAG Inc) Collection
- Ashburton Museum and Historical Society (AMHS) Collection
- AMHS Community Archives
- Ashburton District Council Archives
- Ashburton District Council Civic Art Collection

Along with a full suite of temporary exhibitions the AAGM team offer curriculum-based education programmes to schools in the Waitaha/Canterbury region and a range of varied public programmes to meet the needs of a growing and diverse community. Programmes extend to after-school art clubs, talks, workshops and performances.

EA Networks Centre and Tinwald Community Pool

The EA Networks Centre (EANC) incorporates an indoor sports stadium with six full-size courts, an outside court area with an additional two courts; a gymnasium; spin class area; fitness class area; indoor pool complex featuring a ten-lane 25 metre lap pool; a hydrotherapy pool with wheelchair access; a leisure pool with a lazy river and wet deck; an attached toddlers pool; and a learn to swim pool and chillax area featuring a spa pool and steam room. We provide a school holiday programme, have a stadium inflatable and hold recreation events. We also have a café, sports house, and

retail space.

Why we do it

Our recreation facilities are based around the recreational, cultural and social aspects of life in our district - the things that make Ashburton a great place to work, live, play and invest. They aid in the development of healthy, active, functioning communities.

Our recreational facilities primarily include activities that help:

- meet our community's recreational and cultural needs,
- provide venues for sporting and recreational events,
- facilitate lifelong learning and literacy,
- enable the care and preservation of valuable heritage,
- showcase our unique local collections and a range of regional, national and international exhibitions,
- encourage water confidence and competence,
- encourage a strong community identity and an active lifestyle.

Contributions to community outcomes

Our aim is to be *'The district of choice for lifestyle and opportunity'*. To support this aim, our recreation services contribute to the following community outcomes as shown below.

	Residents are well-represented, included and have a voice	A district of great spaces and places	A balanced and sustainable environment	A prosperous economy built on innovation, opportunity and high quality infrastructure
Ashburton Library		✓		✓
Ashburton Museum		✓		✓
EA Networks Centre		✓		✓

Contribution to our community's wellbeing

Our work in the recreational facilities space contributes to the:

- *Social wellbeing* of the residents in the district because the provision of recreational facilities help to enhance quality of life (through exercise and learning).
- *Economic wellbeing* of the district because recreation facilities attract visitors, add employment, support local artists and athletes and help to make Ashburton District an attractive place to live for potential employees.
- *Cultural wellbeing* of our residents as our public facilities are welcoming to all in the community and offer programs of relevance and interest.
- *Cultural wellbeing* of the district because our museum and library showcase our local heritage.

Key issues for the next 10 years

Te Whare Whakatere – new Library & Civic Centre

Earlier this year, our Library staff and services moved into the new building, Te Whare Whakatere. While the move has now been completed, there are a range of new services that will be rolled out in the coming months.

Moving into a new building requires a lot of work: updating new technology to meet community expectations of a new library facility; development of new programmes for both children, teens and adults; and a change in the ways of working in a shared facility with Customer Services and Civic Administration.

Capacity of the EA Networks Centre

Many of our services and spaces have reached capacity at the EANC, including: the Swim School, stadium during winter evenings, gym at peak times, and spin classes. We are investigating how we can better utilise other areas of the facility to enable these programs to continue expanding.

Along with capacity at EA Networks Centre, we also will be looking to focus on recruitment and retention of staff, and keeping up with the fast moving fitness and wellness market.

Our levels of service

Ashburton Art Gallery & Museum

What we're aiming for: To provide recreation services that are well utilised and meet the needs of the community.

WHAT WE'RE WORKING TOWARDS Levels of service	HOW WE'LL MEASURE PROGRESS Performance measures	HOW WE'RE PERFORMING NOW 2022/23 results	WHAT WE'RE AIMING FOR 2024/25	2025/26	2026/27	2027/28 – 2033/34
We provide a modern Art Gallery and Museum for residents and visitors to the district	The Art Gallery and Museum programmes and services are well utilised	24,586	21,500	22,000	22,500	23,000
	Number of exhibitions hosted	New measure	15 exhibitions (minimum 4 local, 3 national and 3 touring exhibitions)	15 exhibitions (minimum 4 local, 3 national and 3 touring exhibitions)	15 exhibitions (minimum 4 local, 3 national and 3 touring exhibitions)	15 exhibitions (minimum 4 local, 3 national and 3 touring exhibitions)
	Number of unique education and public programmes delivered	New measure	20 sessions (minimum 10 aimed at schools, 8 aimed at the community)	20 sessions (minimum 10 aimed at schools, 8 aimed at the community)	20 sessions (minimum 10 aimed at schools, 8 aimed at the community)	20 sessions (minimum 10 aimed at schools, 8 aimed at the community)
	Users are satisfied with Council-provided Art Gallery and Museum services and programmes	New measure (94% Museum only)	90%	90%	90%	90%

Ashburton Public Library

What we're aiming for: To provide recreation services that are well utilised and meet the needs of the community.

WHAT WE'RE WORKING TOWARDS Levels of service	HOW WE'LL MEASURE PROGRESS Performance measures		HOW WE'RE PERFORMING NOW 2022/23 results	WHAT WE'RE AIMING FOR 2024/25	2025/26	2026/27	2027/28 – 2033/34
We provide all residents and visitors with accessible library resources for recreation and discovery	Most households in the district utilise the library		48%	60%	60%	60%	60%
	Number of activity and programme sessions delivered in the library / by the library team across the year, aimed at:	Children	382	450	450	450	450
		Teens	56	100	100	100	100
		Adults	231	200	200	200	200
We will have a library that is a welcoming and community-centred destination	Users are satisfied with Council's library services		96%	95%	95%	95%	95%
	Free public internet sessions (Aotearoa People's Network Kaharoa) are well utilised		29,374	25,000	25,000	25,000	25,000
	Use of meeting rooms by external parties		New measure	300	300	300	300

EA Networks Centre

What we're aiming for: To provide recreation services that are well utilised and meet the needs of the community.

WHAT WE'RE WORKING TOWARDS Levels of service	HOW WE'LL MEASURE PROGRESS Performance measures	HOW WE'RE PERFORMING NOW 2022/23 results	WHAT WE'RE AIMING FOR 2024/25	2025/26	2026/27	2027/28 – 2033/34
We provide quality gym, pool, and stadium facilities	EA Networks Centre is well utilised [1]	442,139	400,000	400,000	400,000	400,000
	Swim School is well utilised [2]	New measure	≥ 80%	≥ 80%	≥ 80%	≥ 80%
	The gym is well utilised [3]	New measure	≥ 90,000	≥ 90,000	≥ 90,000	≥ 90,000
	The stadium is well utilised [4]	New measure	≥ 4000 booked hours	≥ 4000 booked hours	≥ 4000 booked hours	≥ 4000 booked hours
	Users are satisfied with EA Networks Centre services and programmes	88%	90%	90%	90%	90%

[1] *Measure is foot traffic through entrances to the facility using electronic people counters.*
[2] *Occupancy rate of LTS programme using total capacity of the programme against booked spaces.*
[3] *Measure is foot traffic through entrance to the gym facility using electronic people counter.*
[4] *Measure is count of total court hours booked in stadium area from booking system.*

Key projects

Ashburton Library

With the recent shift into Te Whare Whakatere, the Ashburton Library has taken a consolidation approach to this long term plan.

Ashburton Art Gallery & Museum

In 2021, the Ashburton Art Gallery and the Ashburton Museum amalgamated. To better increase the flow between the two, we are planning to merge the two reception spaces and relocate the gift shop to the ground floor, which will also result in an additional exhibition space on the first floor for the community collections. A total of $60,000 has been budgeted for this in Year 1.

Over the next 10 years we also plan to:

- Launch a collections online site of digitised records from the Ashburton Museum and Historical Society (AMHS) collections and continue to build this database and make more records publicly/remotely available to the public and researchers.
- Renew and refresh the ground floor exhibition areas, interactives, design and technology to ensure the AAGM remains up to date and current, reflecting the interests, significant events, features and demographics of the Hakatere Ashburton District.
- Renew specialised lighting assets.

EA Networks Centre master plan and projects

A Recreation Facilities Utilisation Study was completed in 2023, and this highlighted a number of capacity issues – in particular, the swim school and stadium during peak times.

In response to this, we are developing a masterplan which will result in an overall vision for what EA Networks Centre area may be in 30 years' time. The plan is being developed to ensure that any future projects do not hinder other projects that may occur further down the track.

As for the next 10 years, we are planning to undertake the following projects.

Stadium extension

Due to continual high usage during peak hours, we are proposing to extend the stadium by adding three indoor courts. This is included in the budget across Years 5-7, at a total cost of $22 million.

Aquatic / water play project

We have $3million budgeted across Years 1-2 of this plan for a new outdoor swimming pool at EA Networks.

Car park / road entrance widening

We recognise that there are challenges with exiting the EA Networks Centre car park, and have determined that the best initial works are to widen and add an additional lane to the existing exit onto State Highway 77. This is proposed to be completed in Year 1 of this plan for $200,000.

Internal building changes

We are planning to make some changes to the inside of the EA Networks Centre building in Year 1 of this plan. The changes will look to include improved staff areas, as well as the development of a dance studio that will also meet the needs for yoga and group fitness use. $400,000 has been included in the budget for this project.

Renewable energy projects

One of the biggest costs for EA Networks Centre is electricity usage. We are planning to install an appropriately sized solar farm on the unused land alongside the centre, which will save operational costs in the long-term, as well as contributing to the reduction of our carbon footprint. We have budgeted $65,000 in Year 4 for consultancy works for this project.

Capital works and capital renewals programmes

The following table details the annual budget for new capital works and capital renewals until 2033/34.

New capital work refers to the development of new infrastructure, which either increases the level of service able to be provided or increases the capacity of the asset to cope with increases in demand.

Capital renewals refers to the programmed upgrade or replacement of existing assets. In some cases, this may result in an increase in the level of service able to be provided, or in the capacity of the asset to cope with increases in demand.

	Year 1 2024/25	Year 2 2025/26	Year 3 2026/27	Year 4-10 2027-34
Ashburton Library				
Book purchases	$156,000	$159,900	$163,426	$1,251,666
Assorted digital purchases	$15,300	$16,503	$15,924	$121,641
Ashburton Art Gallery & Museum				
Museum Display refresh	$0	$0	$0	$2,873,585
Reception and Shop Relocation	$60,000	$0	$0	$0
Interpretation panels for Heritage Working Group	$8,000	$8,200	$8,381	$64,188
Exhibition Projectors	$0	$0	$0	$48,988
Exhibition Lighting	$550,000	$0	$0	$27,812
EWP scissor lift	$20,000	$0	$0	$24,494
Assorted upgrades	$14,000	$68,880	$39,914	$129,360
EA Networks Centre				
Internal Building Changes	$400,000	$0	$0	$0
Road Entrance Widening	$155,000	$0	$0	$0
Asphalt Back Driveway	$0	$51,250	$0	$0
Heat Pump 2 Replacement	$0	$0	$0	$489,880
Stadium Extension	$0	$0	$0	$23,738,100
Outdoor pool at EANC	$155,000	$2,870,000	$0	$0
Assorted upgrades - pool	$74,500	$146,165	$122,045	$665,182
Assorted upgrades - gym	$25,000	$46,125	$122,674	$531,247
Assorted upgrades -stadium	$31,000	$52,275	$27,238	$391,787

How this activity is funded

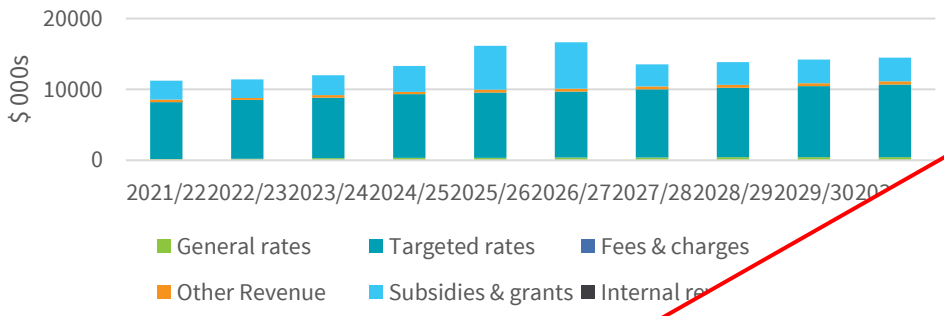
Operating expenditure for the recreation facilities activities is funded in the following way.

	Uniform Annual General Charge (UAGC)	General rates	Targeted rates – capital value	Targeted rates – Uniform Annual Charge (UAC)	Fees & charges
Ashburton Library	100%				✓
Ashburton Museum	100%				✓
EA Networks Centre	50-70%				30-50%

Note that none of the fees and charges collected for the EA Networks Centre are used to offset the loan costs for the facility development, as that is borne by the ratepayers.

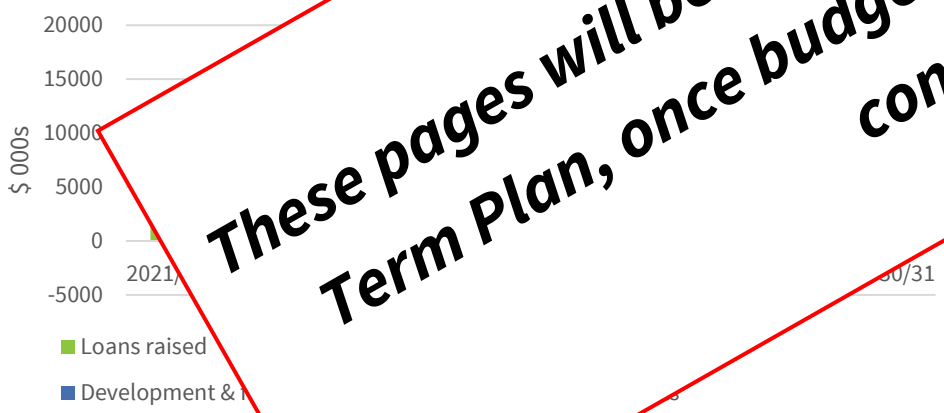
Financial overview

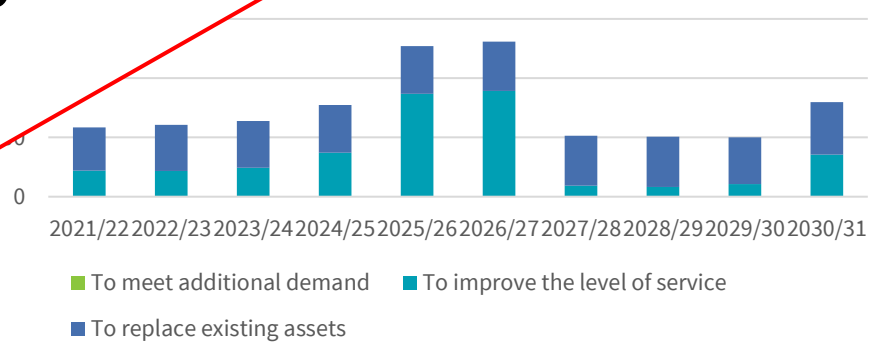
Operating income sources



Operating expenses

Capital income sources





These pages will be updated as part of the final Long-Term Plan, once budgets and projects have been confirmed.

Funding impact statement

For Recreation Facilities	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Operating Funding											
Sources of operating funding											
General rate, UAGC, rates penalties	6,695	7,602	8,634	9,331	10,274	10,823	11,405	12,355	13,001	13,574	14,310
Targeted rates	-	-	0	0	0	0	0	0	0	0	0
Subsidies and grants for operating purposes	83	60	62	63	64	66	67	69	70	72	73
Fees and charges	2,293	2,038	2,147	2,178	2,209	2,241	2,275	2,226	2,345	2,382	2,417
Internal charges and overheads recovered	-	-	0	0	0	0	0	0	0	0	0
Local authorities fuel tax, fines, infringement fees and other receipts	129	226	233	239	244	249	256	262	268	274	298
Total sources of operating funding	9,201	9,926	11,076	11,811	12,791	13,379	14,003	14,913	15,684	16,302	17,099
Applications of operating funding											
Payments to staff and suppliers	6,176	6,618	6,706	6,827	7,116	7,257	7,432	7,720	7,780	7,962	8,140
Finance costs	15	16	15	14	13	12	11	10	68	98	94
Internal charges and overheads	4,374	4,287	4,592	4,856	5,210	5,570	5,908	6,223	6,302	6,630	6,895
Other operating funding applications	7	9	8	8	8	8	8	9	40	9	9
Total applications of operating funding	10,571	10,930	11,320	11,705	12,347	12,848	13,359	13,962	14,191	14,699	15,138
Surplus/(deficit) of operating funding	(1,372)	(1,004)	(244)	105	444	531	644	950	1,494	1,603	1,960

*Uniform annual general charges

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Capital Funding											
Sources of capital funding											
Subsidies and grants for capital expenditure	-	-	0	0	0	0	560	0	0	0	0
Development and financial contributions	-	-	0	0	0	0	0	0	0	0	0
Increase (decrease) in debt	139	636	2,689	(201)	(205)	657	10,826	11,333	(1,117)	(1,941)	(1,983)
Gross proceeds from sale of assets	-	-	0	0	0	0	0	0	0	0	0
Lump sum contributions	-	-	0	0	0	0	0	0	0	0	0
Other dedicated capital funding	-	-	0	0	0	0	0	0	0	0	0
Total sources of capital funding	139	636	2,689	(201)	(205)	657	11,386	11,333	(1,117)	(1,941)	(1,983)
Application of capital funding											
Capital expenditure											
- to meet additional demand	-	-	0	0	0	0	0	0	0	0	0
- to improve the level of service	426	1,035	3,150	232	234	1,347	11,437	11,709	267	281	272
- to replace existing assets	203	629	269	267	409	409	574	1,591	1,177	55	602
Increase (decrease) in reserves	(1,862)	(2,032)	(974)	(595)	(403)	(568)	19	(1,017)	(1,068)	(673)	(897)
Increase (decrease) in investments	-	-	0	0	0	0	0	0	0	0	0
Total applications of capital funding	(1,233)	(368)	2,445	(96)	239	1,188	12,030	12,283	377	(338)	(23)
Surplus/(deficit) of capital funding	1,372	1,004	244	(105)	(444)	(531)	(644)	(950)	(1,494)	(1,603)	(1,960)
Funding balance	0	0	0	0	0	0	0	0	0	0	0

Operating expenditure by activity

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Library	1,771	2,288	2,471	2,593	2,768	2,937	3,101	3,279	3,424	3,580	3,751
Art, culture and heritage	2,288	2,705	2,917	3,041	3,203	3,378	3,559	3,698	3,941	4,199	4,299
Recreation facilities and services	7,038	6,535	6,664	6,939	7,312	7,546	7,829	8,590	9,022	9,282	9,517
Total operating expenditure	11,097	11,528	12,052	12,572	13,283	13,861	14,490	15,567	16,387	17,062	17,567
Less depreciation	526	598	732	867	936	1,013	1,131	1,605	2,197	2,362	2,429
Total applications of operating funding	10,571	10,930	11,320	11,705	12,347	12,848	13,359	13,962	14,191	14,699	15,138

Capital expenditure by activity

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Library	236	171	176	179	183	188	192	196	201	205	210
Art, culture and heritage	76	652	77	48	31	197	218	1,566	1,028	28	106
Recreation facilities and services	317	841	3,166	272	429	1,371	11,601	11,537	216	102	559
Council funded capital expenditure	629	1,664	3,419	500	643	1,756	12,011	13,300	1,445	335	874

Regulatory Services

Group of activities	Activities
Regulatory Functions	Building Regulation
	District Planning
	Emergency Management
	Land Information
Regulatory Compliance	Alcohol Licensing & Gambling Venue Consenting
	Animal Control
	Environmental Health
	Parking

Regulatory Functions and Regulatory Compliance

What we do

Within Regulatory Services, we perform two main roles – Regulatory Functions, and Regulatory Compliance. We provide regulatory functions to protect the community from a variety of risks, and to enhance the quality of the natural and built environment. Regulatory Compliance encompasses a number of activities and services such as food safety, noise control, alcohol licensing, environmental nuisance, hazardous substances, gambling venue control, parking enforcement and animal control.

Regulatory Functions

Building Regulation

We are responsible for administering and implementing the provisions of the Building Act 2004. We maintain accreditation as a Building Consent Authority and ensure all buildings are constructed and maintained to appropriate standards and specifications.

District Planning

Our Planning Team is responsible for providing a statutory planning framework to assist the community in controlling and directing development and land uses in the district. This is achieved primarily through our District Plan, which has policies, rules and standards for a range of land use activities that reflect our responsibilities under the Resource Management Act 1991.

Emergency Management

Emergency Management is responsible for ensuring communities are prepared, responding to, and recovering from emergencies when they happen. We are a member of the Canterbury Civil Defence Emergency Management (CDEM) Group established under the Civil Defence Emergency Management Act 2002 (CDEM Act). CDEM Group members work together to manage Canterbury's hazards so that its communities face acceptable levels of risk. Arrangements for managing emergencies in a coordinated, multi-agency manner are specified in the Canterbury CDEM group plan.

The construction of the new Emergency Operations Centre (EOC) has now been completed, as part of Te Whare Whakatere (the Library & Civic Centre). The building is self-supporting, with emergency power, potable water, fibre optic connectivity, backup radio communications systems, and a Broadband Global Area Network (BGAN) satellite, internet and phone system.

Land Information

We provide an efficient production of Land Information Memoranda within statutory timeframes and with a high degree of accuracy.

Regulatory Compliance

Alcohol Licensing and Gambling Venue Consenting

We provide for the processing, assessing and granting of applications for alcohol licences and managers' certificates. We also provide for the monitoring and enforcement of the requirements of licences and certificates. We provide a venue

consenting role addressing where new gambling venues may be situated and any restrictions on the number of slot machines permitted.

Animal Control

We provide services to address public safety in relation to the control of dogs and to limit the potential for nuisance caused by animals. We house dogs when necessary, in a purpose built pound facility.

Environmental Health

We provide registration and inspection services to monitor and enforce standards of public health for food premises; mobile traders; hairdressing salons; camping grounds; beauticians; tattooists and skin piercing; and hazardous substances in public and non-work places.

Parking

We provide monitoring and enforcement services to address stationary vehicle offences.

Why we do it

Our regulatory services are provided to:

- ensure our communities are prepared to respond to and recover from emergencies,
- plan for future growth through balancing protection of the existing environment and the economic and social needs of our community,
- meet our responsibilities under various legislation, such as: the Building Act 2004; Dog Control Act 1996; Resource Management Act 1991; and the Local Government Act 2002.

Providing cost-effective regulatory services ensures we contribute to creating a district of great spaces and places by managing how land is used and contributing to the prosperity of our economy by promoting growth. We can lead the community with clear decision-making which we achieve through the setting of policies and bylaws that guide how we provide regulatory services.

Contribution to our community outcomes

Our aim is to be *'The district of choice for lifestyle and opportunity'*. To support this aim, our regulatory services contributes to the following community outcomes as shown below.

Regulatory Functions	Residents are well-represented, included and have a voice	A district of great spaces and places	A balanced and sustainable environment	A prosperous economy built on innovation, opportunity and high-quality infrastructure
Building Regulation		✓	✓	
District Planning	✓	✓	✓	✓
Emergency Management		✓	✓	✓
Land Information		✓	✓	

Regulatory Compliance	**Alcohol Licensing & Gambling Venue Consenting**		✓		✓
	Animal Control		✓		
	Environment-al Health		✓	✓	
	Parking			✓	

Contribution to our community's wellbeing

Our work in the regulatory services space contributes to the:

- *Social and economic wellbeing* of the community by ensuring that properties, public facilities and businesses are operating in a safe and compliant manner.
- *Social and economic wellbeing* of the district by ensuring sufficient supply of appropriately zoned land to meet the community's needs.
- *Environmental wellbeing* of the district by ensuring land is used appropriately in accordance with the District Plan, and that nuisances are minimised.
- *Cultural wellbeing* of the district by ensuring our heritage buildings and notable trees are protected.

Key issues for the next 10 years

- **Environmental Monitoring Team -** To continually review and further develop how we educate, inform and deliver our regulatory services to ensure that all the different parts of our regulatory system are in line with the Government's Regulatory Management Strategy and work well together to achieve its goals, while keeping the system fit for purpose over the long term.

Our levels of service

Building Regulation

What we're aiming for: To implement the requirements of the Building Act 2004 fairly and impartially so the public has confidence that buildings in the district are constructed in accordance with the building code

WHAT WE'RE WORKING TOWARDS	HOW WE'LL MEASURE PROGRESS	HOW WE'RE PERFORMING NOW	WHAT WE'RE AIMING FOR			
Levels of service	Performance measures	2022/23 results	2024/25	2025/26	2026/27	2027/28 – 2033/34
We provide quality building regulation services	Building consents are processed and decisions made within 20 working days	45.8%	100%	100%	100%	100%
	Code of Compliance Certificates are processed and decisions made within 20 working days,	99.3%	100%	100%	100%	100%
	Buildings with compliance schedules are audited each year	10%	10%	10%	10%	10%
	A third of known swimming pool fences are inspected every year	100%	100%	100%	100%	100%
Council responds to concerns with building regulation services within required response times	Building service complaints are responded to within two working days	100%	100%	100%	100%	100%

District Planning

What we're aiming for: To achieve a fit for purpose function which meets statutory obligations and customer expectations, while anticipating and reacting to the changing needs of the district.

WHAT WE'RE WORKING TOWARDS	HOW WE'LL MEASURE PROGRESS	HOW WE'RE PERFORMING NOW	WHAT WE'RE AIMING FOR			
Levels of service	Performance measures	2022/23 results	2024/25	2025/26	2026/27	2027/28 – 2033/34
We provide quality district planning services	Resource consent applications and exemptions are determined within statutory timeframes	96.4%	100%	100%	100%	100%
	Subdivision plan approval certificates (RMA s.223) are determined within ten working days	88%	100%	100%	100%	100%
Council responds to concerns with district planning services within required response times	District planning service complaints are responded to within two working days	92%	100%	100%	100%	100%
	Residents are satisfied with the standard of Council's planning services	79%	80%	80%	80%	80%

Emergency Management

What we're aiming for: To support the community's ability to respond to and recover from emergency events.

WHAT WE'RE WORKING TOWARDS	HOW WE'LL MEASURE PROGRESS	HOW WE'RE PERFORMING NOW	WHAT WE'RE AIMING FOR			
Levels of service	Performance measures	2022/23 results	2024/25	2025/26	2026/27	2027/28 – 2033/34
We support community resilience and emergency preparedness through community-based emergency management	One community response plan is developed or renewed annually	3	1	1	1	1
We maintain effective civil defence response capabilities able to manage emergencies across our district	The EOC capacity and preparation is exercised monthly	New measure	12 per year	12 per year	12 per year	12 per year
	Our Civil Defence local arrangements standard operating procedures are reviewed annually	New measure	Annual review	Annual review	Annual review	Annual review
	Annual training opportunities are provided for staff and volunteers	New measure	100%	100%	100%	100%
	Residents are satisfied with the civil defence services provided by Council	97%	95%	95%	95%	95%
We foster and maintain relationships with Iwi/Rūnanga/Marae	The EMO attends quarterly liaison meetings along with monthly communication and consultation with Iwi/Runanga/Marae	New measure	4 per year	4 per year	4 per year	4 per year

EOC: Emergency Operations Centre.

Land Information

What we're aiming for: To provide an efficient production of Land Information Memoranda (LIM) within statutory timeframes and with a high degree of accuracy.

WHAT WE'RE WORKING TOWARDS Levels of service	HOW WE'LL MEASURE PROGRESS Performance measures	HOW WE'RE PERFORMING NOW 2022/23 results	WHAT WE'RE AIMING FOR			
			2024/25	2025/26	2026/27	2027/28 – 2033/34
We provide quality land information services efficiently	LIM applications are processed within ten working days	100%	100%	100%	100%	100%

Regulatory Compliance

What we're aiming for: To improve, promote and protect public health within the district by the promotion of sustainable environmental practices and the monitoring and enforcement of associated legislation and bylaws.

WHAT WE'RE WORKING TOWARDS Levels of service	HOW WE'LL MEASURE PROGRESS Performance measures	HOW WE'RE PERFORMING NOW 2022/23 results	WHAT WE'RE AIMING FOR			
			2024/25	2025/26	2026/27	2027/28 – 2033/34
We provide quality alcohol licensing services	All medium and high-risk licensed premises are monitored each year	100%	100%	100%	100%	100%
	Stakeholder meetings are held each year	12	10	10	10	10
	Residents are satisfied with how Council undertakes its role in alcohol licensing	90%	85%	85%	85%	85%
We provide quality animal control services	Known dogs are registered (includes dogs otherwise accounted for)	98%	95%	95%	95%	95%
	Residents are satisfied with Council's animal control services	87%	80%	80%	80%	80%

	Urgent incidents are responded to within one hour	100%	100%	100%	100%	100%
	Found, wandering or barking dog incidents are responded to within five working days	95%	100%	100%	100%	100%
We provide quality environmental health services	Registered food premises are appropriately safety assessed according to auditing timeframes	97%	80%	80%	80%	80%
	Noise complaints are responded to within two hours	100%	100%	100%	100%	100%

Key projects

District Planning

District Planning will be responding to the implementation of new national policy direction and reform of the Resource Management Act. The 2023 change of government signalled that District Plans would still be required. Ashburton's District Plan is due for its 10 year review and so this multi-year project will need to be planned and implemented, whilst taking into account central government direction and Regional Council plans and strategies such as the Regional Policy Statement, a review of which has also been commenced.

Earthquake prone buildings

We continue to work with owners of earthquake-prone buildings in the district. We notified affected building owners in February 2018 that they may need to strengthen or demolish their buildings within 25 years, depending on the building-type and assessment date. There is a possibility that we will have to demolish some buildings within the next 10 years, depending on their assessment rating. However, reports from affected owners received to date indicate they are committed to strengthening where possible.

Capital works and capital renewals programmes

The following table details the annual budget for new capital works and capital renewals until 2033/34.

New capital work refers to the development of new infrastructure, which either increases the level of service able to be provided or increases the capacity of the asset to cope with increases in demand.

Capital renewals refers to the programmed upgrade or replacement of existing assets. In some cases, this may result in an increase in the level of service able to be provided, or in the capacity of the asset to cope with increases in demand.

	Year 1 2024/25	Year 2 2025/26	Year 3 2026/27	Year 4-10 2027-34
Emergency Management - 66 KVA Trailer Mounted Generator	$39,535	$40,523	$0	$0
Emergency Management - Radio base stations, antennas and installations	$0	$0	$8,381	$0
Tinwald Hub for Emergency Management	$0	$143,500	$0	$0
Total	**$39,535**	**$184,023**	**$8,381**	**$0**

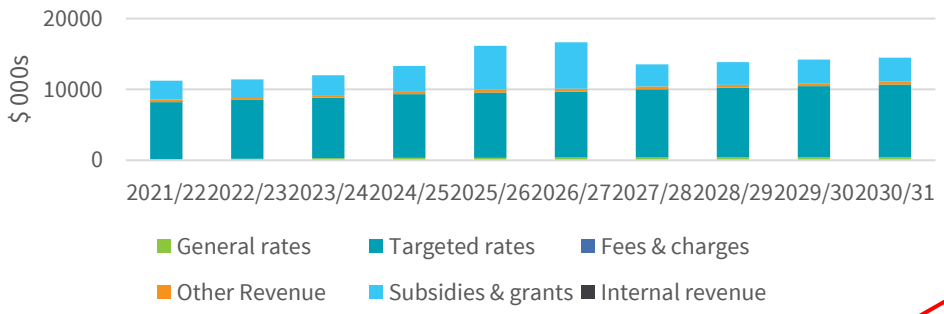
How this activity is funded

Operating expenditure for the regulatory services activities is funded in the following way.

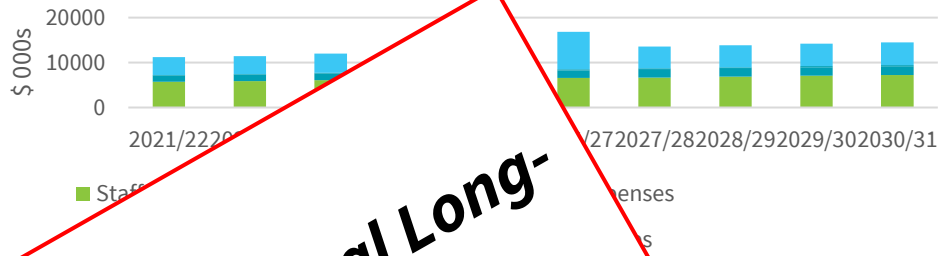
	Uniform Annual General Charge (UAGC)	General rates	Targeted rates – capital value	Targeted rates – Uniform Annual Charge (UAC)	Fees & charges
Regulatory Functions					
Building Regulation		10-20%			80-90%
District Planning (Policy & Development)		100%			
District Planning (including Land Information)		20-40%			60-80%
Emergency Management	50%	50%			
Regulatory Compliance					
Alcohol Licensing & Gambling Venue Consenting		20-25%			75-80%
Animal Control		5-15%			85-95%
Environmental Health (Licensing)		10-15%			85-90%
Environmental Health (Monitoring & Enforcement)		100%			
Parking					100%

Financial overview

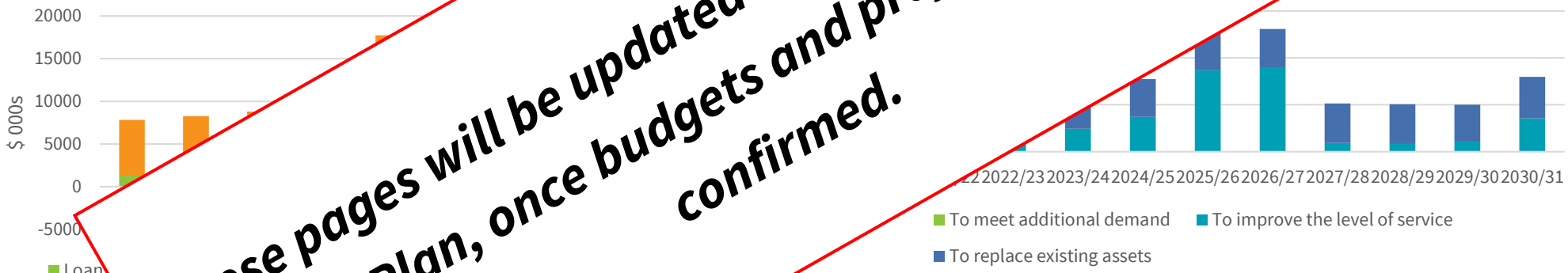
Operating income sources



Operating expenses



Capital income sources



These pages will be updated as part of the final Long-Term Plan, once budgets and projects have been confirmed.

Funding impact statement

For Regulatory Services	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Operating Funding											
Sources of operating funding											
General rate, UAGC, rates penalties	1,402	493	899	1,531	1,807	1,979	1,612	2,283	2,280	2,415	2,544
Targeted rates	-	-	-	-	-	-	-	-	-	-	-
Subsidies and grants for operating purposes	-	-	0	0	0	0	0	0	0	0	0
Fees and charges	3,544	3,748	3,833	3,787	3,930	4,084	4,154	4,276	4,380	4,481	4,576
Internal charges and overheads recovered	101	102	105	107	109	112	114	117	119	122	125
Local authorities fuel tax, fines, infringement fees and other receipts	399	433	444	453	463	468	485	496	507	519	530
Total sources of operating funding	5,446	4,775	5,280	5,878	6,309	6,642	6,365	7,172	7,287	7,538	7,775
Applications of operating funding											
Payments to staff and suppliers	3,837	3,876	3,946	4,075	4,117	4,235	4,299	4,432	4,499	4,638	4,704
Finance costs	29	34	28	37	30	23	20	20	19	18	18
Internal charges and overheads	1,908	2,004	2,116	2,205	2,336	2,479	2,604	2,747	2,762	2,925	3,023
Other operating funding applications	1	0	0	0	0	0	0	0	0	0	0
Total applications of operating funding	5,775	5,913	6,090	6,317	6,483	6,737	6,923	7,199	7,280	7,582	7,745
Surplus/(deficit) of operating funding	(329)	(1,138)	(810)	(439)	(174)	(94)	(557)	(26)	7	(44)	30

*Uniform annual general charges

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Capital Funding											
Sources of capital funding											
Subsidies and grants for capital expenditure	-	-	0	0	0	0	0	0	0	0	0
Development and financial contributions	-	-	0	0	0	0	0	0	0	0	0
Increase (decrease) in debt	(149)	(149)	(5)	(156)	(156)	(156)	(12)	(12)	(13)	(13)	(13)
Gross proceeds from sale of assets	-	-	0	0	0	0	0	0	0	0	0
Lump sum contributions	-	-	0	0	0	0	0	0	0	0	0
Other dedicated capital funding	-	-	0	0	0	0	0	0	0	0	0
Total sources of capital funding	(149)	(149)	(5)	(156)	(156)	(156)	(12)	(12)	(13)	(13)	(13)
Application of capital funding											
Capital expenditure											
- to meet additional demand	-	40	41	0	0	0	0	0	0	0	0
- to improve the level of service	-	-	144	8	0	0	0	0	0	0	0
- to replace existing assets	-	-	0	0	0	0	0	0	0	0	0
Increase (decrease) in reserves	(478)	(1,326)	(999)	(604)	(330)	(251)	(570)	(39)	(6)	(57)	17
Increase (decrease) in investments	-	-	0	0	0	0	0	0	0	0	0
Total applications of capital funding	(478)	(1,287)	(815)	(595)	(330)	(251)	(570)	(39)	(6)	(57)	17
Surplus/(deficit) of capital funding	329	1,138	810	439	174	94	557	26	(7)	44	(30)
Funding balance	0	0	0	0	0	0	0	0	0	0	0

Operational expenditure by activity

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Emergency management	105	99	112	144	140	145	150	155	160	166	171
Environmental health	657	675	701	721	747	776	802	830	839	873	893
Building regulation	2,685	2,844	2,910	3,023	3,095	3,237	3,308	3,457	3,474	3,626	3,693
Alcohol licensing	190	221	229	235	243	252	260	269	274	286	291
Land information	104	106	109	112	115	118	121	124	127	131	134
Parking	241	237	246	254	263	272	281	291	299	310	320
Animal control	585	592	612	629	650	674	696	720	729	757	775
District planning	1,255	1,175	1,210	1,250	1,282	1,316	1,358	1,406	1,430	1,488	1,523
Council funded capital expenditure	5,822	5,948	6,129	6,367	6,535	6,789	6,976	7,252	7,334	7,636	7,799

Capital expenditure by activity

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Emergency management	0	40	184	8	0	0	0	0	0	0	0
Environmental health	0	0	0	0	0	0	0	0	0	0	0
Building regulation	0	0	0	0	0	0	0	0	0	0	0
Alcohol licensing	0	0	0	0	0	0	0	0	0	0	0
Land information	0	0	0	0	0	0	0	0	0	0	0
Parking	0	0	0	0	0	0	0	0	0	0	0
Animal control	0	0	0	0	0	0	0	0	0	0	0
District planning	0	0	0	0	0	0	0	0	0	0	0
Council funded capital expenditure	0	40	184	8	0	0	0	0	0	0	0

Miscellaneous Activities

Miscellaneous Activities

The miscellaneous group of activities covers all capital expenditure made by overhead departments of Council, any unallocated operating expenditure and the interest and dividend income from our shareholdings.

Capital works and capital renewals programmes

The following table details the annual budget for new capital works and capital renewals until 2033/34.

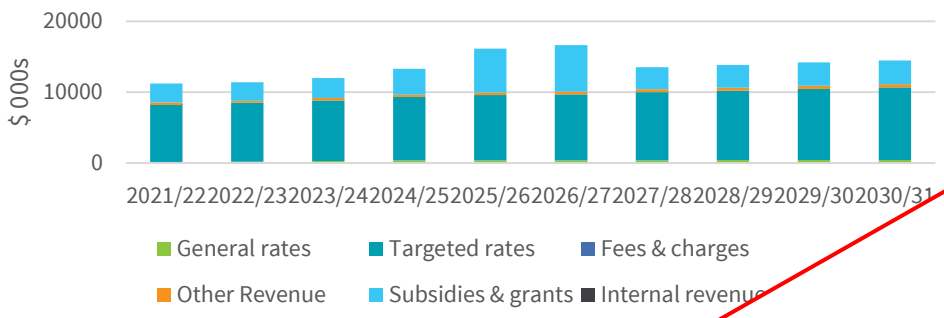
New capital work refers to the development of new infrastructure, which either increases the level of service able to be provided or increases the capacity of the asset to cope with increases in demand.

Capital renewals refers to the programmed upgrade or replacement of existing assets. In some cases, this may result in an increase in the level of service able to be provided, or in the capacity of the asset to cope with increases in demand.

	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4-10 2027-34 $000
Information Systems - New capital and renewals	244	580	607	5,583
Plant Renewals	421	741	607	4,297
	665	**1,321**	**1,214**	**9,880**

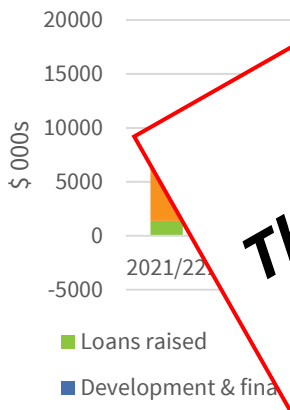
Financial overview

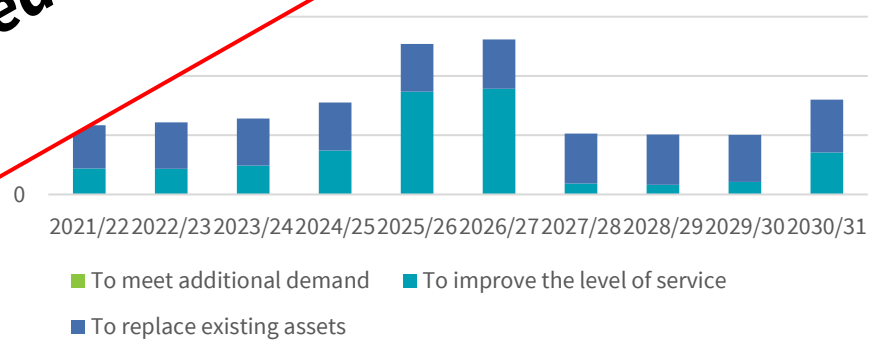
Operating income sources



Operating expenses

Capital income sources





These pages will be updated as part of the final Long-Term Plan, once budgets and projects have been confirmed.

Funding impact statement

For Miscellaneous Activities	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Operating Funding											
Sources of operating funding											
General rate, uniform annual general charges, rates penalties	280	405	423	433	436	452	458	468	479	491	501
Targeted rates	-	75	85	87	83	91	89	91	93	96	97
Subsidies and grants for operating purposes	-	-	0	0	0	0	0	0	0	0	0
Fees and charges	-	-	0	0	0	0	0	0	0	0	0
Internal charges and overheads recovered	-	24,061	25,239	26,184	27,416	28,819	30,545	31,895	32,321	34,050	34,955
Local authorities fuel tax, fines, infringement fees and other receipts	1,330	2,665	2,680	2,634	2,692	2,751	2,815	2,880	2,946	3,013	3,080
Total sources of operating funding	1,610	27,206	28,428	29,339	30,628	32,114	33,907	35,334	35,839	37,650	38,633
Applications of operating funding											
Payments to staff and suppliers	-	18,101	18,845	19,433	20,018	20,560	21,253	21,973	22,516	23,539	24,032
Finance costs	55	88	90	92	94	96	98	100	102	105	107
Internal charges and overheads	-	5,556	5,872	6,092	6,468	6,875	7,420	7,835	7,897	8,366	8,628
Other operating funding applications	136	130	154	157	161	164	168	172	176	180	184
Total applications of operating funding	191	23,874	24,960	25,774	26,740	27,694	28,939	30,080	30,691	32,189	32,951
Surplus/(deficit) of operating funding	1,419	3,332	3,468	3,565	3,888	4,419	4,968	5,254	5,148	5,460	5,682

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Capital Funding											
Sources of capital funding											
Subsidies and grants for capital expenditure	-	-	0	0	0	0	0	0	0	0	0
Development and financial contributions	-	-	0	0	0	0	0	0	0	0	0
Increase (decrease) in debt	(11)	0	0	0	0	0	0	0	0	0	0
Gross proceeds from sale of assets	104	100	103	105	107	109	112	115	117	120	122
Lump sum contributions	-	-	0	0	0	0	0	0	0	0	0
Other dedicated capital funding	-	-	0	0	0	0	0	0	0	0	0
Total sources of capital funding	93	100	103	105	107	109	112	115	117	120	122
Application of capital funding											
Capital expenditure											
- to meet additional demand	-	-	-	-	-	-	-	-	-	-	-
- to improve the level of service	707	471	894	764	1,489	1,000	792	694	864	662	865
- to replace existing assets	240	194	426	450	418	1,354	149	512	515	563	2
Increase (decrease) in reserves	565	2,768	2,251	2,455	2,089	2,175	4,139	4,162	3,886	4,355	4,937
Increase (decrease) in investments	-	-	0	0	0	0	0	0	0	0	0
Total applications of capital funding	1,512	3,432	3,571	3,669	3,996	4,529	5,080	5,369	5,265	5,580	5,804
Surplus/(deficit) of capital funding	(1,419)	(3,332)	(3,468)	(3,565)	(3,889)	(4,419)	(4,968)	(5,254)	(5,148)	(5,460)	(5,682)
Funding balance	0	0	0	0	0	0	0	0	0	0	0

Capital expenditure by activity

	Annual Plan 2023/24 $000	Year 1 2024/25 $000	Year 2 2025/26 $000	Year 3 2026/27 $000	Year 4 2027/28 $000	Year 5 2028/29 $000	Year 6 2029/30 $000	Year 7 2030/31 $000	Year 8 2031/32 $000	Year 9 2032/33 $000	Year 10 2033/34 $000
Information systems	490	244	580	607	1,402	1,409	451	569	737	767	247
Plant and vehicles	457	421	741	607	505	945	490	637	641	458	620
Council funded capital expenditure	947	665	1,321	1,214	1,907	2,354	941	1,207	1,378	1,225	868

Appendix 4

Fees & charges schedule 2024/25

	Activity group	Page		Activity group	Page
1.0	Administration	XX	16.0	Roading and footpaths	
2.0	Local Government Official Information and Meetings Act 1987 (LGOIMA) requests		17.0	Open spaces	
3.0	Building Regulation		18.0	Property	
4.0	Development Contributions		19.0	Memorial Halls	
5.0	LIM		20.0	Campgrounds	
6.0	Planning and resource consents		21.0	Cemeteries	
7.0	Alcohol licensing & gambling venue consent fees		22.0	Parking	
8.0	Food licences		23.0	Refuse and recycling	
9.0	Mobile shops, stalls and hawkers permits, and amusement devices		24.0	Trade waste disposal	
10.0	Public health licensing		25.0	Ashburton Airport	
11.0	Animal control		26.0	Ashburton Art Gallery & Museum	
12.0	Bylaw fees and fines		27.0	Te Kete Tuhinga | Ashburton Library	
13.0	Bylaw breach		28.0	EA Networks Centre	
14.0	Water sampling – private supplies		29.0	Tinwald Pool	
15.0	Water services		30.0	Events	

The following should be read in conjunction with the schedule of fees and charges.

- All fees and charges are inclusive of GST at the rate of 15%.
- All fees and charges scheduled apply to the 2024/25 year only. Changes may be made during the year by resolution of Council or statutory requirement.
- While we have aimed to provide a complete and accurate schedule of charges, if any errors or omissions are identified, charges will be calculated by reference to the appropriate underlying authority/ resolution. Council reserves the right to vary and introduce fees and charges at its discretion.
- All fees are fixed fees, unless stated as minimum charge and charged at time and cost (T/C).
- Some fees are set by statute or other official documents and cannot be amended or inflated by Council. These fees are indicated by ◊.

The following inflation rates will be applied to the fees and charges for the following ten years. These have been based on the Local Government Price Index (LGPI).

Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34

1.0 Administration

Administration fees are charged under the Local Government Act 2002.

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
1.1	**Research and archive retrieval fee** – per hour, minimum half hour charge	$94.00	$99.00
1.2	**Taxi rank fee** – per taxi per year	$90.00	$95.00
1.3	**Photocopy charges**		
	A4 – per page black and white	$0.20	$0.20
	A4 – per page colour	$0.50	$0.60
	A3 – per page black and white	$0.50	$0.60
	A3 – per page colour	$1.00	$1.10
	A2 plans per page	$4.40	$4.60
	A1 plans per page	$6.60	$7.00
	A0 plans per page	$10.00	$10.50
	A2 / A0 full colour posters	At cost	Service removed
	Microfiche reader print – per A4 page (library)	$0.60	Service removed
1.4	**Rates search & GIS fees -** per hour, minimum half hour charge	$176.00	$186.00
1.5	**Sales**		
	Rapid map – laminated	$18.00	$20.00

2.0 Local Government Official Information and Meetings Act 1987 (LGOIMA) requests

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
2.1	**Official Information Request – staff time**		
	First hour	Free	Free
	Per further half hour	$47.00	$50.00

Copying and printing is charged as per the fees in 1.3. All other charges incurred in responding to a request for official information will be recovered on an actual cost basis.

3.0 Building regulation

Building fees and charges are charged under the Building Act 2004. Building infringements are determined by statute and can be found in the Building (Infringement Offences, Fees and Forms) Regulations 2007. The Building Research Association of New Zealand (BRANZ) levy is charged under the Building Research Levies Act 1969. The Ministry of Business, Innovation and Employment (MBIE) levy is charged under the Building Levy Order 2005.

Additional costs incurred by Council to provide the service required, such as materials and consultants, are charged at the cost to Council plus 10% cost for administration.

(A) These fees are a **minimum** charge. When the cost to Council of providing the service exceeds this minimum charge, the Council may recover all additional costs on a time and cost basis. Time in excess of that covered by minimum fees will be charged in 15-minute increments to the nearest quarter hour. Building consent processing is charged at a fixed hourly rate, in 15-minute increments.

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
3.1	**Charge-out rates**		
	Administration Officer - per hour	$107.00	$114.00
	Building Official – per hour	$158.00	$167.00
	Senior Building Official – per hour	$189.00	$201.00
	Miscellaneous Documents	$105.00	$112.00
	Scanning fee (where a digital copy of an application is not provided at time of lodgement)	$94.00	$99.00
	Travel charge per building consent (one-off charge per building consent)	$5.50 per 15 minutes of travel time	$6.00 per 15 minutes of travel time
3.2	**Building Consent – Projects up to $19,999 value**		
	PIM Fee (up to 30 minutes) (A)	$94.00	$100.00
	Administration (A)	$161.00	$171.00
	Processing (per hour)	$158.00	$167.00
	Code of Compliance Certificate Fee (up to 30 minutes) (A)	$79.00	$84.00
	Inspection Fee (per inspection) (A)	$190.00	$201.00
	District Plan Compliance Fee (A)	$40.00	$43.00
3.3	**Building Consent – Projects between $20,000 and $99,999 value**		
	PIM Fee (up to one hour) (A)	$189.00	$201.00
	Administration (A)	$215.00	$228.00
	Processing (per hour)	$158.00	$167.00
	Code of Compliance Certificate (up to one hour) (A)	$158.00	$167.00
	Inspection Fee (per inspection) (A)	$190.00	$201.00
	BCA Accreditation levy - per $1,000 of project value	$0.65	$0.69
	BRANZ levy – per $1,000 of project value ◊	$1.00	$1.00
	MBIE levy - per $1,000 of project value ◊	$1.75	$1.75
	District Plan Compliance Fee (A)	$78.00	$83.00
3.4	**Building Consent - Projects Between $100,000 and $499,999**		
	PIM Fee (up to one hour and 45 minutes) (A)	$330.00	$350.00
	Administration (A)	$322.00	$342.00
	Processing (per hour)	$158.00	$167.00
	Code of Compliance Certificate Fee (up to 2 hours) (A)	$316.00	$335.00
	Inspection Fee (per inspection) (A)	$190.00	$201.00
	BCA Accreditation levy - per $1,000 of project value	$0.65	$0.69
	BRANZ levy – per $1,000 of project value ◊	$1.00	$1.00
	MBIE levy – per $1,000 of project value ◊	$1.75	$1.75
	District Plan Compliance Fee (A)	$141.00	$149.00

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
3.5	**Building Consent – Projects Between $500,000 and $999,999**		
	PIM Fee (up to 2.5 hours) (A)	$472.00	$500.00
	Administration (A)	$430.00	$456.00
	Processing Fee (per hour)	$158.00	$167.00
	Code of Compliance Certificate Fee (up to 2 hours) (A)	$315.00	$334.00
	Inspection Fee (per inspection) (A)	$190.00	$201.00
	BCA Accreditation levy - per $1,000 of project value	$0.65	$0.69
	BRANZ levy – per $1,000 of project value ◊	$1.00	$1.00
	MBIE levy – per $1,000 of project value ◊	$1.75	$1.75
	District Plan Compliance fee (A)	$158.00	$167.00
3.6	**Building Consent - Projects $1,000,000 and above**		
	PIM Fee (up to 2.5 hours) (A)	$628.00	$666.00
	Administration (A)	$818.00	$867.00
	Processing Fee (per hour)	$158.00	$167.00
	Code of Compliance Certificate Fee (up to 2 hours) (A)	$601.00	$637.00
	Inspection Fee (per inspection) (A)	$190.00	$201.00
	BCA Accreditation levy - per $1,000 of project value	$0.65	$0.69
	BRANZ levy – per $1,000 of project value ◊	$1.00	$1.00
	MBIE levy – per $1,000 of project value ◊	$1.75	$1.75
	District Plan Compliance fee (A)	$193.00	$205.00
3.7	**Building Consents – General fees**		
	Demolition (Residential) (A)	$357.00	$378.00

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
	Building Consent Amendment - Application Fee	$113.00	$120.00
	Building Consent Amendment – Processing Fee (per hour)	$158.00	$167.00
	Additional Inspection (per inspection) (A)	$190.00	$201.00
	Building Consent Extension of Time	$113.00	$120.00
	Building Consent Activity Report - per month	$19.00	$20.00
	Building Consent Activity Report - per year	$228.00	$240.00
	Swimming Pool Inspection – (per inspection) (A)	$174.00	$184.00
	Compliance Schedule Fee (A)	$151.00	$160.00
	Compliance Schedule Audit (A) – section 111 Building Act (per hour)	$158.00	$167.00
	Compliance Schedule Amendment Application Fee	$113.00	$120.00
	Marquee Application Fee (max. of 3 Marquees per application)	$197.00	$209.00
	Marquee Inspection Fee (per inspection) (A)	$190.00	$201.00
	Heating Appliances (A)	$400.00	$424.00
	Solar Hot Water Heater (Stand Alone) (A)	$507.00	$537.00
	Notice to Fix (A)	$343.00	$364.00
	Notices for section 73 or 77 of the Building Act 2004 (A)	$280.00	$297.00
	Certificate for Public Use (A)	$336.00	$356.00
	Building Exemption Processing (A)	$287.00	$304.00
3.8	**Hairdresser Warrant of Fitness**	$37.00	$39.00
3.9	**Building Warrant of Fitness** - Administration Fee	$129.00	$137.00
3.10	**Property File Inspection Fee (A) – per file/per hour.** Minimum of half hour charge (Note: ADC	$70.00	$74.00

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
	ratepayers can inspect one of their own files once per year free of charge)		
3.11	**Written/Photocopied Information in respect of any Building Consent** [(A)] *For photocopy charges see section 19.3.*	Admin fee per half hour $54.00	Admin fee per half hour $57.00
3.12	**Certificate of Acceptance** - Application Fee (section 96-99 Building Act 2004)	$1,373.00	$1,455.00
3.13	**Fire Service Audit Fee**	$189.00	$200.00
	Fire Service Report Fee	At cost	At cost
3.14	**Building Infringements** ◊	Statutory fee	Statutory fee
3.15	**Certificate of Title Request Fee**	$22.00	$23.00

◊ Fee is set by statute or other documents and cannot be amended or inflated by Council.

4.0 Development contributions

Development contributions are charged under the Local Government Act 2002.

This table shows the development contributions by location under the proposed policy. Figures shown are inclusive of GST. Further information on development contributions can be found in Council's *Development and Financial Contributions Policy.*

Catchment	Water 2023/24	Water 2024/25	Wastewater 2023/24	Wastewater 2024/25	Community Infrastructure 2023/24	Community Infrastructure 2024/25	Total 2024/25
Ashburton *	$840.00	$1,401.00	$3,637.00	$2,625.00	$4,892.00	$10,998.00	$15,024.00
Methven	$2,182.00	$5,105.00	$303.00	$1,215.00	$4,892.00	$13,292.00	$19,612.00
Rakaia	-	-	$107.00	-	$4,892.00	$6,972.00	$6,972.00
Hinds	$1,400.00	$1,096.00	-		$4,892.00	$8,068.00	$9,164.00
Fairton	$1,911.00	$1,835.00	-		$4,892.00	$8,807.00	$10,642.00
Methven-Springfield		$4,930.00	-	-	$4,892.00	$11,902.00	$16,832.00
Mount Somers	-	$21,510.00	-	-	$4,892-00	$28,482.00	$49,992.00
All other	-	-	-	-	$4,892.00	$6,972.00	$6,972.00

**Ashburton includes Lake Hood.*

5.0 Land information memorandum (LIM)

LIM fees are charged under the Local Government Official Information and Meetings Act 1987.

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
5.1	**Land Information Memorandum (LIM) fee**		
	Residential property	$291.00	$307.00
	Non-residential property	$580.00	$615.00

6.0 Planning and resource consents

Planning and resource consent fees are charged under the Resource Management Act 1991. Fees indicated by a [B] below are a **minimum** fee. Council may recover all additional costs on a time and cost basis. Additional charges will be determined on the basis of actual and reasonable costs. Time in excess of that covered by minimum fees will be charged in 30-minute increments to the nearest half hour.

Costs incurred by Council, such as travel, materials are charged at the cost to Council plus 10% cost of administration.

Costs associated with the review of compliance with the provisions of the Resource Management Act 1991, the Ashburton District Plan and the monitoring of resource consent conditions will be recovered on a time/cost basis. For the monitoring of consent conditions, any costs to be recovered will be less any monitoring fees paid at the time of application.

If the cost of receiving and processing a resource consent application is less than the prescribed fee, Council may refund the difference to the applicant [C].

For Land Use Consents a $70 monitoring fee is included in the lodgement fee. This fee is refundable where consent is not granted, or the application is withdrawn [D].

Council may create and install a new rapid plate and number on a site where it has been identified that the existing plate has been moved from its surveyed location by more than 20m. All costs associated with resurveying, creating and installing new plates will be passed on to the landowner.

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
6.1	**Charge-out rates - per hour** *First 30 minutes of pre-application advice is free of charge*		
	District Planning Manager / Senior Planner	$210.00	$222.00
	Planner / Environmental Monitoring Staff	$162.00	$172.00
	Graduate Planner	$146.00	$155.00
	Planning Administration Officer	$117.00	$124.00
	Internal technical advice / Support	$176.00	$186.00
	Consultants	At cost (no admin fee)	At cost (no admin fee)
	Legal advice	Cost + 10% admin fee	Cost + 10% admin fee
	Scanning fee (where a digital copy of an application is not provided at lodgement)	$94.00	Fee removed
	Miscellaneous charges [B]		
	Affixing seal	$176.00	$186.00
	Miscellaneous documents	$176.00	$186.00
6.2	**Application for change to District Plan** [B][C]	$29,169.00	$30,919.00
6.3	**Land Use Consent Applications – Minimum charges** [B]		
	Non-notified [D]	$1,222.00	$1,295.00
	Non-notified (non-complying status) [D]	$1,490.00	$1,580.00
	Limited notified [C][D]	$4,845.00	$5,136.00
	Full notified [C][D]	$7,067.00	$7,491.00
	Limited notified (non-complying status) [C][D]	$5,079.00	$5,384.00
	Full notified (non-complying status) [C][D]	$7,417.00	$7,862.00

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
	Non-notified application for non-compliance with internal setback and / or recession plane rules only	$760.00	Fee removed
	Permitted boundary activity (section 87BA RMA)	$287.00	$304.00
	Marginal or temporary non-compliance (section 87BB RMA)	$935.00	$991.00
6.4	**Subdivision Consent Applications – Minimum charges** [B]		
	Change to Flats Plan or Unit Title	$1,140.00	$1,208.00
	Non-notified	$1,140.00	$1,208.00
	Non-notified (non-complying status)	$1,374.00	$1,456.00
	Limited notified [C]	$4,881.00	$5,174.00
	Full notified [C]	$6,985.00	$7,404.00
	Full / limited notified (non-complying status) [C]	$7,219.00	$7,652.00
	Per lot fee (for the fourth lot and each additional lot, including reserves for utilities / recreation)	$64.00	$68.00
	Section 223 Certificate	$292.00	$310.00
	Section 224 Certificate	$292.00	$310.00
	Section 226 Certificate	$468.00	$496.00
	District Land Registrar consultation	$123.00	$130.00
	Right of way consent – Section 348 of LGA 2002	$409.00	$433.00
6.5	**Hearing Panel Charges** (additional to fee for full / limited notification)		
	Commissioner	At cost + 10%	At cost + 10%
	Panel comprising 2 councillors (per hour)	$210.00	$223.00
	Panel comprising 3 councillors (per hour)	$304.00	$322.00
	Pre-hearing meeting (per hour)	At cost	At cost
6.6	**Other Applications – Minimum charge** [B]		
	For any application lodged under the following sections		

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
	1. Extension of time (S125 RMA) (non-notified application	$701.00	$743.00
	2. Extension of time (S125 RMA) – notified application	$6,546.00	$6,939.00
	3. Change or cancellation of condition (section 127 RMA) - non-notified application	$935.00	$991.00
	4. Change or cancellation of condition (section 127 RMA) - notified application	$6,780.00	$7,187.00
	5. S139 Certificate of Compliance	$1,754.00	$1,859.00
	6. S139A Certificate of Existing Use	$1,169.00	$1,239.00
	7. S10 (2) Extension of existing use rights	$1,169.00	$1,239.00
	8. S168/168A Notice of Requirement for designation	$5,845.00	$6,196.00
	9. S181 Application for alteration to a designation	$1,403.00	$1,487.00
	11. S182 Removal of a designation	$292.00	$310.00
	12. S184 Extension of time for designations	$585.00	$620.00
	13. S176 Application for outline plan	$585.00	$620.00
	14. S176A Application for outline plan waiver	$176.00	$186.00
	15. Preparation / change or cancellation of consent notices	$176.00	$186.00
	16. Removal / refund of bonds and caveats	$292.00	$310.00
	17. Review of delegated decision to reject application	$935.00	$991.00
	18. Cancellation of amalgamation	$1,052.00	$1,115.00
	19. Overseas investment certificate application	$234.00	$248.00
	20. Removal of building line restriction	$585.00	$620.00
6.7	**Road Naming and Numbering**		
	Allocation of new Rapid Number (includes plate)	$70.00	$75.00

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
	Resurveying site access where allocated number is no longer correct	At cost	At cost
	Replacement Rapid Number plate	$29.00	$31.00
	Investigation of proposed road name / rename and Council report	New charge	At cost

7.0 Alcohol licensing and gambling venue consent fees

Alcohol licensing fees are set under the Sale and Supply of Alcohol (Fees) Regulations (2013). Gambling venue consent fees are charged under the Gambling Act 2003 and the Racing Industry Act 2020 (replaces Racing Act 2003).

◊ Fee is set by statute or other documents and cannot be amended or inflated by Council.

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025	1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
		LICENCE APPLICATION		LICENCE ANNUAL FEE	
7.1	**Cost and Risk Fee Category**				
	Very low ◊	$368.00	$368.00	$161.00	$161.00
	Low ◊	$609.50	$609.50	$391.00	$391.00
	Medium ◊	$816.50	$816.50	$632.50	$632.50
	High ◊	$1,023.50	$1,023.50	$1,035.00	$1,035.00
	Very high ◊	$1,207.50	$1,207.50	$1,437.50	$1,437.50

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
7.2	**Special Licenses**		
	Class 3 - One or two small events ◊	$63.25	$63.25
	Class 2 – Three to 12 small events or one to three medium events ◊	$207.00	$207.00
	Class 1 – 13 or more small events or; four or more medium events or; a large event and / or (irrespective of number of attendees) the event is a Rodeo ◊	$575.00	$575.00
7.3	**Application Type**		
	Manager's certificate application ◊	$316.25	$316.25
	Temporary authority for on/off licenses ◊	$296.70	$296.70
	Temporary licence during repairs or unforeseen events ◊	$296.70	$296.70
7.4	**Gambling Venue – Deposit for Processing of Application**	$588.00	$588.00

8.0 Food licences

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
8.1	**New Registration**		
	Food Control Plan – Single Site	$176.00	$197.00
	Food Control Plan – Multi Site	$264.00	$295.00
	National Programme	$176.00	$197.00
	Food Control Plans or National Programmes >1 hour (per hour)	$176.00	$197.00
	Advisory Fee or Pre-opening visits (per hour)	$176.00	$197.00
	Food Control Plan mentoring fee	$351.00	$393.00
8.2	**Registration Renewals**		
	12 Month Food Control Plan Single Site Renewals	$176.00	$197.00
	12 Month Food Control Plan Multi Site Renewals	$264.00	$295.00
	24 Month National Programme Renewals	$222.00	$249.00
8.3	**Monitoring and Compliance**		
	Food Control Plans – annual (including those registered before 1 March 2016)	$88.00	$98.00
	National Programmes – 24 months	$176.00	$197.00

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
8.4	**Verification**		
	Food Control Plan – single site audit (including follow up to 15 minutes)	$585.00	$655.00
	Food Control Plan – multi site audit (including follow up to 15 minutes) (per hour)	$176.00	$197.00
	Food Control Plan audit follow up over 15 minutes (per hour)	$176.00	$197.00
	National Plan Level 1 Check (one-off) (per hour)	$176.00	$197.00
	National Plan Level 2 Audit – 3 yearly (per hour)	$176.00	$197.00
	National Plan Level 3 Audit – 2 yearly (per hour)	$176.00	$197.00
8.5	**Complaints**		$197.00
	Complaint resulting in issue of improvement notice by Food Safety Officer and its review (per hour)	$176.00	$197.00
	Additional visits for non-compliance (per hour)	$176.00	$197.00
8.6	**Exemptions**		$197.00
	Application	$176.00	$197.00
	Assessment over 1 hour (per hour)	$176.00	$197.00

9.0 Mobile shops, stalls and hawkers permits, and amusement devices fees

Mobile shops, stalls and hawkers are charged under the Ashburton District Council Trading in Public Places Bylaw. The amusement devices fee is set by the Amusement Devices Regulations 1978. Ground rental for the use of Council open space, such as the use of grounds required for circuses or fairs is charged under section 17, Open Spaces Fees.

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
9.1	**Hawkers and Itinerant Traders Permit**	$112.00	$119.00
9.2	**Circuses and Fairs Licence –** per day	$112.00	$325.00
9.3	**Amusement Devices Fee** - first device ◊ ($10.00 +GST)	$11.50	$11.50
	Each subsequent device ◊	$2.30	$2.30
9.4	**Land-Borne Inflatable Devices** (No charge for charitable organisations)		
	First device	New charge	$100.00
	Each subsequent device	New charge	$50.00
9.5	**Mobile Shop or Stall Permit***		
	Daily Permit for Trading in Public Places	$52.00	$55.00
	Annual Permit for Trading in Public Places	$209.00	$250.00
9.6	**Mobile Shop or Stall Site Rental**		
	Non-powered site - rental per day	$20.00	$23.00
	Non-powered site - rental per week	$140.00	$150.00
	Powered site – rental per day	$24.00	$35.00
	Powered site – rental per week	$170.00	$220.00

◊ Fee is set by statute or other documents and cannot be amended or inflated by Council.

10.0 Public health licensing

Public health licence fees are charged under the Health (Registration of Premises) Regulations 1966.

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
10.1	**Hairdressers Licence**	$168.00	$178.00
	Change of ownership	$62.00	$66.00
	Extra inspection fee for non-compliance per inspection	$93.00	$99.00
10.2	**Funeral Directors Licence**	$168.00	$178.00
	Change of ownership	$62.00	$66.00
	Extra inspection fee for non-compliance per inspection	$93.00	$99.00
10.3	**Camping Ground Licence**	$168.00	$178.00
	Change of ownership	$62.00	$66.00
	Extra inspection fee for non-compliance per inspection	$93.00	$99.00
10.4	**Offensive Trades Licence**	$168.00	$178.00
	Change of ownership	$62.00	$66.00
	Extra inspection fee for non-compliance per inspection	$93.00	$99.00

11.0 Animal control

Animal control fees are charged under the Dog Control Act 1996. Animal control infringements are determined by statute and can be found in the Dog Control Act 1996.

Details of the 'Responsible Dog Owner Status' can be found in Section 4 of Council's Dog Control Policy.

The Dog Control Act 1996 only requires dogs classified as Menacing to be dealt with by way of muzzling and neutering. However, the Act does allow for increased registration fees to be applied to dogs classified as Dangerous, as well as the muzzling and neutering requirements.

(H) When the cost of animal control and enforcement and related processes exceeds the stated fee (minimum charge) the Council may recover all additional costs on a time and cost basis.

Note: Dogs must be registered by three months of age.

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
11.1	**Dog registration fees**		
	Disability assist dogs	Free	Free
	Micro-chip fee per dog (H)	$19.00	$20.00
	Rural dogs*		
	Rural (per 1st and 2nd dog)	$66.00	$70.00
	Rural (per subsequent dog)	$31.00	$33.00
	Late registration penalty fee - rural	$31.00	$33.00
	Menacing dog – rural	$66.00	$70.00
	Dangerous dog – rural	$99.00	$105.00
	Urban dogs		
	Urban un-neutered dog	$99.00	$105.00
	Urban de-sexed dog *(urban de-sexed dog fee reductions will only be given at the commencement of the registration year and upon receipt of a veterinarian's certificate)*	$66.00	$70.00
	Responsible dog owners (per dog) – urban only	$60.00	$64.00
	Late registration penalty fee – urban	$46.00	$49.00
	Menacing dog - urban	$99.00	$105.00
	Dangerous dog – urban	$148.00	$158.00
	Penalty fee for late registration of urban de-sexed dogs	$31.00	$33.00
	Licence to keep three or more dogs (urban)	$54.00	$57.00
	Renewal of licence to keep three or more dogs	$27.00	$29.00
11.2	**Impounding fees – dogs**		
	First offence	$94.00	$100.00
	Second or more offence (per offence)	$233.00	$250.00
	Microchip fee (H)	$19.00	$20.00
	Daily sustenance fee – charged on impound and every 24 hours thereafter	$18.00	$19.00
11.3	**Impounding fees – stock**		
	Stock call-out fee (H)	$135.00	$144.00
	Impounding fee per head (when stock have to be transported to alternative area for impounding)	$112.00	$120.00
	Daily sustenance fee	At cost	At cost

** Dog owners are advised that the fees set out above become due for payment on 1 July each year.*

** Rural fees apply to all dogs that are kept on properties within the Rural A, B & C Zones of the Ashburton District Plan. For all other zones the urban dog registration fee will apply*

12.0 Bylaw fees and fines

Bylaw fees and fines are charged under the Local Government Act 2002. When the cost of bylaw monitoring and/or enforcement related processes exceeds the stated fee, (minimum charge), Council may recover all additional costs on a time and cost basis [(E)].

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
12.1	**Fees under the Ashburton District Bylaws**		
	Licence to keep bees (urban areas)	$56.00	$59.00
	Licence to keep poultry or stock (urban areas)	$112.00	$119.00
	Removal of advertising signs [(E)]	$186.00	$198.00
	Regulatory functions and enforcement [(E)]	$93.00	$99.00
12.2	***Litter Fines*** *– Maximum permitted under the Litter Act 1979* ◊	$400.00	$400.00
	Clean-up relating to litter and illegal dumping infringements [(E)]	$62.00	$66.00
12.3	**Noise Equipment Seizure** - Return of seized equipment [(E)]	$134.00	$142.00

13.0 Bylaw breaches

Every person who fails to comply with a bylaw commits an infringement offence and may be served with an infringement notice and be liable to pay an infringement fee. Dependent on the nature of the failure, any breach of a bylaw could also result in charges being laid under the relevant Act(s).

See the Explanatory Bylaw for further information at *ashburtondc.govt.nz > Our Council > Policies and Bylaws > Bylaws*.

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
13.1	**Maximum infringement fees**		
	Dog Control Bylaw breach ◊	As set by the Dog Control Act or otherwise $500.00	As set by the Dog Control Act or otherwise $500.00
	Transportation and Parking Bylaw breach ◊	As set by the Land Transport Act or otherwise $500.00	As set by the Land Transport Act or otherwise $500.00

◊ Fee is set by statute or other documents and cannot be amended or inflated by Council.

14.0 Water sampling – private supplies

The fee stated below is a **minimum** fee. When the cost of water testing exceeds the stated fee (minimum charge) the Council may recover all additional costs on a time charge basis [(F)].

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
14.1	Bacteriological water testing - minimum charge [(F)]	$34.00	$36.00

15.0 Water services

Water service connection fees are charged under the Ashburton District Council Water Supply and Wastewater Bylaws.

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
15.1	**Service Connection Application and Inspection Fee (payable on application)**		
	Single service – for one type of service (i.e. water only or sewer only)	$383.00	$406.00
	Multiple services – two or more types of service (i.e. water & sewer or sewer & stormwater etc)	$450.00	$477.00

Note:

- Only Council-approved contractors can undertake service connection or disconnection work.
- The scope of the work includes all construction from the property boundary up to and including connection to the Council main* (or kerb and channel for stormwater connections).
- The applicant is required to engage an 'Approved Contractor' of their choice and meet the costs of the work directly.
- Council normally inspects the work during and / or at the completion of construction.
- Written approval of the physical work will be provided to the applicant and the contractor.

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
15.2	**Water Main Tapping Fee** (payable on application)		
	Connections 50mm diameter and smaller - Ashburton only	$219.00	$232.00
	Connections 50mm diameter and smaller - Other ADC supplies	$350.00	$371.00
	Connections greater than 50mm diameter (All supplies)	At cost (deposit $1,000)	At cost (deposit $1,000)
	Physical work associated with live tapping of water mains shall be undertaken only by Council's maintenance contractor. The cost of this work will be recovered by Council.	At cost	
15.3	**Reticulation / Facility Cost Recovery Fees**		
	NW Ashburton Reticulation Cost Recovery This fee recovers the cost of providing reticulation to the Northwest Ashburton area and is payable at the time of application to connect to the Ashburton water supply. This fee is in addition to development contributions, service connection application and inspection fee and main tapping fee. The fee applies to new connections to the Ashburton water supply in the following locations: 1. Farm Road (Middle Road to Racecourse Road) 2. Allens Road (Mill Creek to Racecourse Road) 3. Carters Road (Farm Road to Allens Road) 4. Racecourse Road (Farm Road to Belt Road) 5. Charlesworth Drive (including Verona Dr (Pvt)) 6. Primrose Place 7. Hanrahan Street (Extension)	$1,760.00	$1,865.00

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
	8. Douglas Drive 9. Ayers Green		
	Buckleys Terrace Cost Recovery	$3,571.00	$3,786.00
	Taits Road Cost Recovery	$9,754.00	$10,339.00
	Northpark Road	$8,223.00	$8,716.00
	Glassworks Road Cost Recovery	$7,751.00	$8,216.00
	Murdochs Road Cost Recovery	$6,000.00	$6,360.00
	Wilkins Road Cost Recovery	$6,148.00	$6,517.00
	Beach Road East Cost Recovery	$8,172.00	$8,662.00
	Hanrahan Street Wastewater Pump Station Recovery	$1,080.00	$1,144.00
15.4	**Additional Inspection** – payable by contractor should re-inspection be required	$187.00	$199.00
15.5	**Service Disconnection Fee** (Invoiced at completion)	At cost	At cost

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
15.6	**Bulk Water Charge (per m³)** – For water supplied through contractor filling points	$5.60	$6.00
15.7	**Water Meter Testing Charge** (Payable on application) *Customers who believe their water meter is not measuring correctly can apply to have the meter tested for accuracy. This fee includes the cost of recovering the meter, testing at an approved facility, and provision of a test report. If the tested meter fails to meet accuracy requirements detailed in the ADC Bylaw, the cost of the testing is refunded.*		
	Meter smaller than 25mm diameter – Ashburton water supply	$341.00	$361.00
	Meter smaller than 25mm diameter – Other ADC water supplies	$456.00	$483.00
	Meter 25mm diameter or larger – All ADC water supplies	At cost	At cost
15.8	**Stormwater Resource Consent Monitoring** – *Council reserves the right to recover costs arising from third party non-compliance with resource consent conditions.*	At cost + 10% admin fee	At cost + 10% admin fee

16.0 Roading and footpaths

Roading and footpath fees are charged under the Local Government Act 1974.

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
16.1	**New vehicle crossing** Includes application fee and two inspections. Costs to construct are the responsibility of the applicant.	$176.00	$186.00
16.2	**Temporary fence** Includes application fee and two inspections. Costs to construct are the responsibility of the applicant.	$176.00	$186.00
16.3	**Oil on road** Includes application fee and two inspections	$176.00	$186.00
16.4	**Additional inspections**	$176.00	$186.00
16.5	**Pipe under road** Includes application fee and two inspections Costs to construct are the responsibility of the applicant	$176.00	$186.00
16.6	**Abandoned vehicle recovery**		
	Urban area	$176.00	$186.00
	All other areas	$351.00	$372.00

17.0 Open spaces

Open spaces hire fees are charged under the Ashburton District Council Open Spaces Bylaw. Minimum fees are also included in Council's Use of Sports Field Policy. Please note – some exemptions and restrictions apply for the use of open spaces. For more information, see the Use of Sports Fields Policy.

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
17.1	**Casual usage (per day)**		
	Hire of picnic ground for casual usage, per day (plus $25 refundable key bond)	$35.00	$37.00
	Picnic ground kiosk/kitchen (includes electricity)	New charge	$50.00 plus refundable bond of $200
17.2	**Ongoing usage (per season)**		
	Field size - 200m^2 to 5,000m^2	$117.00	$124.00
	Field size – 5,000m^2 to 10,000m^2	$234.00	$248.00
	Field size – greater than 10,000m^2	$363.00	$384.00
17.3	**Commercial usage (per day)** – any field size	$313.00	$332.00
17.4	**Power service charge (per day)**	$55.00	$58.00
	RCD multioutlet transformer (per day)	New charge	$57.00 plus $150 bond per hire

18.0 Property

Property fees are charged under the Local Government Act 2002.

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
18.1	**Leases and Licenses to Occupy**		
	Prepare deed of lease (registered or unregistered)	$176.00	$187.00
	Prepare variation, surrender, renewal or assignment of lease (registered or unregistered)	$176.00	$187.00
	Provide consent to transfer lease (registered or unregistered)	$176.00	$187.00
	Prepare licence to occupy	$176.00	$187.00
	Prepare variation, surrender, renewal or assignment of licence to occupy	$176.00	$187.00
	Prepare temporary licence to occupy	$160.00	$170.00
	Consents (Council approval as affected party) rate per first hour, then at cost / staff member rate per hour after	$168.00	$178.00
18.2	**Footpath / Alfresco Dining Rental Fee**		
	Footpath rental fee – for alfresco dining Zone 1	$300.00	$318.00
	Footpath rental fee – for alfresco dining Zone 2	$200.00	$212.00
	Footpath and carpark rental fee for temporary usage per day (i.e. demolition and construction)	$11.00	$12.00
18.3	**Waste Minimisation Administration Fee**		
	Administration Reporting Fee (per reporting period)	$148.00	$157.00

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
18.4	**Additional administration charges (first hour free, all extra time charged on an hourly basis)**		
	Property Manager	$274.00	$290.00
	Property Advisor/ Property Officer/Facilities Management Officer	$148.00	$157.00
	Administration officer	$112.00	$118.00
	Legal fee	$329.00	$348.00
18.5	**Old Polytech Kitchen**		
	Hall hire per day	$24.00	$25.00
18.6	**Walnut Avenue Pavilion***		
	Hire per hour (maximum total charge up to $150.00 per day)	New fee	$26.00
18.7	**Domain Oval Pavilion***		
	Hire per hour (maximum total charge up to $150.00 per day)	New fee	$26.00

* To take effect once transfer to ADC has taken place

19.0 Memorial Halls

Property fees are charged under the Local Government Act 2002.

(G) Fees for hire of War Memorial Halls are set and administered by their respective boards/committees.

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
19.1	**Mayfield Memorial Hall**		
	Not for profit users		
	Supper Room – half day	$35.00	$37.00
	Supper Room – full day	$60.00	$64.00
	Hall – half day	$60.00	$64.00
	Hall – full day	$120.00	$127.00
	Kitchen hire (in addition to above charges)	$30.00	$32.00
	Hall pack-up or down following event (in addition to above charges)	$50.00	$53.00
	Commercial organisation users		
	Supper Room – half day	$45.00	$48.00
	Supper Room – full day	$70.00	$74.00
	Hall – half day	$80.00	$85.00
	Hall – full day	$140.00	$148.00
	Kitchen hire (in addition to above charges)	$30.00	$32.00
	Hall pack-up or down following event (in addition to above charges)	$50.00	$53.00
19.2	**Mount Hutt Memorial Hall** (G)		
	Community charges		
	Hourly room hire rate (e.g. Tai Chi, Yoga etc)	New charge	$30.00
	ihub lease space (per month)	$115.00	$122.00

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
	Board room hire per half day	$58.00	$61.00
	Board room hire per full day	$115.00	$122.00
	Theatrette hire per half day	$90.00	$95.00
	Theatrette hire per full day	$115-150.00	$156.00
	Function room hire per half day	$115.00	$122.00
	Function room hire per full day	$170.00	$180.00
	Hall hire per day	$460.00	$488.00
	Commercial charges		
	Downstairs office hire per half day	$46.00	$49.00
	Function room hire per half day (without lawn)	$115.00	$138.00
	Function room hire per half day (with lawn)	$165.00	$191.00
	Function room hire per full day (without lawn)	$200.00	$212.00
	Function room hire per full day (with lawn)	$290.00	$307.00
	Function room hire per night function	$115.00	$122.00
	Kitchen hire	$80.00	$80.00
	Theatrette hire per half day	$115.00	$122.00
	Theatrette hire per full day	$240.00	$212.00
	Hall hire per day	$800-1000.00	$832-1040.00
	Boardroom hire per half day	$70.00	$74.00
	Boardroom hire per full day	$150.00	$159.00
	Encounter hire full day	$170.00	$180.00
	Wedding hire per day (includes Hall, Function Room, Kitchen plus full clean)	$1,440.00	$1,526.00
	Wedding hire – set up day before	$460.00	$488.00
	Art Gallery hire full day	$115.00	$122.00

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
	Morning tea or afternoon tea per head *Morning tea – coffee/tea/biscuits* *Afternoon tea – coffee/tea/scone/muffin* *(orange juice and fruit extra cost)*	$6.50-11.00	$7-11.00
	Lunch per head *Sandwiches/savouries/slice* *(orange juice and fruit extra cost)*	$15.50-19.50	$16-20.00
	Tablecloths (each)	$19.00	$21.00
	Entire clean after function	$170.00	$180.00
19.3	**Mount Somers War Memorial Hall** (G)		
	Private hire of entire facility per hour	$20.00	$21.00
	Commercial hire of entire facility per hour	$34.50	$37.00
	Hire of supper room and kitchen together per hour	$15.00	$16.00
	Hire of kitchen or supper room only per hour	$10.00	$11.00
	Hire per funeral per hour	$30.00	$32.00
19.4	**Rakaia Memorial Hall** (G)		
	Not for profit users		
	Supper Room	$40.00	$42.00
	Supper Room (during winter)	$50.00	$53.00
	Supper Room & Kitchen	$100.00	$106.00
	Classes (per night)	$20.00	$21.00
	Whole Hall Hire (per day)	$200.00	$212.00
	Commercial users		
	Supper Room	$90.00	$95.00
	Supper Room (during winter)	$100.00	$106.00
	Supper Room & Kitchen	$150.00	$159.00

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
	Whole Hall Hire (per day)	$250.00	$265.00
	Additional costs for heating (per hour)	$10.00	$11.00
19.5	**Alford Forest Hall** (G)		
	Hall hire per day	$100.00	$106.00
	Hall hire per half day	$60.00	$64.00
19.6	**Ealing Memorial Hall** (G)		
	Hall hire per day	$100.00	$106.00
	Hall hire per night	$60.00	$64.00
19.7	**Greenstreet Ashburton Forks Hall** (G)		
	Hall hire per day or per night	$120.00	$127.00
19.8	**Seafield Hall** (G)		
	Hall hire per day	$75.00	$80.00
19.9	**Lagmhor/Westerfield Hall** (G)		
	Hall hire per day	$150.00	$159.00
	Hall hire per half day	$50.00	$53.00
19.10	**Balmoral Hall**		
	Hall hire per hour (maximum total charge up to $150.00)	$25.00	$27.00
19.11	**Tinwald Memorial Hall** (*bond: $50.00)		
	Supper Room - small meetings*	$15.00	$15.00
	Supper Room - other events (per hour)*	$10.00	$10.00
	Main Hall – Saturday*	$250-$300	$250-$300
	Main Hall – other days*	$150-250	$150-250
	Weddings (depending on days)*	$300-500	$300-500

20.0 Campgrounds

Please note, Council's campgrounds have a check in time of 2pm and a check-out time of 10am.

Further information on Council's campgrounds can be found on Council's website.

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
20.1	**Rangitata site**		
	Unpowered – Adult (per person per night)	$11.50	$12.00
	Unpowered – Child (5-17 years, per night)	$3.00	$3.00
	Unpowered – Child (under 4)	Free	Free
	Powered – Adult (per person per night)	$13.50	$14.00
	Powered – Child (5-17 years, per night)	$5.50	$6.00
	Powered – Child (under 4)	Free	Free
	Storage per day (unpowered only)	$2.00	$3.00
	Seasonal (49 days) – unpowered	$493.00	$522.00
	Seasonal (49 days) – powered	$602.00	$638.00
	Washing machine (per token)	$4.00	$4.00
20.2	**Hakatere site**		
	Per person per night	$5.00	$5.00
20.3	**Ashburton Holiday Park**		
	Unpowered – Adult (per person per night)	$18.00	$18.00
	Unpowered – Two Adults	$32.00	$32.00
	Unpowered – Per extra Adult	$16.00	$16.00
	Unpowered – Child	$8.00	$10.00
	Powered – Adult (per person per night)	$25.00	$30.00
	Powered – Two Adults	$38.00	$38.00
	Powered - Per extra Adult	$16.00	$18.00
	Powered – Child	$8.00	$10.00
	Long Term Guest – 1 adult	$130.00(p/wk)	$24.20 ($170p/wk)
	Long Term Guest – 2 adults	$160.00(p/wk)	$28.50 ($200p/wk)

21.0 Cemeteries

Cemetery fees are charged under the Burial and Cremation Act 1964 and Ashburton District Council Cemeteries Bylaw. Travel is included in burial fees.

*Denotes services only available in the Ashburton Cemetery

** Denotes services only available in the Mt Somers Cemetery

▲ The purchase of a cemetery plot provides the exclusive right of permanent burial in a cemetery owned by Ashburton District Council and includes the issue of a Certificate of Purchase.

† The additional fee for the internment of a non-resident/non-ratepayer is payable where the deceased person has not permanently resided within the boundaries of Ashburton District for at least two years prior to the date of death. See Section 13.8 of the Cemeteries Bylaw for further information.

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
21.1	**Purchase of cemetery plot ▲ (Ashburton, Methven & Rakaia Cemeteries)**		
	Grave plot with concrete beam	$1,855.00	$1,966.00
	Grave plot with concrete beam – children's section*	$976.00	$1,035.00
	Cremation plot	$736.00	$781.00
	Natural burial plot (adult)*	$1,855.00	$1,966.00
	Natural burial plot (child)*	$463.00	$491.00
	Muslim burial plot (adult)*	$1,987.00	$2,106.00
	Muslim burial plot (child)*	$993.00	$1,052.00
21.2	**Purchase of cemetery plot ▲ (rural cemeteries)**		
	Grave plot without concrete beam (2.75m by 1.22m)	$952.00	$1,010.00
	Cremation plot**	$736.00	$781.00

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
21.3	**Interment charges (including private cemeteries)**		
	Interment of casket at double depth	$1,584.00	$1,679.00
	Interment of casket at single depth	$1,426.00	$1,511.00
	Re-opening of double depth plot for interment of second casket	$1,573.00	$1,667.00
	Interment of casket for a child under 9 years	$555.00	$588.00
	Interment of casket for stillborn child	$321.00	$340.00
	Muslim interment for adult, child or stillborn (includes Muslim board)	$2,217.00	$2,350.00
	Interment of ashes	$316.00	$335.00
21.4	**Additional interment charges** *(these may apply depending on the circumstances of the interment and are in addition to any other fees payable)*		
	Additional fee for less than eight (8) working hours' notice of burial	$281.00	$298.00
	Additional fee for burial performed up to 1:00pm on a Saturday (including digging and / or burial where the casket is in the ground and ceremony completed)	$281.00	$298.00
	Additional fee for burial performed past 1:00pm on a Saturday, all day Sunday or on a public holiday	$841.00	$891.00
	Additional fee for work after 4:30pm (where possible funerals should be finished by 4:00pm to allow the Sexton to close the grave)	$281.00	$298.00
	Additional fee for work involved in removing a concrete capped grave for the interment of a casket	$386.00	$409.00
	Additional fee for the interment of a non-resident/non-ratepayer †	Additional 30% of plot	Additional 30% of plot

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
		purchase and interment fee	purchase and interment fee
21.5	**Disinterment/Re-interment charges**		
	Disinterment	At cost	At cost
	Re-interment	At cost	At cost
21.6	**Administration fees**		
	Permit to erect memorials	$71.00	$75.00
	Installation of plaque on memorial wall	$69.00	$73.00
	Cemetery record print out	$6.00	$6.00
	Change of plot	$66.00	$70.00
21.7	**Memorial wall (Ashburton Seafield Lawn)** *Fee covers site, administration and maintenance. No pre-sales.* *Installation left to right, top to bottom. Plaques granite only, 135x95mm*		
	Plaque installation	New charge	$150.00
21.8	**Scattering Garden (Ashburton Seafield Lawn)**		
	Scattering	New charge	$246.00

22.0 Parking

Parking fees are charged under the Ashburton District Council Transportation and Parking Management Bylaw.

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
22.1	**Cass St car park pay and display meter (per day)**	$3.00	$3.00
22.2	**Parking permit – time restricted parking space**		
	Day	$14.00	$15.00
	Week	$58.00	$62.00
	Month	$210.00	$223.00

23.0 Refuse & recycling

Refuse and recycling fees and charges are charged under the Waste Minimisation Act 2008.

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
23.1	**Kerbside refuse collection**		
	Prepaid refuse bags – roll of 5 bags	$13.50	$14.00
	Individual prepaid refuse bag	$3.00	$3.00
	New or additional green recycling crate	$19.50	$21.00
	Replacing an old/damaged green crate (in exchange for a new green crate)	Free	Free
	Replacement 240 L recycling wheelie bin (yellow lid) - delivered	$41.00	$44.00
	Replacement 80 L rubbish bin (red lid) - delivered	$36.00	$38.00
	Additional refuse collections		
	Additional 80 L rubbish wheelie bin collection service (each/year)	$165.00	$184.00
	Additional 120 L rubbish wheelie bin collection service (each/year)	$209.00	$232.00
	Additional 240 L rubbish bin wheelie collection service (each/year)	$337.00	$374.00
	Additional 80 L rubbish wheelie bin CBD collection service (each/year)	$333.00	$370.00
	Additional 120 L rubbish wheelie bin CBD collection service (each/year)	$418.00	$464.00
	Additional 240 L rubbish wheelie bin CBD collection service (each/year)	$672.00	$749.00
	Additional rubbish bin – upsize swap (administration and re-issue charge)	$94.00	$100.00
	Additional recycling collections		
	Additional 240 L recycling bin collection service (each/year)	$66.00	$70.00
	Additional 240 L recycling bin CBD collection service (each/year)	$134.00	$142.00
	The glass crate collection service is limited to three per household and six per business	Paid for on rates	Paid for on rates
	Additional recycling bin or crate retrieval	Free	Free
23.2	**Ashburton & Rakaia Resource Recovery Park fees**		
	Residual waste minimum charge (up to 40 kg)	$8.00	$10.00
	Residual waste minimum charge (40 – 80 kg)	$20.00	$24.00
	Residual waste minimum charge (80 – 120 kg)	$33.00	$41.00
	Residual waste loads over 120 kg (rate per tonne)	$301.00	$365.00
	Green Waste – minimum charge (up to 50kg)	$5.00	$6.00
	Green Waste – minimum charge (51kg – 100kg)	$11.00	$12.00
	Green waste (per tonne)	$115.00	$122.00
	Car / light truck / 4x4 (per tyre)	$7.00	$7.50
	Heavy truck (per tyre)	$13.00	$13.00
	Standard tractor tyre under 150 kg (per tonne)	$49.00	$52.00
	Heavy machine tyre under 1500 mm diameter (per tonne)	$323.00	$342.00
	Heavy machine tyre over 1500 mm diameter (per tonne)	$453.00	$481.00
	Car body (stripped / each)	$73.00	$77.00

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
	Cleanfill and rubble (per tonne)	$168.00	$178.00
	Electronic waste – flat screens, CRT monitors, TVs, stereos and computers	Free	Free
	Expanded polystyrene foam/Styrofoam (per tonne)	$7,027.00	$7,449.00
23.3	**Methven drop-off site - green waste**		
	Minimum charge	$11.00	$11.60
	Green waste (per m^3)	$33.00	$35.00

24.0 Trade waste disposal

Trade waste fees are charged under Ashburton District Council Bylaws - Trade Wastes Bylaw.

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
24.1	**Trade waste**		
	Registration form and assessment	Free	Free
	Application fee for a trade waste consent (one-off)	$147.00	$156.00
	Annual charge for a permitted category	$110.00	$244.00
	Annual charge for conditional consent	$183.00	$416.00
	Transgression follow up inspections/ investigations	At cost	At cost
	Trade waste excess volume charges (per m^3)	$0.60	$0.60
	Trade waste excess BOD5 charges (per kg)	$2.30	$2.30
	Septic tank waste (per m^3)	$29.00	$59.00

25.0 Ashburton Airport

Please note: The landing fees in the table below do not apply to commercial operators. Casual landing fees or annual landing fees for commercial operators must be agreed directly with Council's Property Manager.

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
25.1	**Aeronautical Charges**		
	Fixed wing training circuit* (per 20 minutes)	New charge (previous $3.00 per touch and go movement)	$10.00
	Fixed wing landing fee (per landing, based off Maximum Capacity Take Off Weight - MCTOW)	$9.00	$10.00 per Tonne (minimum charge $10)
	Helicopter landing fee (per landing)	$12.00	$13.00
	Failure to pay aeronautical charge**		
	1st offence	$40.00	$40.00
	2nd offence	$100.00	$100.00

** Transitioning Aircraft completing a training circuit includes touch and go's, go arounds, missed approaches and landing. Additional movements after 20 minutes will incur a new training circuit charge.*

*** Failure to pay means the aeronautical charge is unpaid by the due date of the invoice.*

26.0 Ashburton Art Gallery & Museum

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
26.1	Research/retrieval per 30 minutes (first 30 minutes are free)	$49.00	$40.00
	Digital or hardcopy scan	$27.00	$20.00
	Large digital or hardcopy scan	Research / retrieval fee + cost	Research / retrieval fee + cost
	Photocopying	As per Section 19 (Administration fees)	As per Section 19 (Administration fees)
	PRA 2005 research/retrieval	No fee allowed	No fee allowed

27.0 Te Kete Tuhinga | Ashburton Library

Library charges are charged under the Local Government Act 2002. Borrowers that have not returned an item 30 days after the due date will be charged the cost of the item.

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
27.1	**Rentals and services**		
	Reserved books	$2.30	$2.40
	Inter-loan requests (minimum fee)	$6.50	$6.90
	Replacement card	$4.10	$4.30
	Cancelled books	$1.10	$1.00
	Non-resident issues – adults surcharge	$1.10	$1.20
	Library research fee (per 30 minutes)	$18.00	$19.00
	Book covering (per book)	$4.40	Service removed
	Cost recovery for materials used at Makerspace room (minimum charge $2.00)	Actual costs on charged, depending on materials used	Actual costs on charged, depending on materials used
27.2	**Meeting Rooms***		
	Dorie, Mt Somers, Longbeach Rooms 4-5 people (per hour)	$20.00	$21.00
	Dorie, Mt Somers, Longbeach Rooms 4-5 people (half day)	$50.00	$53.00
	Dorie, Mt Somers, Longbeach Rooms 4-5 people (full day)	$80.00	$85.00
	Ashburton Room- 8 people (per hour)	$30.00	$32.00
	Ashburton Room - 8 people (half day)	$90.00	$95.00

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
	Ashburton Room - 8 people (full day)	$130.00	$138.00
	Ashburton Lakes Room (with kitchenette) - 12 people (per hour)	$40.00	$42.00
	Ashburton Lakes Room (with kitchenette) - 12 people (half day)	$100.00	$106.00
	Ashburton Lakes Room (with kitchenette) - 12 people (full day)	$150.00	$159.00
	Banded Dotterel Room - 16 people (per hour)	$40.00	$42.00
	Banded Dotterel Room - 16 people (half day)	$100.00	$106.00
	Banded Dotterel Room - 16 people (full day)	$150.00	$159.00
	Emergency Operation Centre (half day)	$150.00	$159.00
	Emergency Operation Centre (full day)	$230.00	$244.00
	Security & lockup after closing / additional cleaning	Actual costs on charged	Actual costs on charged

Individuals or community group bookings that focus on social wellbeing or providing learning opportunities at no cost or membership fees to participants, may be eligible to pay half price rates or be free, if the meeting is within library hours. Please contact the library via library@adc.govt.nz or call us on 03 3087192.

28.0 EA Networks Centre

EANC - Pool		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
28.1	**Casual prices**		
	Adult	$7.30	$7.50
	Child (5-17 years)	$4.50	$5.00
	Child under 5 years	Free	Free
	Senior (≥65 years)	$4.50	$5.00
	Senior (≥ 80 years)	Free	Free
	Student with ID / Community Services Card Holder	$4.50	$5.00
	Poolsafe family of 2 (1 adult 1 child)*	$10.50	$11.00
	Poolsafe family of 3 (1 adult 2 children, or 2 adults 1 child)*	$12.50	$13.25
	Poolsafe family of 4 (1 adult 3 children, or 2 adults 2 children)*	$15.00	$16.00
	Poolsafe family of 5 (1 adult 4 children, or 2 adults 3 children)*	$17.50	$18.75
	** Pool Safe Age ratio requirements must still be satisfied*		
	Aquacise class - adult	$9.90	$10.00
	Aquacise class - senior (≥65 years)	$6.30	$7.50
	Aquacise class - Student	New Fee	$8.50
28.2	**Concession cards**		
	Pool – 10 swims		
	Adult	$65.70	$67.50
	Senior (≥65 years) / student / child	$40.50	$45.00
	Aquacise – 10 sessions		
	Adult concession card	$89.10	$90.00

EANC - Pool		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
	Senior (≥65 years) / student concession card	$56.70	$67.50
28.3	**Squad prices** (please note monthly charges are calculated over 11 months)**		
	***(NOTE: Fees and currently subject to further discussions with users and may change prior to adoption of the Long Term Plan)*		
	Gold	$1,922.00	$2,037.00
	Silver	$1,579.00	$1,673.00
	Bronze	$1,373.00	$1,455.00
	Develop	$1,098.00	$1,164.00
	Youth / fitness	$824.00	$873.00
	Tri / fitness	$1,373.00	$1,455.00
28.4	**Learn to swim – per lesson**		
	Waterbabies	$10.50	$10.50
	Preschool levels 1 to 3	$10.50	$10.50
	School age levels 1 to 6	$12.50	$13.00
	Level 7	$13.50	$14.00
	Level 8	$19.00	$22.00
	Individual lessons		
	30 minute	$47.50	$50.00
	20 minute	$36.50	$40.00
	15 minute	$26.50	$30.00
28.5	**Pool hire - per hour**		
	Main pool (incl timing equipment and pool entry)	$220.00	$220.00
	Per lane (plus pool entry)	$19.00	$19.00

EANC - Pool		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
	Learners' pool (plus pool entry)	$87.50	$100.00
	Hydro therapy pool (plus pool entry)	$87.50	$100.00

EANC - Gym		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
28.6	**Gym casual**		
	Adult	$17.50	$18.00
	Senior (≥65 years) / Student / Community Services Card Holder	$11.50	$14.00
28.7	**Concession cards – 10 sessions**		
	Adult – gym	$157.50	$162.00
	Senior (≥65 years) / student - gym	$103.50	$126.00
	Adult – group fitness classes	$157.50	$162.00
	Senior (≥65 years) / student	$103.50	$126.00
28.8	**Memberships – per year**		
	Facility Wide – Adult	Fee restructured	$20.30pw
	Facility Wide- Senior/Student/Concession	Fee restructured	$17.30pw
28.9	**Memberships – other fees**		
	Replacement card	$5.00	$5.00
28.10	**Personal training charges**		
	30-minute session	$33.00	$35.00
	45-minute session	$49.50	$52.50
	60-minute session	$66.00	$70.00
	30-minute session for couples (pricing per person)	$28.75	$35.00

EANC - Gym		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
	60-minute group session (up to 4 people)	Fee restructured	$130.00

EANC – Stadium		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
28.12	**EANC – stadium**		
	Casual rate		
	Adult	$5.00	$5.00
	Student	$2.00	$2.50
	Indoor inflatable – adult or child	$6.00	$6.25
	Single court indoor (per court per hour)		
	Peak time: Monday – Friday after 3pm & weekends *Off-peak time: Monday – Friday 6am – 3 pm*		
	Peak time	$50.00	$55.00
	Off-peak time	$35.00	$40.00
	User group stadium hire – peak time	$48.00	$50.00
	User group stadium hire – off-peak time	$34.00	$35.00
	Single court outdoor (per court per hour)		
	Single court outdoor without lights	$17.00	$18.00
	Single court outdoor with lights	$34.00	$36.00
28.13	**Meeting rooms**		
	Meeting room (per hour)	$38.00	$40.00
	Meeting room - non-profit group (per hour)	$19.00	$20.00
	Meeting room (per day)	$151.00	$160.00
	Meeting room - non-profit group (per day)	$75.00	$80.00
	Community meeting room (per hour)	$38.00	$40.00
	Community room - non-profit group (per hour)	$19.00	$20.00
	Community room (per day)	$151.00	$160.00
	Community room - non-profit group (per day)	$75.00	$80.00

29.0 Tinwald pool [subject to pool opening]

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
29.1	**Casual prices**		
	Adult	$4.70	$5.00
	Child (under 5 years)	Free	Free
	Child (5-17 years)	$3.50	$3.70
	Senior ≥ 65 years	$3.50	$3.70
	Senior ≥ 80 years	Free	Free
	Student with ID	$3.50	$4.00
	Poolsafe family of 2 (1 adult 1 child)*	$7.50	$8.00
	Poolsafe family of 3 (1 adult 2 children, or 2 adults 1 child)*	$10.00	$11.00
	Poolsafe family of 4 (1 adult 3 children, or 2 adults 2 children)*	$12.50	$13.00
	Poolsafe family of 5 (1 adult 4 children, or 2 adults 3 children)*	$15.00	$16.00
	Adult 10 concession	$40.00	$42.00
	Child 10 concession	$28.00	$30.00

** Pool Safe Age ratio requirements must still be satisfied*

30.0 Events

		1 July 2023 - 30 June 2024	1 July 2024 – 30 June 2025
30.1	**Event applications**		
	Community and not-for-profit events		
	Less than 1000 attendees	New fee	$75.00
	1000 – 3000 attendees	New fee	$150.00
	More than 3000 attendees	New fee	$300.00
	Commercial & private events		
	Less than 500 attendees	New fee	$500.00
	500 – 2000 attendees	New fee	$1000.00
	More than 2000 attendees	New fee	$2000.00
	Charge out rate for Events Advisor if application process requires more than 2 hours of work (per hour)	New fee	$180.00
30.2	**Commercial photography**		
	Low impact	New fee	$56.00
	Low impact – seasonal fee	New fee	$282.00
	High impact	New fee	$565.00
30.3	Event posters		
	Event posters displayed in Ashburton Domain banner frames (charge per week)	New fee	$41.00

Significant forecasting assumptions

Our 10 Year Plan and its supporting documents are based on assumptions for projected changes in our district. But all assumptions carry uncertainty. The level of uncertainty is determined by the likelihood of occurrence and the financial materiality. This means there will be a variation in the levels of reliability in the forecasting for our plan.

We have made a number of significant assumptions in preparing our financial forecasts. The assumptions are based on both industry advice and best practice.

- Financial information has been prepared on best estimate assumptions regarding the potential for future events, economic shifts, and the domestic and global economic climate.
- Forecast cost indices have been prepared on advice from Business and Economic Research Limited (BERL) and Infometrics who forecast price level change indices adjustors for councils to use in long-term plans. These are used for both operating and capital budgets.
- The borrowing and investing interest rates were provided by Bancorp Treasury.
- Other assumptions have considered information from Stats NZ and Infometrics.

Our significant forecasting assumptions ensure there is a consistent and justifiable basis for the preparation of our plan for the next ten years.

Summary of assumptions

	Assumption	Confidence level	Risk level
General assumptions			
1	Population change	Medium	Low
2	Household change	Medium	Low
3	Demographic change	Medium	Low
4	Water Services Reform - Local Water Done Well	Medium	Medium
5	Legislative and political changes	Medium/High	Medium/High
6	Natural hazards and emergency events	Medium	Medium/High
7	Climate change	Medium/High (30 years) Medium/Low (100 years)	Medium
8	Economic environment	Medium	Low
9	Availability of contractors and materials	Medium	Medium/High
10	Capital delivery	Medium	Medium/High
11	Level of service	Medium	Medium
12	Council-held resource consents	Medium	Medium
13	Strategic assets	High	Medium/High
14	CCOs and shareholdings	Medium/High	Medium
15	Development contributions	High	Low
Financial assumptions			
1	Price level changes / inflation	Medium	Medium
2	Interest rate variations	Medium	Medium
3	Depreciation rates on planned asset acquisitions	High	Low
4	Useful life of infrastructure assets & funding	High	Medium
5	External borrowing	High	Low
6	Income from investments	Medium	Medium
7	Waka Kotahi funding	Low	High
8	Ashburton second urban bridge funding	Medium	High

Confidence level

The level of confidence for each assumption refers to the difficulty of predicting outcomes because of limited or inexact knowledge. We cannot control all of the variables that affect future outcomes, such as the wider economy and changes in legislation.

Low – We have some of the information on the assumption but there is a high likelihood that variables outside of our control will impact on the accuracy of the assumption. We consider there is a low degree of certainty.

Medium – We have most of the information available on the assumption but variables outside of our control may still affect the accuracy of the assumption. We consider there is a moderate degree of certainty.

High – Information available to us points to a high likelihood of the assumption being accurate and/or most of the variables are under our control. We consider there is a high degree of certainty.

Risk level

The risk level of each assumption refers to the likelihood or magnitude of effect if the assumption is not correct.

Low – We considers that the risk is unlikely to happen and that it would not cause a serious issue for our activities or services.

Medium – We consider that there is some likelihood that the risk does happen and that it would have some effect on our activities or services.

High - There is a high likelihood that the risk will happen and that it will affect our activities or services significantly.

General assumptions

1. Population change	Confidence level – MEDIUM	Risk level - LOW

Our projected population change is used to inform decision-making and planning, particularly for asset management.

The projections are based off the 2018 Census, with information such as historical trends, resource consent numbers and factors that affect population change such as suburb life cycle incorporated into the modelling.

Between 2023 and 2048, the medium range projections from Statistics NZ show the population for our district is forecast to increase by 4,600 persons (12.5% growth), at an average annual growth rate of 0.5%. The following table is based on the statistical areas used by Stats NZ and does not necessarily align with our rating boundaries.

Consequence of variation of assumption	Risk	Approach to mitigation of risk
Any significant or sustained decline in population growth will affect the ability to set rates at an affordable level. Conversely, any significant or sustained increase above the projections could impact our ability to provide our services at the levels expected by the community, such as through pressure on regulatory services to process resource and building consents, and more demand for new infrastructure.	Population change across the district occurs at a higher or lower rate than expected.	We obtain regular robust data from Statistics NZ and Infometrics, and monitor population growth regularly, making adjustments to service delivery or rates through annual plans if necessary. Any additional infrastructure (or infrastructure capacity) due to growth can be funded through development contributions, but costs over these amounts would have to be funded by debt.

			Forecast population figures				
	2023 estimate	2028	2033	2043	2048	Total change from 2023	Avg. annual growth 2023-48
Ashburton District	36,800	37,700	38,800	40,600	41,400	4,600	0.5%
Ashburton township	20,820	21,120	21,590	22,280	22,580	1,760	0.3%
Methven	2,010	2,120	2,230	2,400	2,460	450	0.9%
Rakaia	1,580	1,600	1,620	1,640	1,650	70	0.2%
Rural	12,340	12,860	13,390	14,340	14,720	2,380	0.8%

Source: Statistics New Zealand, Population Projections (medium range 2018 (base) - 2048)

2. Household change (including residential growth)	Confidence level – MEDIUM	Risk level - LOW

Analysing the future household structure in our district, particularly given the known age structure changes, provides insight into the housing market. Some areas, usually with separate housing stock, are dominated by families. Others, with more dense housing in urban locations have significant numbers of single-person households and couples without dependents.

Stats NZ do not project a change in the average household size across the next 25 years – staying consistently at 2.5 occupants per household. They are, however, projecting an increase in the number of households in our district – increasing from a forecast of 14,300 households in 2023 to 16,300 in 2043.

Consequence of variation of assumption	Risk	Approach to mitigation of risk
A slower rate of household growth may mean some activities have overinvested in infrastructure (having too much capacity too soon).	Household change across the district occurs at a higher or lower rate than expected.	Council will continue its monitoring of household change in the district. Existing infrastructure is being managed to address specific growth factors associated with an activity (such as traffic demand or wastewater connections) which may be generated from an increase in the number of households. Additional infrastructure (or infrastructure capacity) due to growth can be funded through development contributions.

	Forecasted households in our district						
	2023	2028	2033	2038	2043	Total change from 2023	Avg. annual growth rate 2023-2043
Ashburton District	14,300	14,900	15,500	16,000	16,300	2,000	0.70%

Source: Statistics New Zealand, Household Projections 2018 (base) - 2043)

3. Demographic change (including population age and cultural diversification)	Confidence level – MEDIUM	Risk level - LOW

Knowledge of how the age and ethnic structure of the population is changing is essential for planning age-based and culturally appropriate facilities and services, such as recreation spaces and places.

The age group projections are based on the current age of the population (adjusted for people aging each year, births and deaths) as well as the age of people migrating into and out of the district. This in turn is driven by location (urban, small town or rural) of the existing housing stock (separate dwellings, medium or high density), the amount and type of new residential development (same as existing stock or diversifying) and where the area is in a cycle of change.

Our district is aging; Stats NZ project 23% of our population will be 65 years and over by 2048. This equates to an additional 2,500 persons in the 65+ age group, or a 36% increase from the forecasted figure for 2023.

The ethnic diversity of our district continues to grow, with a 110% projected increase by 2038 for Māori (an additional 2,730 people), 139% for Asian (1,940 additional people) and 147% for Pasifika (an additional 1,700 people). Europeans will still be the largest ethnic group, but the percentage of total population will change from 89% in 2013 to 82% in 2038.

The most notable difference in the ethnic diversity of our communities is that these ethnicities have significantly lower median age than Europeans. This means ethnic minorities are younger and will make up a larger percentage of the working age population and have higher birth rates. Asian migrants make up the highest projected increase in population through migration, with European migration projected to fall into negative figures by 2038.

Consequence of variation of assumption	Risk	Approach to mitigation of risk
Customer needs and demands will exceed what we can deliver for information and service delivery. This could increase costs as we adapt to the different needs and priorities of a changing community.	Demographic changes across the district occur at a higher or lower rate than expected.	Forecast demographic changes for an aging population have been projected for Canterbury for a number of years. Our district's population is aging, but not at the same pace as the rest of Canterbury. The effects of the changing demographics will be accommodated for, by adapting or redirecting activity provision to meet needs where possible within reasonable costs.

Source: Statistics NZ - Subnational population projections by age and sex (2023 and 2048 update).

4. Water Services Reform – Local Water Done Well	Confidence level – MEDIUM	Risk level - MEDIUM

There remains uncertainty about the management and delivery of water services over the life of this LTP. The new coalition government have repealed legislation that would have established a new way of delivering water services. The new government have signalled a new regime, but we are uncertain as to its final makeup or the impact on our services and funding currently.

Consequence of variation of assumption	Risk	Approach to mitigation of risk
If a reform goes ahead that removes the control of these assets from us, it will have a significant impact on the services that we provide and therefore potentially the funding that we have available to us.	Legislation changes under urgency in Parliament that we must implement immediately.	We are planning for the future of water services assets in this Long-Term Plan under the assumption that we will continue to own and operate them, albeit with higher standards of both water quality and reduction in environmental impact, and asset management practices. We will continue to monitor proposed changes as they develop.

5. Legislative and political change	Confidence level – MEDIUM /HIGH	Risk level – MEDIUM/HIGH

Councils are constantly subject to change. The new coalition government have a 100 day plan that signals changes (and reversal of planned changes) to legislation. These changes may have a significant impact on our day-to-day work, so we need to be able to adapt. We also facing more pressure to comply with increasing standards The costs of meeting these changes can be significant, such as the upgrades to our drinking water treatment plants that are required to meet health standards.

Consequence of variation of assumption	Risk	Approach to mitigation of risk
Most legislative changes are signalled with enough time for planning, if urgent legislation is passed then it could impact our ability to implement these changes and its service delivery.	Legislation changes under urgency in Parliament that we must implement immediately.	Where legislation requires review of our processes or staffing, we will seek to achieve the most efficient and cost-effective way forward. However, if we are required to provide additional services or increased levels of service, this may require increases to rates or user fees. We will submit on legislation where appropriate to encourage reduced or improved impacts on our operations and value for money for ratepayers. We will also continue to participate in the planning, development, revision, implementation, monitoring and reporting related to regional strategies and policies and to represent the district's interests and contribution to the region. Any changes in political structure will occur via the representation review processes or through formal processes driven either by the community, Council, or central government.

6. Natural hazards and emergency events	Confidence level – MEDIUM	Risk level – MEDIUM/HIGH

Serious natural hazard (including flooding, erosion and drought) and civil defence emergencies such as the breach of the Alpine Fault or a pandemic, are events that can strike without warning. This long-term plan allows for the possibility of events affecting our district. GNS put the probability of the Alpine Fault rupturing in the next 50 years at around 75% and this is a key assumption of Council.

Consequence of variation of assumption	Risk	Approach to mitigation of risk
Potentially natural hazard events (including flooding, erosion and drought) could occur more frequently and more severely as a result of climate change than projected in the short term. If the Government had to escalate the Pandemic Protection Framework – for either a new strain of Covid-19 or another pandemic – it is likely that our services, such as recreation services, would be impacted by reduced hours, restrictions on users or closure. Supply and staff shortages may also impact on project budgets and timelines.	Natural hazard events (including flooding, erosion, drought, pandemic) will increase over time.	Council will strive to protect communities through its asset management, civil defence emergency management (CDEM), and district planning activities. Council's infrastructure planning takes into account the need to sustain extreme weather events. The CDEM planning for community resilience is focusing on community response plans and building resilience throughout the district. Council is also monitoring the geological science updates provided by GNS, such as Project AF8, which is a risk scenario-based earthquake response planning project focused on the Alpine Fault. Council is a member of the Local Authority Protection Programme Disaster Fund Trust (LAPP) and has a variety of insurance cover which would cover emergency works. Council also has a Disaster Relief Fund for the replacement of infrastructural assets excluding roading in the event of a natural disaster. Central government has a role in recovery after an emergency event. Council is well connected to the local community through its support of community groups and organisations. During the Covid-19 lockdown in 2020 and again in 2021, Council partnered with others to form the Covid-19 Economic Advisory Group and the Caring for Communities Welfare Recovery Group. We would expect these groups (or similar) to re-establish if needed.

7. Climate change	Confidence level -MEDIUM/HIGH (for 30 years) MEDIUM/LOW (for 100 years)	Risk level – MEDIUM

We adopted our Climate Change Policy in 2019, and reviewed it in 2022. Following this review, we adopted our Climate Resilience Plan to help us meet the goals of our policy. The plan weaves together all of the climate change projects that Council is currently undertaking and plans to take over the following 10 years.

Our district-specific assumptions, in line with the IPCC scenario RCP 8.5, show the greatest effect to our district is those relating to drought and the increased severity and frequency of extreme weather events. With the wide-spread coverage of irrigators across our district, increased droughts are not expected to bring significant negative effects to our rural community – in fact, they may present opportunities.

Extreme weather events represent a threat to people and property, including both public and private infrastructure. Flooding and storm damage is a major risk given the proximity of many urban settlements and productive farmland to rivers and waterways. There is also risk that the Ashburton, Rakaia or Rangitata river bridges are unable to be crossed, cutting off transportation links across our district and to other districts – as seen in 2021 when the Ashburton Bridge was damaged during a severe rain event.

Sea-level rise is less significant for Council-owned public infrastructure as we have no assets in the area up to 1.5 metres above mean high water springs. There will be other public infrastructure however, such as electricity supply infrastructure, in affected areas. Private infrastructure may also be affected, particularly the hut sites at Rangitata, Hakatere, and Rakaia.

Consequence of variation of assumption	Risk	Approach to mitigation of risk
The impacts of climate change could occur more frequently and more severely as a result of extreme weather events than projected in the short-term. As time goes on, there is increasing uncertainty in IPCC scenarios.	Infrastructure is not suitably adapted and ready for climate events – especially if predictions change, given the long lifecycle of assets. Facilities and assets are not designed to withstand higher temperatures.	We will strive to protect communities through our asset management, civil defence emergency management, and district planning activities. Our infrastructure planning takes into account the need to sustain extreme weather events. The CDEM planning for community resilience is focusing on community response plans throughout the district. There are less risks to our assets due to sea level rise, as few structures are located along the coast, and there are very small communities located in hut settlements with evacuation plans in case of flooding. The District Plan takes into account any increased coastal hazards and other location specific climate hazards and extremes. This includes changing some infrastructure mechanisms such as the size of culverts in flood-prone areas by maintaining and improving our stormwater network. We are a member of the Regional Climate Change Working Group which has put together the Canterbury Regional Interim Risk Assessment in 2020. We also support the 'It's time, Canterbury' climate change campaign, led by Environment Canterbury.

8. Economic environment	Confidence level - MEDIUM	Risk level – LOW

Our economy took a relatively modest hit at the onset of the Covid-19 pandemic, owing to our district's heavy reliance on the primary sector and relatively low exposure to international tourism. However, over the past 12 months we've experienced the largest increase in living costs in more than 30 years. Overall, most forecasters are suggesting a more subdued outlook for the NZ and Ashburton economy over the next few years. Continued high inflation and interest rates will moderate strength in the economy. These are expected to slowly reduce in impact over time. The latest available information has the Ashburton District economy growing by a solid 1.4% (NZ: 1.7%)1

Our local economy's reliance on land resources presents some risks to the overall economy as exposed by the drop in milk prices in the past. Similarly, extreme weather, natural disasters and events, such as the Covid-19 pandemic, and the impacts of recent legislation such as the National Policy Statement on Freshwater Management pose risks to our local economy.

Consequence of variation of assumption	Risk	Approach to mitigation of risk
The economy is hit harder by recession than what is currently expected. The impacts of the NPS are more significant than expected.	The community's ability to withstand rate increases is reduced, in turn effecting the levels of service we can provide.	Council adopted a new Economic Development Strategy in 2023 which works to improve the economic wellbeing of the district through its Economic Development activities.

9. Availability of contractors, adequate staffing, and other resources	Confidence level - MEDIUM	Risk level – MEDIUM/HIGH

The asset planning for this LTP is based on the assumption that contractors and materials will be available to undertake the work required to agreed standards and deadlines. There is likely to be increased pressure on engineering resources (people and plant) and we have taken this into account when planning projects.

Staff recruitment and retention to get the best candidates with suitable skills and qualifications will continue.

Consequence of variation of assumption	Risk	Approach to mitigation of risk
The financial impact of a variation to the assumption will be dependent on the scale of the unavailability of contractors, adequate staffing and other resources. Costs may be negatively affected by the availability of resources and / or projects may not be fully resourced leading to delays.	Projects could be delayed if there is a shortage of contractors, Council staff, or resources. Additionally, if contractors do not deliver to agreed standards, cost and timeframes, project completion times could be extended, and deadlines missed.	Our Procurement Policy aims to protect Council when contracting for major projects through a robust tendering process. Recruitment, retention and remuneration are core priorities for People & Capability to ensure we are well resourced to maintain the levels of service required to meet the needs of our community. Annual performance reviews and salary benchmarking through Strategic Pay ensures we remain competitive in the employment market to help attract and retain staff.

[1] *Source Infometrics Quarterly Economic Monitor (Sep 2023)*

10. Capital program delivery	Confidence level - MEDIUM	Risk level – MEDIUM/HIGH

Our capital works programme has been over-ambitious in the past and we therefore need to focus on delivery for this 10-year plan. Where practical, the timing of major projects will be coordinated across council's activities to manage their impact on rates affordability. However, where there is an immediate need, or a regulatory deadline, this may not be possible. The strain on resources will require judicious decision-making when programming forward work.

Consequence of variation of assumption	Risk	Approach to mitigation of risk
Continued carry-forward of capital expenditure and unmet timelines, with the risk of prices increasing due to delivery delays. The financial impact of a variation to the assumption will be dependent on the capital project affected.	Infrastructure failure risk and expected services can't meet demand, reputational risk for not delivering planned capital projects on time.	Council is establishing more robust business case processes to prioritise projects – including deliverability. This in turn will help create a realistic work programme with appropriate and realistic project timelines.

11. Levels of service	Confidence level - MEDIUM	Risk level – MEDIUM

Our assumption for the LTP is that the level of service provided by our activities and services to our community do not significantly change. Demand for our services and customer expectations regarding business-as-usual levels of service will not change significantly and there will be not significant effect on asset requirements or operating expenditure beyond what is specifically planned and identified in the LTP.

Consequence of variation of assumption	Risk	Approach to mitigation of risk
Increased or improved service levels inevitably require additional cost and/or resources to provide them.	Significantly enhanced service levels are demanded by the community or imposed by the government on councils in one or more areas of activity.	We have well defined service levels for our planned activities which have been reviewed as part of the LTP process. Resident satisfaction surveys and other engagement strategies generally support the key assumptions made in the LTP and there are currently no known additional areas of our services that require significant modification. Minor changes may be made to service levels where budget, contracts and resources allow. These will generally occur within existing budgets. Major changes in service levels would be considered significant under our Significance & Engagement Policy and would be discussed with the community via consultation.

12. Council-held resource consents for operational activity	Confidence level - MEDIUM	Risk level - MEDIUM

We assume the conditions of new resource consents and that expiring resource consents will be renewed, with at least the existing conditions.

Resource consents due for renewal can be found within the relevant Activity Management Plan for individual activities. For this assumption, a significant consent is that which impacts at a scheme level. Two significant resource consent renewals fall within this LTP cycle, specifically the Hinds and Montalto water supply consents in 2030.

Consequence of variation of assumption	Risk	Approach to mitigation of risk
The non-granting or non-renewal of a major resource consent for one of our activities would have significant impacts on costs and the ability to provide that activity. A major non-renewal may mean an entirely new approach to the activity would be required. Non-granting of resource consents may delay project benefits.	A resource consent is not obtained or renewed, or conditions imposed are unacceptable.	Appropriate planning for resource consent applications/renewals should ensure that they are obtained and will be programmed to ensure applications for new consents are made at least 6 months prior to expiry to ensure existing use can at least continue.. Monitoring of compliance with existing resource consent conditions will provide a record of compliance for future processes and renewals. The renewal of consents is dependent upon the legislative and environmental standards and expectations that exist at that time.

13. Strategic assets	Confidence level - HIGH	Risk level – MEDIUM/HIGH

We have strategic assets including land parcels, buildings, and infrastructure assets. These are listed in our Community Engagement Policy. It is assumed that we will remain involved in all activities involving strategic assets and continue to own and control all our strategic assets for the duration of the Long-Term Plan.

Consequence of variation of assumption	Risk	Approach to mitigation of risk
Changes in control or ownership of strategic assets will likely affect the level of service provided to our community. The financial impact of a variation to the assumption will be dependent on the strategic asset involved.	Changes in control or ownership of strategic assets are required.	Changes in control or ownership of strategic assets must occur as part of an LTP development or amendment, with a full Special Consultative Procedure process required.

14. CCOs and shareholdings

Confidence level - MEDIUM/HIGH **Risk level - MEDIUM**

We currently have one substantive Council Controlled Organisation (CCO), Ashburton Contracting Limited (ACL). We are also a 3% shareholder in Transwaste Canterbury. We have shareholdings in several entities including (but not limited to) Ashburton Community Water Trust, Eastfield Investments Ltd, Electricity Ashburton, and the Rangitata Diversion Race Management Ltd.

The assumption is that we will retain the majority of these CCOs and existing shareholdings, subject to its periodic assessment of returns to ensure they outweigh the risks inherent with investing in these activities, in accordance with the LGA (specifically section 17A).

Consequence of variation of assumption	Risk	Approach to mitigation of risk
The establishment of new CCOs to provide core services will impact us. There could be costs associated with setting these up as well as changes to the delegations of service provision, and changes to the organisational structure for those current internal teams providing the services.	New legislation may enable the government to establish CCOs or force councils to have joint ventures.	We receive Board reports on a quarterly basis from the CCOs and annual reports from shareholding entities to monitor our investments. The Local Government Act 2002 requires Council to review our investment arrangements periodically under Section 14(fa)(i & ii).

15. Development Contributions

Confidence level - HIGH **Risk level – LOW**

Development contributions have been budgeted based on the population growth projections indicated in section 1 of these forecasting assumptions.

Consequence of variation of assumption	Risk	Approach to mitigation of risk
Growth rates significantly higher than forecast could create the need for additional infrastructure or bringing capital projects forward. Lower growth rates could result in under-utilised facilities or the need to delay some capital projects.	Growth is higher or lower than projected.	Given past demand growth for infrastructure, it is considered the estimated revenue from development contributions is realistic. Most infrastructure projects can be adjusted in terms of scale and timing if required, as the percentage of project funding from DCs is relatively small.

Financial assumptions

1. Price level changes / inflation	Confidence level - MEDIUM	Risk level – MEDIUM

For the first year of our plan (2024/25), all financial statements have been prepared using 2024 dollars. Price level adjustments for inflation have then been included in all financial statements for the following nine years.

Business and Economic Research Limited (BERL) and Infometrics have both prepared specific inflation values for councils. We have used an average of these to calculate the Local Government Cost Index (LGCI), which has been included in the income, operational and capital budgets across the ten years. They are also used as part of our setting of limits on rates and borrowing.

Consequence of variation of assumption	Risk	Approach to mitigation of risk
If costs vary greatly from what is projected, a higher or lower rate requirement may be needed.	Costs may change significantly to the forecasted rate.	BERL and Infometrics are industry leaders in economic forecasting. Using both provides Council with some assurance and dilutes the risk should one providers modelling not prove accurate. Each provider reviews the inflation indices annually, allowing for adjustments to be made via Annual Plans outside of the Long-Term Plan process.

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
LGCI*	**3.2%**	**2.5%**	**2.2%**	**2.2%**	**2.2%**	**2.3%**	**2.3%**	**2.3%**	**2.3%**	**2.2%**

Source: *BERL and Infometrics Local Government forecast (average shown in table)

2. Interest rates variations	Confidence level - MEDIUM	Risk level – MEDIUM

We use internal and external loan funding to pay for most capital expenditure. The level of internal borrowing as a ratio of total borrowing, will depend on cash reserves available, and any risk management approaches considered prudent at the time of raising loans. The interest rate on all loans over the coming ten years has been assumed to be 4.3%-4.7%, in the middle of the forecast range.

We also receive income from interest earned when investing cash when surplus operating cash is available. The interest rate received on cash investments is assumed to be no greater than 4.5% over the ten year period. We cannot assume all cash is able to be invested as we are required to have cash readily available to meet planned and unplanned expenditure. Therefore, we have assumed an average of $10 million invested for the majority of years. In addition, we review prior trends. Consequently, this is not an exact calculation.

Consequence of variation of assumption	Risk	Approach to mitigation of risk
Increased rates will to some extent be offset by increased returns from interest-bearing investments. An additional 1% to interest rates for external borrowing would increase the cost of capital by $10,000 per year, per $1 million of loans. If our entire external debt was affected in this way, it would add $1.5 million - $1.9 million in cost each year.	Interest rates may increase significantly which increases our cost of debt and rating income requirements.	Our Treasury Management Policy contains interest rate risk management tools that will minimise, as far as possible, any adverse interest rate movements.
Increased revenue from cash investments will help offset any increase interest expense. Interest earned over and above paying higher interest expense, will fall to interest and dividend reserve and be available for future years to help offset rates.	Receiving higher interest income will help mitigate any increases in actual interest expenses. Where this is not required, the impact is minimal as it will end up in reserves for future years. The real risk is in over-assuming interest earned, and therefore under-rating to cover the budget needs.	Taking a conservative approach to assessing interest earned ensures we have sufficient income through interest earned and the rating requirements to meet our budgeted operational and capital programmes of work. This is reviewed annually as part of the annual planning cycle.

3. Depreciation rates on planned asset acquisitions	Confidence level - HIGH	Risk level – LOW

It has been assumed that the estimates for the useful lives and associated depreciation rates for the major classes of assets are correct.

Further information can be found in the Statement of Accounting Policy

Consequence of variation of assumption	Risk	Approach to mitigation of risk
Asset condition deteriorates faster than expected or the capacity life of assets is utilised faster than expected. Either or both scenarios will result in us having to loan fund for cyclic renewals or asset replacement earlier than projected, which in turn may result in more debt incurred. If we opt not to loan fund the renewals or replacement, then rates could rise faster than forecast. Alternatively, if asset condition is better than expected or capacity life is longer than expected, the timing of asset renewal may be postponed, and funding requirements deferred.	The estimates are incorrect, and the assets useful life are longer or shorter than anticipated.	We will be required to replace or renew the asset earlier or later than anticipated. Replacement may incur costs earlier or later than budgeted. In addition, asset values may need to be written off.

4. Useful life of infrastructure assets and funding	Confidence level - HIGH	Risk level – MEDIUM

Our asset data is reliable and complete to support sound planning and decision-making and assets do not require replacement significantly before, or after, they are forecast. We revalue our assets on a three yearly cycle, with the revaluation assumed to be that of the local government price index derived from the BERL local government price adjusters.

We have, over the term of the Long-Term Plan, set revenue levels sufficient to fully fund depreciation of our assets, unless stated otherwise. Funding the replacement of any individual asset will be from the following sources in order of priority:

- Current year's operating surplus, including any cash arising from the funding of depreciation.
- Prior year credit balances (for an activity funded from targeted rates this effectively represents unspent funds derived from funding depreciation – each account balance receives interest).
- Loan funding the balance of the expenditure, with the loan term being the shorter of either 25 years (as described above) or the expected life of the asset.

Depreciation is calculated based on the expected life of assets. This has been determined at the 'major' asset level rather than on a more detailed basis. For further information, please refer to the 'Statement of Accounting Policies', Revenue and Financing Policy, Financial Strategy and the Infrastructure Strategy.

Consequence of variation of assumption	Risk	Approach to mitigation of risk
The qualified asset valuers miscalculate the useful life of key assets, resulting in a need to renew or replace the asset faster than the depreciation funding allows for. We may have to increase our borrowings or rates to renew or replace the asset. Variations in depreciation funding available or BERL local government adjusters project a LGCI too low or too high.	Asset useful life assumptions are incorrect, leading to either asset failure or premature asset replacement. If asset values vary from the forecasts this will also impact budgets.	Ongoing assessment of the quality of assets means this information is updated regularly and work programmes adjusted to minimise the chance of asset failure. Council has developed an Infrastructure Strategy detailing the level of investment needed to replace, renew or upgrade existing assets over the next 30 years.

5. External borrowing	Confidence level - HIGH	Risk level – LOW

We can renew our current borrowing and access additional funding in the future. Generally, loans are over a 20-year period.

Consequence of variation of assumption	Risk	Approach to mitigation of risk
If we cannot renew our borrowing, then funding may need to be increased or capital or renewals delayed. If we reach our debt limit and cannot borrow any additional funding, this may result in either project delays, reduced levels of service, or increased funding requirements – or all three of these outcomes.	We may not be able to borrow to meet our requirements.	Our current debt as of 30 June 2023 (2023/24) is sitting at $85.6 million, which is 121% of our total revenue for the year. This is below our current debt limit of 250% of total revenue [2] – leaving us plenty of room as we have had a policy of generally not borrowing for cyclic renewals or operating costs. We have achieved an AA + credit rating from Fitch which allows us access to a wider range of lenders and plan to maintain this credit rating to continue to allow us access the funds we need to borrow through either the wholesale market or the Local Government Funding Agency.

[2] Source: Annual Report 2022/23: (Net Debt to not exceed 250% of total revenue)

6. Income from investments	Confidence level - MEDIUM	Risk level – MEDIUM

We have several investments that return a dividend or cash contribution. This includes our investment in ACL, Transwaste, forestry and commercial property, including the Ashburton Business Estate. Our expected return from these investments is budgeted in the LTP.

Consequence of variation of assumption	Risk	Approach to mitigation of risk
If income differs, this will affect the level of contribution able to offset the rate requirement.	Income from dividends may differ from what was projected due to performance of the investment.	We have projected a conservative rate on the interest earned on our investments as this is not a material asset by itself. Most of our cash and dividends are reinvested in our operating and capital spend annually. Any increase in the rate requirement due to reduced levels is unlikely to be substantial, and if the shortfall is significant we would review our expenditure levels. Conversely, if interest rates increase on our investment, the additional income will hit our reserves, to reduce future rate increases in later years, or reduce the dependency on external debt.
Investments in ACL and Transwaste Investment in the entities will not influence rate increases, nor will a revaluation have a direct impact on our rate requirements over the next ten-year period. Dividends received will influence to a degree, but at less than 0.003%, it is not a material revenue stream.	Our investment in these entities are not likely to increase. There has been minimal growth, and there is not an expectation that there will be any material increases over the next ten-years. Therefore we have not inflated. Dividends are projected at a conservative level across the years.	We have projected a conservative dividend from these two entities as we are not able to influence their budgets to any material degree. This is entirely on their budgets, capital outlay and so forth. While we do have an input to ACL's Statement of Intent, it is with confidence in their projections, and while we view for financial prudence, we also recognise the need for ACL to re-invest in their business.
Commercial Business including the Business Estate There has not been material growth over the last few years in this activity. As a result while we have inflated revenue streams from leases, we are not inflating these assets as we do not anticipate significant increases over the next few years while NZ strives to get inflation under control and rebuilds the optimism in our economies.	Income from sales has been kept at a minimum. We have provided for the next required subdivision in the Business Estate, to ensure we can continue to sell while we hold land there. We have projected a small level of sales.	The commercial activity is ring-fenced as separate to our rating activity. Therefore the assumptions around our inflation on lease and revenue streams do not directly impact on our rating needs. The net income earned from these streams are either re-invested in future projects, where the activity is similarly aligned, or the income can be used to offset rates, reduce debt or support activities that align in future years. Therefore, if the reserves do not grow, the projects may be deferred. Debt re-payments, may also be accelerated or reduced, depending on the outcome of the sales and revenue streams.

7. NZTA Waka Kotahi Agency funding	Confidence level - LOW	Risk level – HIGH

The Financial Assistance Rate (FAR) received from the Waka Kotahi for qualifying road works remains at 51% for the 2024-34 period. Future reviews will occur within the LTP cycle. We consider that it is extremely unlikely that a FAR increase would occur, but there is the unlikely possibility of a decrease within the next ten years.

We will not know for certain the Waka Kotahi funding approved for our district until after our 10-year plan is adopted due to the different timeframe for the Waka Kotahi budget process to the local government budgeting process, this creates a high degree of uncertainty.

Consequence of variation of assumption	Risk	Approach to mitigation of risk
A reduced FAR would require either a reduction in programmed work, or an increase in the Council funding share. Programme reduction would result in a lower level of service or deferred work programmes, which would likely contribute to deterioration of the district's roading and footpath network. Increased Council share could require additional loans or reduction in other budgets.	The Waka Kotahi FAR changes over the life of our 10-year plan. An increased FAR would reduce Council share (if programmes remain the same) or allow an increase in programme scope/extent.	There has been no indication the FAR will be reviewed in the coming 10 years. If it was, we could adjust the projected work programme to put in a lower level of service or delay projects. Given that roading continues to be an issue of focus for the community, it is unlikely that we will reduce our level of service but may make rates adjustments to fund for higher levels of service.

8. Ashburton second urban bridge funding	Confidence level - MEDIUM	Risk level – HIGH

A significant project included in our LTP is the second Ashburton urban bridge. We have budgeted that we will contribute $7.5M of the costs, with the balance to be sourced from a combination of Waka Kotahi, Crown funding, or some other charging regime (e.g. congestion charging).

The government's strategic investment programme (draft GPS 2024) has identified the Ashburton second bridge project for the National Land Transport Programme (NLTP). The focus is around achieving a total transport system solution which provides better connectivity and travel choice while improving a greater resilience, safety and economic prosperity. While the project has been included in the draft GPS, this is subject to review and finalisation by the new coalition government.

Consequence of variation of assumption	Risk	Approach to mitigation of risk
Waka Kotahi may not provide the additional funding required to complete the work projected, may reduce the FAR contribution level to be less than the 51% assumed, or ADC may be unsuccessful in receiving central government funds. Insufficient funding could result in a lower level of service, project delays or halt construction of the bridge altogether.	Waka Kotahi do not approve funding at or below the 51% FAR contribution towards the second Urban Bridge and/or we are not successful in securing additional funding from central government for the project.	Should sufficient funding not be secured from government, either via Waka Kotahi or other government sources, we will need to reconsider other funding options, including if the balance could be loan-funded from within existing ADC debt limits.

Our Financial Strategy 2024-2034

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Summary

The Financial Strategy outlines how we will manage our finances over the next ten years. It sets out our general approach and principles we will follow and provides a guide to assess spending proposals. It also discusses what challenges we are facing, how these will impact our finances, and how we will address these challenges.

The strategy includes limits on rates increases and borrowing and aims to promote financial stability and affordability over the short, medium and long-term. In simple terms, the strategy determines the size of our financial cake over the next ten years, while our policy decisions will determine how the cake is cut.

This Financial Strategy is closely linked to our Infrastructure Strategy, which sets out how our critical infrastructure will be managed over the next 30 years. Our district continues to steadily grow, and this growth coupled with upgrades for some of our network infrastructure, will see our biggest ever capital expenditure programme for our district over the next ten years. This will mean that we will be increasing our debt to levels that we have not done so before. These two strategies underpin our 10 Year Long Term Plan, which contains our detailed plans and programmes for our district.

Over the next 10 years, our gross debt is projected to rise from $148.8M million in 2024/25 (year one) to $150.7 million in 2033/34 (year ten). In 2029/20 (year six), debt is anticipated to peak at $197 million. However, when taking in account our cash in the bank, net debt at the end of year ten is lower that year one ($101 million compared to $108.5million). This is due to our focused debt repayment plan. Rates are expected to increase by 64.7% over the ten-year period.

Despite the debt we will be taking on, we are currently in a strong financial position, largely due to previous Council decisions and direction focused on infrastructure renewals and replacements. Since 2019, Council has retained a Fitch Credit Rating of AA+. This is one of the highest ratings for a territorial authority in New Zealand.

The aim of our Financial Strategy is to ensure Council remains financially stable, while financing key priorities.

This strategy is connected with our financial policies such as the Revenue and Financing Policy and Treasury Management Policy.. It is recommended to read these policies for further details on Council's financial management.

1. Where are we now and what are we aiming for?

Our vision for Ashburton District is to be the district of choice for lifestyle and opportunity. Our Financial Strategy is focused on making this happen, through meeting the needs of growth along with the rising expectations of our community and ensuring regulatory compliance. It's a balancing act, there is a limit to what our community can afford. This strategy, therefore, also sets out how we'll keep our rates affordable, minimise our borrowing and optimise our spending.

Our current financial position

Council is currently in a strong financial position, with a Fitch Credit Rating of AA+. We obtained this credit rating in 2019 and continue to hold it due to the efforts of current and previous elected Councils to operate responsibly and efficiently for our community. It indicates we have a strong capacity for payment of financial commitments.

Debt levels

Our current debt as of 30 June 2023 (is sitting at $85.6 million, which is 77% of our total revenue for the year. This is below our current debt limit of 250% of total revenue, as set out in the 2021-31 Long-Term Plan and our Treasury Policy.

Our current annual Plan 2023/24 is projecting Council to end the year with a gross debt level of $153 million, which is 79% of total revenue, and still well below the 250% debt to total revenue limit

Rates levels

Our overall rates increase for 2023/24 was 5.97%. This was slightly above the 5.5% we signalled in our last 10 Year Plan but is still sitting below our current rates limit of 5% exclusive of LGCI (2.5%), as set out in the 2021-31 Long-Term Plan. Rates revenue for 2023/24 is anticipated to contribute 50.8% of total income.

Rates increases over the last three years are shown in Table 1. The overall rates increase for 2022/23 breached the limit set in our last 10 Year Plan, due to a higher inflation rate, at 5%.

Table 1

	Overall rates increase – limit (%)	Overall rates increase - actual (%)
2021/22	8.6	6.3
2022/23	7.9	9.4
2023/24	7.5	5.97

Assets

Assets include current and non-current assets. Current assets include cash, term deposits, receivables, property intended for sale and inventory. Non-current assets include investment, property inventory, investment properties, forestry and property, plant and equipment.

Council's total assets as at 30 June 2023 are $1.056 billion.

Ratepayer equity and reserves

Council's total equity as at 30 June 2023 is $949.9 million. This is made up of $521.4 million ratepayers' equity, and $428.5 million from other reserves.

Liabilities

Total liabilities as at 30 June 2023 is $106 million, which is 10.0% of total assets.

Cash investments

Council had $2.9million investments in Other Financial Assets as at 30 June 2023 which is made up of investments in other entities, such as Local Government Funding Agency and Transwaste.

What we're aiming for

Our overall goal is to ensure that Council remains financially stable, while financing our key priorities.

Our financial future

Our projections for the next ten years show the following picture for 2034:

- Council will remain in a strong financial position.
- At no time over the period 2024/25 – 2033/34 are we expecting to breach our debt ratio limits.
- Rates revenue is budgeted to contribute 52% of total income in 2024/25 (2023/24: 51%), increasing to 62.5% in year ten.
- Total assets are forecast to be $1,407 million (2023/24: $1,158 million).
- Total equity is forecast to be $1,240 million (2023/24: $984 million).
- Liabilities are forecast to be $168 million (2023/24: $174 million) and to be 11.9% of total assets (2023/24: 14.9%).

Cash investments are budgeted to end the ten-year period at $49.7million (2023/24: $44.6 million).

Our responsibilities

Balancing the budget

We are required by law to ensure that the operating revenue we budget for is enough to meet our operating expenses each year (a balanced budget) – unless it is financially prudent not to do so.

The work programmes and budgets included in this 10 Year Plan show a balanced budget each year.

Operating revenue e.g. rates, fees and charges.

Operating expenses The day-to-day costs of providing our services and maintaining our assets.

Affordability

Ensuring our rates remain affordable for our residents is a top priority. The chart below compares the affordability of our rates with the other district councils in the Canterbury region.

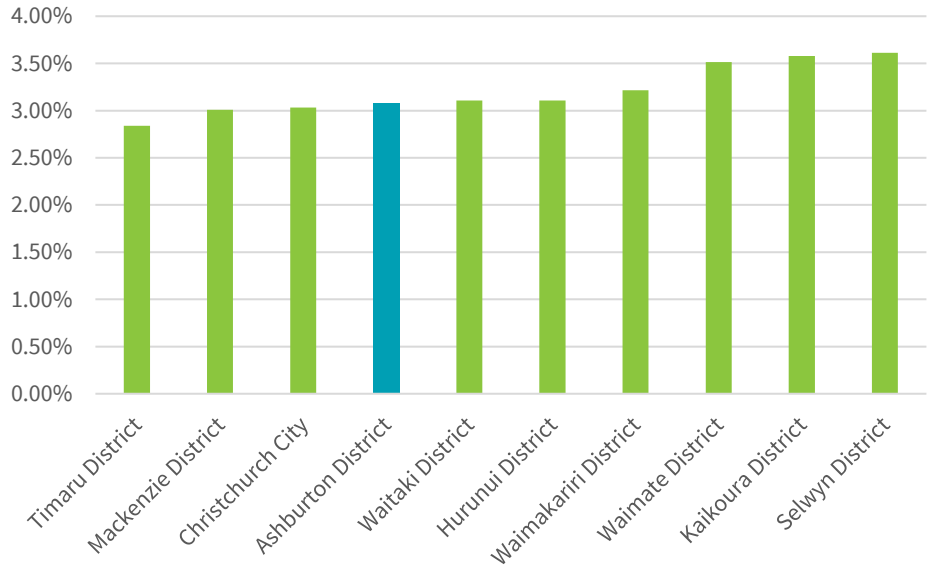


Figure 1. Affordability - Average rates 2023/24 as a percentage of mean household income 2023[1]

[1] *Average rates have been taken from relevant Council's 2023/24 Annual Plan. Mean household income for 2023 has been taken from Infometrics Regional Profile.*

2. What do we have to think about?

We do not operate in isolation. The local, national and global environments affect what we do and how we do it. Our job is to consider how this will impact our finances and our ability to meet the expectations of our community.

The following notes the key factors we've considered when preparing this strategy. These are closely aligned with the key assumptions included in the Long-Term Plan, which describe what we have assumed and why, and how this affects our plans, programmes and budgets.

Legislative change and compliance

Councils are constantly subject to change. The new coalition government have a 100 day plan that signals changes (and reversal of planned changes) to legislation. These changes may have a significant impact on our day-to-day work, so we need to be able to adapt.

Councils are also facing more pressure to comply with increasing standards. The costs of meeting these changes can be significant, such as the upgrades to our drinking water treatment plants that are required to meet health standards.

Where legislation requires review of our processes or staffing, we will seek to achieve the most efficient and cost-effective way forward. However, if we are required to provide additional services or increased levels of service, this may require increases to rates or user fees.

There has also been an independent review into the future for Local Government, which was completed in 2023. This may impact local government in the future. We are awaiting Central Government's response to this report.

Local Water Done Well

There remains uncertainty about the management and delivery of water services in the coming years. The new coalition government have recently repealed legislation that would have established a new way of delivering water services. They have signalled a new regime, called Local Water Done Well but we are uncertain as to its final makeup or the impact on our services and funding at this time. The first Bill establishing the new regime is anticipated in mid 2024.

Bearing in mind this uncertainty, we are planning for the future of three waters assets under the assumption that we will continue to own and operate them, albeit with higher standards of both water quality and reduction in environmental impact, and asset management practices.

Resilience

Recent flooding events across our district and extreme weather events that have affected New Zealand are prime examples of why planning for emergencies is important. From Covid-19 to climate change and the possible Alpine Fault rupture, there are many reasons why we need to ensure we are in a strong financial position to weather these emergencies and ensure that the resilience of our infrastructure will allow the continued delivery of our services. We are committed to upgrading our infrastructure to improve its resilience should future events occur, as seen in our Infrastructure Strategy and our work programmes included in this 10 Year Plan. For example, water sources of all types may be threatened in the longer-term due to drought conditions caused by climate change, or infrastructure asset damage from an earthquake. Some less secure water sources have alternatives already proposed in the 10 Year Plan, including the drilling of an additional water supply source in Ashburton.

Council is a member of the Local Authority Protection Programme Disaster Fund Trust (LAPP) which helps cover emergency works. We also have a Disaster Relief Fund for the replacement of infrastructural assets (excluding roading) in the event of a natural disaster. In the case of a large scale event, funding may be available from Central Government and their agencies.

If, in the next 10 years, the Government decides to escalate the Pandemic Protection Framework – for either a new strain of Covid-19 or another pandemic – it is likely that our services (e.g. recreation services) would be impacted by reduced hours, restrictions on users or closure. Supply and staff shortages may also impact on project budgets and timelines.

Financial trends

Economic growth

Our district's Gross Domestic Product (GDP) was $2.873 billion for the year to March 2023. This was an increase of 1.9%, compared to the national increase of 2.9% over the same period. This compares to 2021 growth at 0.3% locally (-0.3% NZ) and 2022 growth of 4.0% locally and 4.8% (NZ)[2].

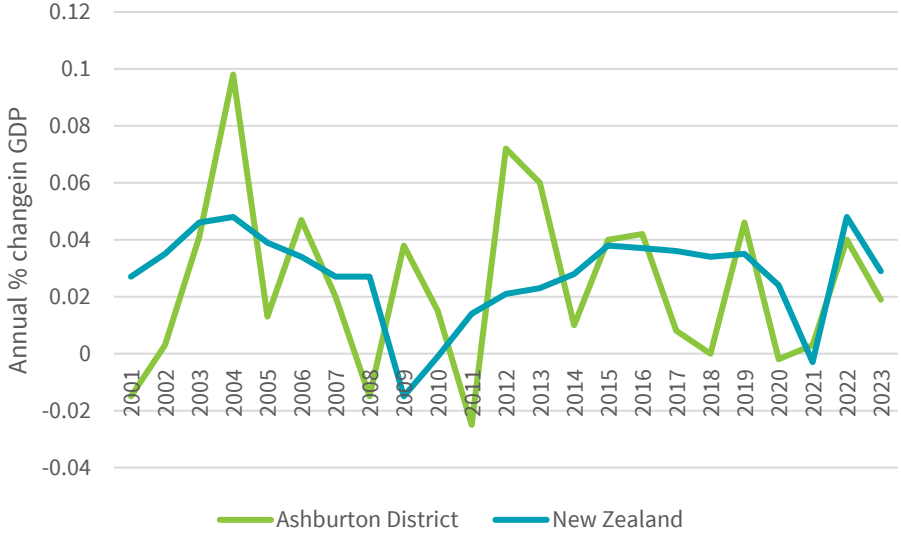


Figure 2. Annual % change in GDP for Ashburton vs New Zealand 2001-2023

Overall, most forecasters are suggesting a more subdued outlook for the NZ and Ashburton economy over the next few years. Continued high inflation and interest rates will moderate strength in the economy. These are expected to slowly reduce in impact over time. The latest available information has the Ashburton District economy growing by a solid 1.4% (NZ: 1.7%)[3]. It is worth noting that our local economy's reliance on land resources presents some risks to the overall economy as exposed by the drop in milk prices in the past. Similarly, extreme weather, natural disasters and events, such as the Covid-19 pandemic, and the impacts of recent legislation such as the National Policy Statement on Freshwater Management pose risks to our local economy.

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. Implementation of any policy changes by the new government may have positive effects for the Ashburton District economy, but at this stage are unknown.

Inflation and cost of living

The latest year on year CPI (Consumer Price Index) was 5.6%[4] and is expected to remain above the Reserve Bank's target band of 1-3%, until later in 2024[5]. This sudden and sustained increase in inflation is putting pressure on people's budgets, forcing many households and businesses to substantially curtail their spending to cover essential costs.

This may impact on ratepayers' ability to pay rates, and Council will aim to maintain rates increases within the limits we have set out in this strategy.

Local Government costs use a rate of inflation different to the normal CPI, called the Local Government Cost Index (LGCI). This better reflects the costs that impact on Councils that are different to a normal household or business. This has been taken into account when preparing our budgets and is explained further in section three of this strategy.

Expenditure

Growth in the district, regulatory requirements and the need to replace infrastructure means we have an extensive capital expenditure programme for the next ten years. This will mean that we will be increasing our debt to levels that we have not done so before.

[2] *Data retrieved from Infometrics Regional Economic Profile (latest available)*

[3] *Data from Infometrics Quarterly Economic Monitor (Sep 2023)*

[4] *Statistics NZ, Consumer Price Index: September 2023*

[5] *Economic forecasts, ANZ New Zealand Data Wrap September 2023*

Our level of expenditure is also closely linked to the level of service we provide to our community. Our 10 Year Plan details the levels of service we aim to provide over the next ten years, and is determined through considering the following:

- Legislative compliance
- Our community outcomes and strategic priorities
- Community expectations
- Political mandate

Roading remains a significant cost driver for the district. This 10 Year Plan increases our investment in roading to meet these increasing costs. However, even with this increased investment, it will only maintain roads at the levels of three years ago. We will not have a final outcome on government investment via Waka Kotahi until later in 2024.

The following table shows our capital expenditure on growth, improved levels of service and renewals budgeted over the next 10 years. Around 80% of this expenditure is planned for Drinking Water, Wastewater, Stormwater and Transportation.

Activity group	Growth $000s	Improve service level $000s	Renewals $000s
Drinking Water	4,867	20,777	39,709
Wastewater	1,796	270	43,819
Stormwater	0	24,993	0
Transport	0	140,843	100,239
Other	80	69,976	13,067
ALL ACTIVITY GROUPS	**6,743**	**255,859**	**196,834**

Where practical, the timing of major projects will be coordinated across council's activities to manage their impact on rates affordability. However, where there is an immediate need, or a regulatory deadline, this may not be possible. The strain on resources will require judicious decision-making when programming forward work.

Demographic trends

Population growth

Our district saw consistent growth of approximately 2% per year between 2006 and 2018. While we continue to grow, the rate has slowed, with average growth forecasted at 0.5% per year over the next 25 years, adding around 4,600 people between 2023 and 2048.[6]

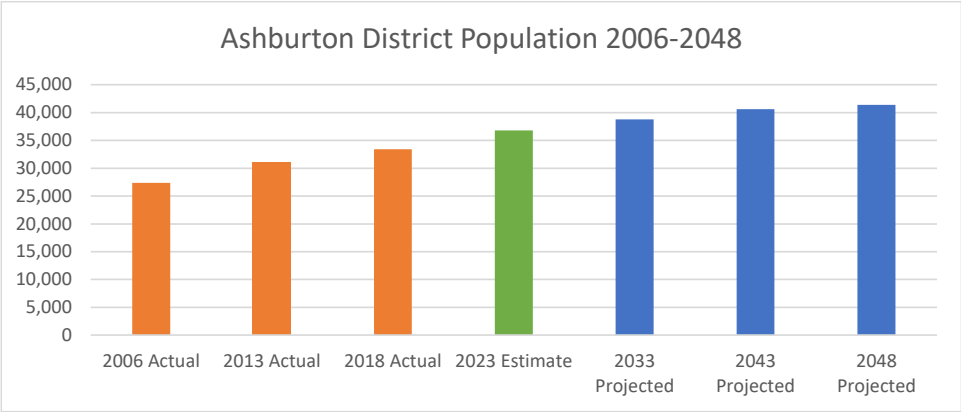


Figure 3. Ashburton District population 2006 – 2048, actual, estimated, and projected

Ratepayer growth

The average household size is not projected to change across the next 25 years – staying consistently at 2.5 occupants per household. There is a projected increase in the number of households in our district – increasing from a forecast of 14,300

[6] *Data retrieved from Statistics NZ – Census data – usually resident population (2006, 2013 and 2018), estimated population (2023), subnational population projections (2033, 2043 and 2048).*

households in 2023 to 16,300 in 2043.[7] This will mean an increasing number of rateable properties which will help spread the impact of rates.

In addition to an increase in rateable properties, population growth also leads to increased load on our infrastructure and assets, and increased demand on our services. The Activity Management Plan process accounts for the impact of growth on our assets and services. Additional infrastructure due to growth can also be funded through development contributions.

An ageing population

It is projected that 23% of our population will be 65 years and over by 2048. This equates to an additional 2,500 persons in the 65+ age group, or a 36% increase from the estimated figure for 2023[8].

This will have an impact on customer needs and demands on our service delivery, which may increase costs. The increase of persons in the 65+ age group also means that there will be more people on a fixed income, which may apply pressure to households ability to handle a significant rates increase. We will accommodate the effects of the changing demographics by adapting or redirecting activity provision to meet needs where possible within reasonable costs.

Land use trends

Agriculture

Most land in our district is rural farmland. Irrigation has enabled land use changes, leading to a reduction in dry stock and arable farming, an increase in dairy farming and high-value cropping such as seeds. We have the highest concentration of irrigated land in New Zealand. However, most land conversions have now occurred and the rate of land change has slowed.

The primary sector faces substantial challenges over the medium to longer term as the impact of new regulatory changes is realised. National Environmental Standards for Freshwater may impact land use changes across our district, while efforts to curtail agricultural greenhouse gas emissions will impact the primary sector as well. We are yet to understand the full impacts of any changes proposed by the new government for these areas.

Our district's economy has a heavy reliance on the primary sector, therefore these challenges may have an impact on our costs and rates affordability. We will do our best to keep rates increases within the limits we have set out in this strategy.

Development

Growth is expected to occur at a higher rate in our rural communities and Methven township compared with the rest of the district. These areas continue to have new residential developments on the urban periphery of Methven and other rural towns, expanding the urban footprint into surrounding zoned but undeveloped rural and rural-residential areas.

There are sufficient zoned residential and commercial sites available or planned, to accommodate current foreseeable growth for some years, and there may be over-capacity for residential land in the Ashburton North area.

This development may lead to increased load on our infrastructure and assets, and increased demand on our services, in particular areas. Where possible, our planning processes consider the impact of this growth on our assets and services, and additional infrastructure due to growth can also be funded through development contributions.

[7] *Data retrieved from Statistics NZ – subnational household projections (2023, 2028, 2033, 2038 and 2043).*

[8] *Data retrieved from Statistics NZ - Subnational population projections (2023 and 2048).*

3. How are we going to get there?

Our overall vision is to ensure that Council remains financially stable, while financing our key priorities.

The diagram below shows our financial objectives along with the strategies we will use to achieve these over the next ten years.

The rest of this section discusses what needs to be paid for, what funding options we have available, our financial parameters, as well as investment and equity information.

Our financial goal	***To ensure Council remains financially stable, while financing key priorities***						
Our financial objectives	• Spend prudently to deliver agreed levels of service, cater for growth and manage our assets soundly • Ensure rates and fees are kept to a reasonable level • Provide clear financial parameters for Council work programmes						
How we plan to get there	Maintaining a balanced budget	Delivering projects to budget	Funding depreciation and capital expenditure	Taking inflation into account	Ensuring we keep within our rates limits	Ensuring we keep within our borrowing limits	Maximising financial investment and equity securities
	This ten year plan includes a balanced budget for each of the ten years	Clear prudent expenditure and financial parameters are provided for delivering on Council work programmes and levels of service	We plan to cater for growth and manage assets well, while funding depreciation for our key assets	Adjustments are made to our budgets to ensure inflation is included, using credible economic data	Rates limits are set to ensure our rates are kept at a reasonable and affordable level	Borrowing limits are set to ensure financial stability	Careful financial investments are managed to generate a maximised return

Operating expenditure

Our services and day-to-day maintenance of our assets are paid for using operating expenditure. We aim to raise enough revenue each year to cover our budgeted operating expenditure, including depreciation, unless it is prudent not to do so.

Rates are used to fund the balance of operating expenditure after all other revenue streams are accounted for.

Forecast operating expenditure

We have budgeted for operating expenditure to increase from $76 million to $120.6 million between June 2024 and June 2034.

The increase is the result of:

- price increases and escalation (inflation), including rising interest costs;
- maintaining the levels of service we provide;
- the impact of new regulatory frameworks (e.g. quality drinking water)
- to a lesser extent, population and other growth factors.

The following graph provides a breakdown of our forecast operational expenditure.

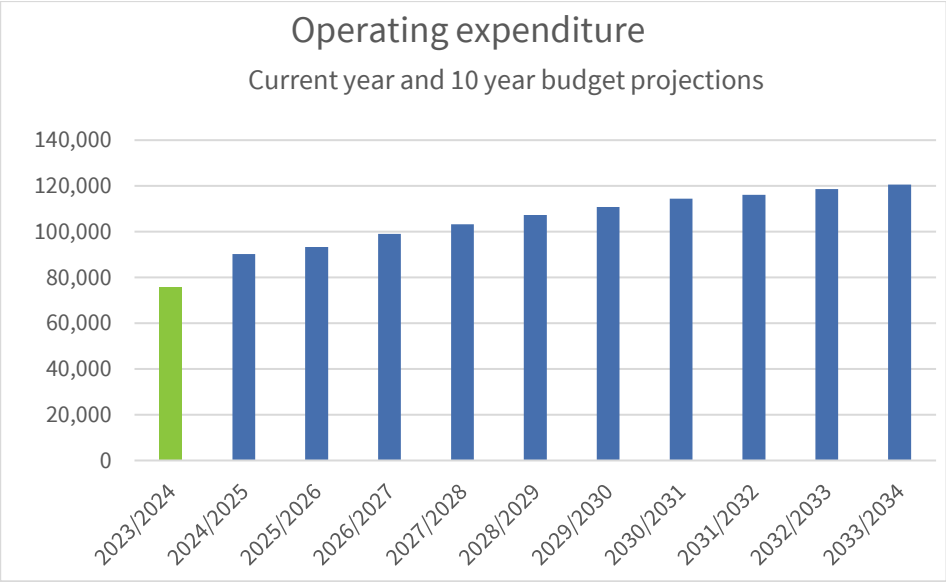


Figure 4. Operating expenditure, 2024/25-2033/34

The following table shows the budgeted operating expenditure for network infrastructure activities over the coming ten years.

These values are based off the 10 Year Plan budgets **$000**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**2031/32**	**2032/33**	**2033/34**
Drinking Water	5,453	6,045	6,402	6,541	6,968	7,391	7,444	7,527	7,443	7,434
Wastewater	3,845	4,121	4,359	4,429	4,836	4,984	4,984	4,873	4,849	4,758
Stormwater	890	899	1,005	1,271	1,438	1,437	2,088	1,578	1,650	1,618
Transportation	11,672	11,560	12,636	13,546	13,779	14,014	14,267	14,431	14,689	14,902

Capital expenditure

In general, we look to at least maintain the level of service that we currently provide across our different activities. This means, each year, we need to ensure enough work is done to maintain our assets and, when necessary, to rebuild or replace them – this is called our capital renewal work programme.

New capital expenditure is budgeted to be funded mostly from loans, with the principal and interest costs being funded by a mixture of rates, grants and commercial income. Loans are typically over a 20-year term, or the expected lifetime of the asset.

Forecast capital expenditure

Capital renewals for Network Infrastructure

The following capital renewal expenditure is budgeted for network infrastructure activities over the coming ten years to ensure we can continue to provide the current levels of service. The total cost of delivering this programme is expected to be $184 million over the next 10 years.

These values are based off the 10 Year Plan budgets **$000**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**2031/32**	**2032/33**	**2033/34**
Drinking Water	2,924	7,565	4,075	3,213	5,882	3,779	4,120	2,141	4,614	1,395
Wastewater	7,498	5,735	3,719	10,844	3,164	2,900	1,130	3,449	2,699	2,682
Stormwater	-	-	-	-	-	-	-	-	-	-
Transportation	8,334	8,745	8,800	9,922	10,140	10,373	10,613	10,856	11,106	11,350

Total capital expenditure

Capital expenditure (including renewals) is budgeted to be $44.1 million in 2024/25 due primarily to investment in improving roads, drinking water, wastewater and stormwater.

Over the next ten years, we have budgeted a total capital expenditure of $459 million, including capital expenditure on network infrastructure - transportation, drinking water, wastewater and stormwater.

The following new capital expenditure is budgeted for network infrastructure activities over the coming ten years to ensure we can meet additional demand - due to either population growth or improvements to the level of service we provide.

Our total capital expenditure for both new and renewals is displayed in the following graph for the next 10 years.

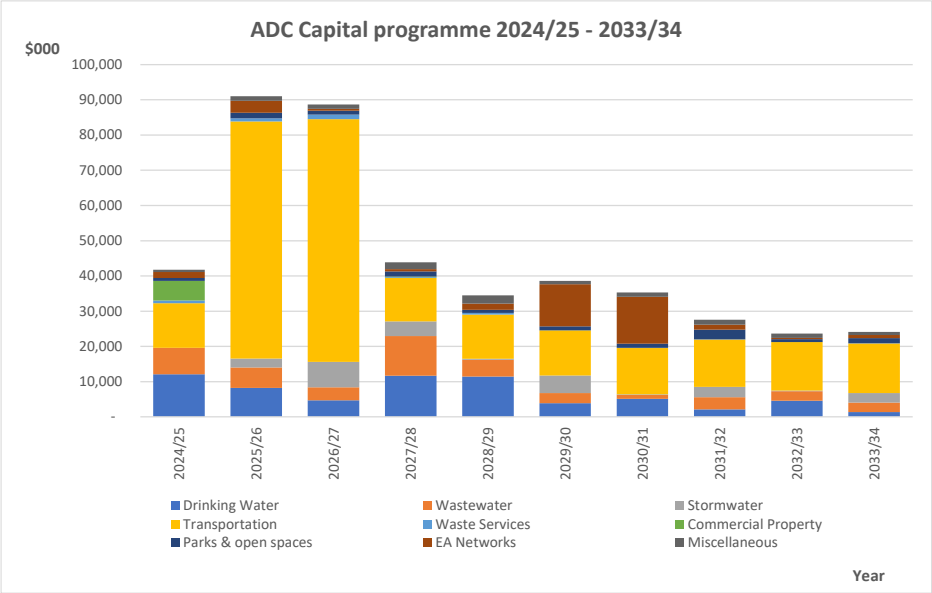


Figure 5. Capital expenditure by activity, 2024/25 -2033/34

Significant Capital Expenditure

Ashburton second urban bridge

We have budgeted that we will contribute $7.5 million of the costs to the second urban Ashburton bridge, with the balance to be sourced from a combination of Waka Kotahi, Crown funding, or some other charging regime (e.g. congestion charging).

The government's strategic investment programme (draft GPS 2024) has identified the Ashburton second bridge project for the National Land Transport Programme (NLTP). The focus is around achieving a total transport system solution which provides better connectivity and travel choice while improving a greater resilience, safety and economic prosperity.
While early conversations indicate that the project could receive central government funding this has not been finalised. Should sufficient funding not be secured from government, either via Waka Kotahi or other government sources, we will need to reconsider other funding options, including if the balance could be loan-funded from within existing debt limits. Insufficient funding could result in a lower level of service, project delays or halt construction of the bridge altogether.

Drinking Water

Compliance with drinking water standards is continuing to drive our ambitious upgrade programme across our water supplies. Including both new capital work and renewals, our programme proposes $12.1 million of work in year 1 and $8.2 million in Year 2. Details of this work programme can be found in the Drinking Water section of the LTP.

EA Networks Centre

We have $3 million budgeted across Years 1-2 of this plan for a new outdoor swimming pool at EA Networks Centre.

Due to continual high usage during peak hours, we are proposing to extend the stadium by adding three indoor courts. This is included in the budget across Years 5-7, at a total cost of $22 million.

Ashburton Business Estate – stage 3

$5.5 million has been included in Year 1 of the budget for Stage 3 development of Northeast Industrial Park (Ashburton Business Estate).

Funding options available

We have several funding options available to us. These include rate revenue sources, and non-rate revenue sources. For further details on each of these funding sources, have a look at our Revenue & Financing Policy.

Sometimes we budget based on the assumption that funding will be received from third-party sources, for example, we expect that we will continue to receive subsidies from Waka Kotahi for road maintenance and renewals.

Rate revenue sources

- general rate
- uniform annual general charge
- targeted rates

Non-rate revenue sources

- grants, sponsorship and subsidies
- investment income, dividends and interest
- development contributions
- financial contributions
- proceeds from asset sales
- fees and charges
- bequests
- borrowing
- lump sum contributions

Rates

The percentage of our annual revenue that comes from rates varies from year to year and over time - for the 2024/25 year it is expected to be approximately 52% (2023/24 50.8%).

Rates limits

Our plan for the next ten years has been prepared based on the following limits on total rates and annual total rates increases.

- Total rates increase for 2024/25 - 2028/29 to be no greater than 10%, exclusive of LGCI each year.
- Total rates increase for the years 2029/30 – 2033/34 to be no greater than 5%, exclusive of LGCI each year

These values are based off the 10 Year Plan budgets	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**2031/32**	**2032/33**	**2033/34**
Rate increase (%)	6.7	8.6	8.7	5.3	2.6	3.0	2.9	1.5	0.9	0.8
Average LGCI adjustment (%)	3.2	2.5	2.2	2.2	2.2	2.3	2.3	2.3	2.3	2.2
Rate increase after LGCI adjustment (%)	**9.9**	**11.1**	**10.9**	**7.5**	**4.8**	**5.3**	**5.2**	**3.8**	**3.2**	**3.0**

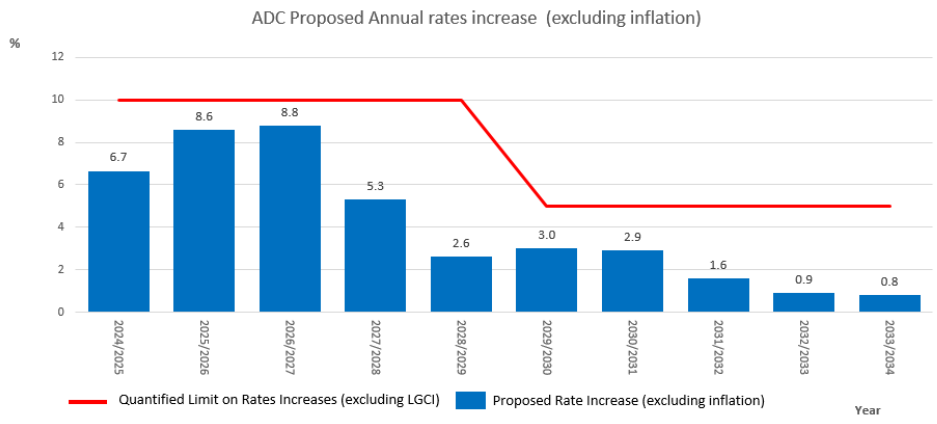


Figure 6. Projected % rates increases vs rates limit (excluding inflation), 2024/25-2033/34

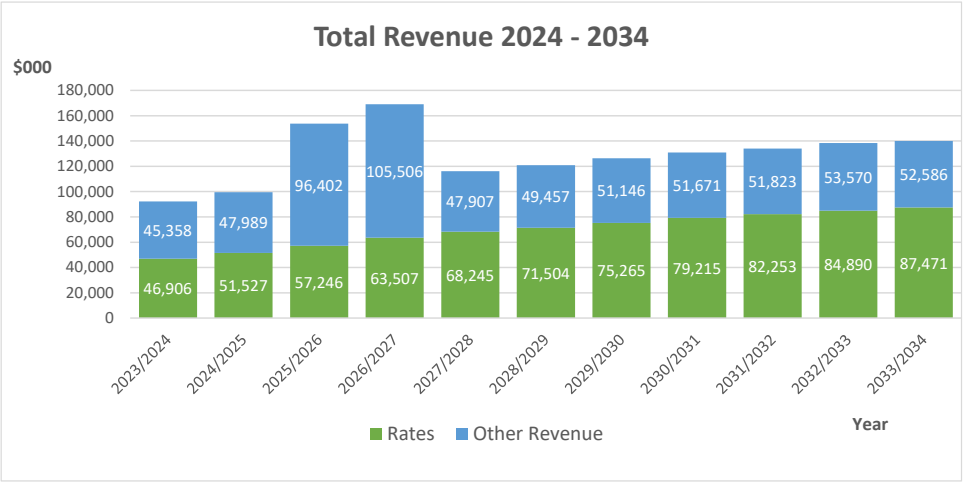


Figure 7. Total revenue 2024-2034

Forecast rates

Rates are a form of property tax. Other revenue comes from fees and charges, government subsidies, investment income and a variety of other sources.

The graph below shows the overall rate requirement and our total revenue for the past five years and the coming ten years covered by this 10 Year Plan.

Funding review

We have reviewed our funding approach as a part of the development of our 10 Year Plan and considered who benefitted from each of our services. Further detail of our decisions can be found in our Revenue and Financing Policy[9] .

Depreciation

We typically rate for depreciation each year based on how much it would cost to replace an asset, divided by its expected useful life. Different assets have different expected useful lives – the time you can expect them to work efficiently before they need replacing.

These funds are included in our operating expenditure and are used for any capital work that is required on that asset. Any funds that are not required in the year they're

[9] *Our current Revenue and Financing Policy can be found at ashburtondc.govt.nz → Council → Policies and Bylaws.*

rated for, are held for future expenses. We see this as fair, as this spreads the costs evenly across the ratepayers who use the asset over its lifetime. This is the principle of intergenerational equity.

Due to our concern about the affordability of the rate rises, we have chosen to only fund depreciation on the equipment at the EA Networks Centre to the value that is required for capital works in the year we are rating for it (as assessed at the time). In addition, we have also only partially funded depreciation on Te Whare Whakatere across our 10 Year Plan (this affects Year 2 onwards). We also will not fund hall depreciation and will instead rate for repairs and renewals as needed.

Borrowing

In developing this strategy, we have set limits on borrowing, to promote financial stability, affordability and value for money over the short, medium and long term.

These limits have guided the preparation of our work programmes and budgets set out in our plan for the next ten years and will be used to guide the preparation of yearly work programmes and budgets in the future.

We can exceed borrowing limits if it is prudent to do so; however, any breach must be explained in the relevant Annual Plan and Annual Report, along with the reasons why a breach is considered prudent.

During the period of this ten-year plan, we have budgeted to repay debt at a level that reduces the impact of finance charges (e.g. interest).

Debt limits

Our plan for the next 10 years has been prepared based on the following limits on external debt:

- Net interest payments to service external debt must be less than 20% of our total revenue (excluding vested assets, infrastructure revaluations and other gains).
- Net interest payments to service external debt must be less than 25% of total rates for the year.
- Net debt shall not exceed 250% of total revenue.
- Council must maintain access to liquidity of not less than 110% of projected core debt.

Internal debt

As well as external borrowing, an option available to us is using realised investment funds to internally fund capital expenditure. This reduces the net cost of borrowing as we can internalise the lender's margin.

We have used internal funding from our investment pool in the past and may do so again in the future. Where cash resources permit, we will continue to use internal borrowings..

External debts

Debt interest no more than 10% of total income is widely considered appropriate. It is important to note that having debt interest higher than this does not necessarily mean debt is not sustainable, but it could limit future options and we need to be mindful of

managing debt at this level. The cost of future borrowing may also increase if lenders perceive a greater risk.

Management of both our internal and external debt is regularly monitored and as applicable, advice is sought from our Treasury Advisor.

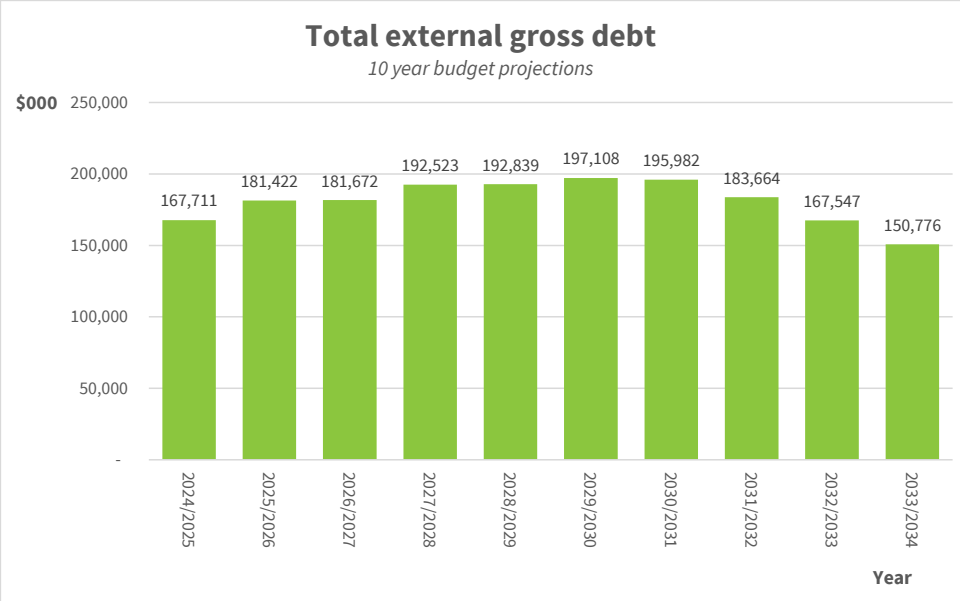


Figure 8. Total external debt -2024 - 2034

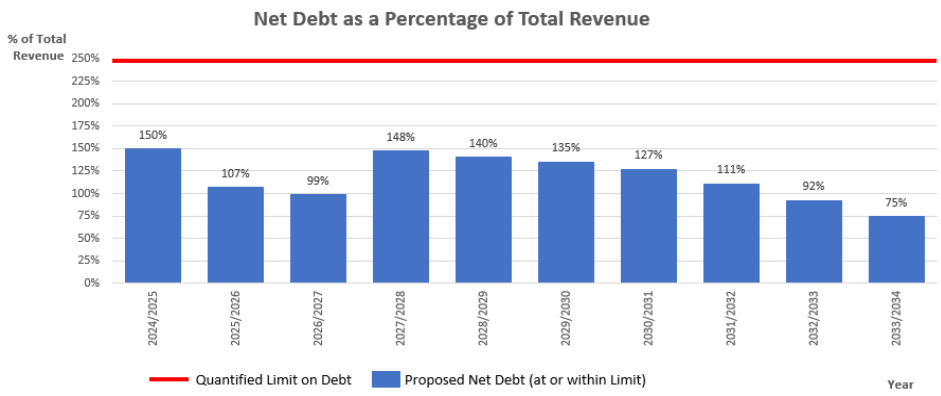


Figure 9. Projected external net debt as a Percentage of Total Revenue, 2023/24-2033/34

Net debt as a percentage of total revenue changes yearly, depending on "other" income that council may receive. For example, in years two and three, council is projecting that we will receive additional grant funding to build the Ashburton second bridge. As a result, the debt to total revenue appears lower than years four to seven.

Managing interest rate risk

Interest rates have risen over the last 18 months and are not predicted to start falling until late 2024/early 2025. High interest costs places a burden on operating budgets and could present difficulty in managing the increased cost of capital in the future.

We have a Treasury Management Policy that seeks to minimise the impact of any such interest rate increase on our overall financial position.

Debt security

We provide lenders with security on its borrowings through a debenture trust deed. This gives lenders a charge over our rates income.

In the unlikely event of Council defaulting on a loan, the lender can ensure a rate is set to recover the outstanding amount owed. This security is attractive to lenders, which

helps ensure we have ongoing support for our debt programme, while reducing the interest rates lenders charge.

Our Treasury Management Policy permits us to give security over specific assets, where

a) there is a direct relationship between the debt and the asset being funded and,
b) security over the asset is considered preferable to security over our rates income.

Currently, we have no securities issued over our assets and our plan for the next ten years does not include any provision to secure debt directly over assets.

Our approach to debt security seeks to maximise access to the capital needed for providing appropriate services to the community at the lowest cost possible.

Inflation

We budget for inflation in each year of our plan. Our costs reflect the type of work we undertake for the community and are significantly affected by the price of items such as energy, bitumen and civil contracting services. This is quite different from the average household, and so using the Consumer Price Index (CPI) for inflation is not appropriate.

Instead, Business and Economic Research Limited (BERL) and Infometrics have both prepared specific inflation values for councils - referred to as the Local Government Cost Index (LGCI). We have adjusted all budgets across the ten years using the average of these two LGCI values. They are also used as part of our setting of limits on rates and borrowing. See below for the average LGCI over the next 10 years.

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
LGCI	3.2	2.5	2.2	2.2	2.2	2.3	2.3	2.3	2.3	2.2

Cash reserves

Our projected balance sheet shows external gross debt of $150.7 million by 2033/34 and a building up of cash reserves to $49.7 million over the same period.

Cash reserves are generated through various methods, including rating for depreciation, income earned from investment activities, land sales from the Ashburton Business Estate, logging sales and other commercial activities. Council will make provision for the repayment of debt over the life of an asset for which the loan has been raised. However, it is not possible or practical in many circumstances to match the life of an asset with the underlying debt. This will be achieved either by making regular loan repayments or provision of sinking funds to be used to extinguish debt at a future time.

We consider it prudent to rebuild cash holdings (primarily through land sales and depreciation funding). This will increase our funding flexibility by enabling cash reserves to be used, or internally borrowed against, rather than requiring external borrowing.

Cash

We hold cash to operate and maintain stable cash flows. We also hold cash in reserves, largely to fund the renewal of assets. These funds are invested in internal borrowing or deposits as provided by our Investment Policy (included as Part I of our Treasury Management Policy). Our target return on cash is the average 90-day bill rate. The net return on commercial activities is expected to equal the ten-year government bond rate less inflation plus risk to reflect the long-term nature. Non-commercial properties are acquired for specific purposes and the return will be set in each case by Council.

Financial investments and equity securities

We have financial investments that generate a return, which can be used to pay for services and reduce rates. This section explains our objectives for holding and managing financial investments and equity securities and its targets for returns on those investments and equity securities.

Investment	Objectives	Target return
Ashburton Contracting Limited We own 100% of the 4,500,000 shares in Ashburton Contracting Limited (ACL).	• ensure local capacity and capability to undertake civil works, particularly for infrastructure • promote competition in the district for civil construction and maintenance activities • form part of a balanced portfolio of investments.	Our expected rate of return on average shareholder funds is a minimum of 10% after tax, based on the rolling average of the last five years, excluding any tax loss offset / subvention payment or the costs of ACL's investment in the Lake Hood extension project. This return, paid by way of dividend, is used to offset rates in the year it is received. This has been budgeted at $1,300,000 per year before inflation.
Transwaste Canterbury We are a 3% shareholder in Transwaste Canterbury Limited (600,000 shares). As at 30 June 2023, these shares had a net asset backing of $1.74 per share ($1,044,000).	• provide an environmentally sustainable facility for the disposal of the district's residual solid waste • form part of a balanced portfolio of investments.	Dividends are determined by the board of directors and dividend returns are applied against the general rate and the uniform annual general charge as detailed in our Revenue & Financing Policy. This has been budgeted at $500,000 per year before inflation.

8. Adoption of Long Term Plan 2024-34 Consultation Document

Author *Femke van der Valk, Corporate Planner*
Activity Manager *Mark Low, Strategy & Policy Manager*
Executive Team Member *Toni Durham, GM Democracy & Engagement*

Summary

- The purpose of this report is to adopt the consultation document for the Long-Term Plan 2024-34, as attached in Appendix 1.
- Consultation will be undertaken under Section 93A of the Local Government Act between 27 March and 28 April 2024.

Recommendation

1. **That** Council adopts the Long-Term Plan 2024-34 consultation document and undertakes consultation with the community from 27 March to 28 April 2024.

Attachment

Appendix 1 LTP 2024-34 Consultation document

Background

The current situation

1. Council is required to adopt a long-term plan every three years. The Local Government Act 2002 (the Act) requires Council to follow a Special Consultative Procedure (Section 93, 93A) to consult on the plan. This includes the development of a consultation document which forms the basis of community consultation.

2. Included within the Consultation Document (CD) are five significant decisions for the community to consider.

    - What should our kerbside green waste collection look like?
    - If we invest in water-based leisure, where should it be?
    - What should we do with Balmoral Hall and old Polytech land?
    - Should we get out of providing stockwater?
    - Should we extend the EA Networks Centre stadium?

3. The CD summarises the 2024-34 LTP story, meets the content requirements of the Act, presents the key information associated with the 2024-34 LTP and provides opportunity for the community to provide feedback.

4. The primary location for obtaining the CD will be Council's website – www.itsourplace.nz. Printed copies of the CD will be available from all LTP engagement events, Council facilities and on request. A flyer will delivered to all district letterboxes summarising the key issues, inviting people to download the full CD, outlining LTP events and other key information associated with the LTP consultation process.

5. The 2024-34 LTP engagement round is being finalised using a range of engagement tools. Branded Five for our Future, these include:

    i. A series of LTP engagement events, including stakeholder presentations, public meetings, pop-up events, LTP roadshow events and Talk it up Tuesdays (See draft summary calendar)

    ii. All LTP consultation information available via the website – itsourplace.nz. This includes the consultation document, information on all topics being consulted on, supporting information. This is using our new engagement website – Social Pinpoint.

    iii. Promotional collateral/advertising via local district newspapers, displays, posters

    iv. LTP related videos

    v. Summary information for the big issues (e.g issue handouts) and separate consultation information available for other items being consulted on, such as the LTP Policies and EA MasterPlan

6. Submissions will be encouraged on all topics, with people encouraged to do this via the LTP website.

7. Due to recent changes in government and repealed water reform legislation, the Minister of Local Government has provided Councils with the option to not have this consultation document and the information it relies on audited.

8. At the 7 February 2024 Council meeting Council confirmed that the LTP 2024-34 Consultation Document would not be subject to Audit and would not include an Audit opinion. The final LTP will be fully reviewed by Audit and include an audit opinion.

Options analysis

Option one – adopt the consultation document (recommended option)

9. Council would adopt the consultation document for consultation as required under the Local Government Act 2002 and use the Special Consultative Procedure as outlined in the Act.

10. The content of the consultation document reflects Council feedback as provided during the LTP workshops and meetings that were part of the development process. The content has been thoroughly reviewed and improved over this period by Council officers, management, elected members and received some Audit feedback.

11. Consultation will be undertaken between 27 March and 28 April. This will allow Council time to hold hearings (week 13-16 May) and deliberations (week 20-23 May), and adopt the final Long-Term Plan 2024-34 by 30 June 2024, as required by statute.

Advantages:	***Disadvantages:***
Council will comply with legislative requirements of public consultation and adoption of the Long Term Plan.	No disadvantages identified for this option
Risks:	
No risks identified for this option	

Option two – adopt the consultation document with amendments

12. Council would adopt the consultation document with some amendments. Depending on the significance of the changes this is not recommended as there is very limited time to research and process amendments prior to the start of the consultation on 27 March.

Advantages:	***Disadvantages:***
If Council decides minor but important changes are necessary, they can be likely be processed in the document.	Significant changes are likely to lead to a delay in the LTP process. There's very limited time for research and processing any significant changes prior to the start of consultation (even less prior to the production and printing of all the consultation documents).
Risks: - Depending on the significance of the changes and the work required to process them this could affect the LTP timeframe and potentially risk Council not meeting its legislative deadlines. Depending on any delays, this could have implications on future processes (e.g. striking the rates, annual report) - Potential reputational risk if Council makes significant changes on the consultation when the content has already been communicated with the community and covered by the media in preparation of the consultation.	

Option three – do not adopt the consultation document

13. Council would not adopt the consultation document. This would mean that Council would not be able to engage the community and discuss the decisions contained in the document. Council would be unable to adopt the Long-Term Plan 2024-34 by the 30 June 2024 deadline.

14. Due to the recent change in government and repealed water reform legislation Government has provided the option to Councils to defer adoption of the Long Term Plan for a period of three months (adopt by 30 September) or defer the Long Term Plan for a full year and adopt an enhanced 2024/25 Annual Plan instead.

15. Discussions with Council to date have not favoured either of these options considering the advanced stage of the Long Term Plan development. However, they remain an option available to Council. If the LTP was to be deferred, Council has until 30 April 2024 to make this decision.

Advantages:	***Disadvantages:***
Council could make significant changes to its programme that would match its proposed approach	- Nullification of all work done to date by Councillors and Officers in the preparation of the Long Term Plan 2024-34. - Significant rework would be required. - Financial losses from work conducted to date e.g. audit, consultation planning etc.
Risks: - Reputational risk when Council does not continue with the consultation when this has already been communicated with the community and covered by the media in preparation of the consultation. - Work programmes of Council staff would be affected and need to be reconsidered. This may affect delivery of other work projects and programmes.	

Legal/policy implications

16. The consultation document for the Long-Term Plan 2024-34 has been prepared under the requirements of the Local Government Act 2002.

Climate change

17. There is a specific section in the Long Term Plan referring to the current challenges and opportunities of our changing climate, which is part of the supporting information provided to the community. The LTP is based on forecasting assumptions, including an assumption around climate change.

18. Different projects in the LTP consider the impact of climate change or are being delivered to reduce or mitigate the effects of climate change.

19. In the Consultation Document there is no specific reference to climate change or information on the carbon footprint for the options presented with the key decisions.

20. The decision to adopt the Consultation Document for community consultation will not impact climate change other than it will provide the community with the possibility to provide feedback on the content of the Long Term Plan and its key decisions, which for some members of the community may be the opportunity to share feedback related to climate change.

Review of legal / policy implications	
Reviewed by In-house Counsel	*Tania Paddock; Legal Counsel*

Strategic alignment

21. The recommendation relates to Council's community outcome of 'residents are included and have a voice'. The LTP contributes to Council's strategic direction and impacts community wellbeing.

Wellbeing		Reasons why the recommended outcome has an effect on this wellbeing
Economic	✓	The Local Government Act 2002 states that the purpose of local government is to promote the social, economic, environmental and cultural well-being of communities in the present and for the future. The consultation on the Long Term plan, which refers to the future of our district, effects all the four wellbeings.
Environmental	✓	
Cultural	✓	
Social	✓	

Financial implications

Requirement	Explanation
What is the cost?	$35,000
Is there budget available in LTP / AP?	Yes
Where is the funding coming from?	Strategy & Policy / Communications budget
Are there any future budget implications?	No
Reviewed by Finance	Leanne Macdonald, Group Manager – Business Support

Significance and engagement assessment

Requirement	Explanation
Is the matter considered significant?	Yes
Level of significance	High
Rationale for selecting level of significance	The LTP has been developed considering a range of issues that will impact on Council activities over the period of the LTP. These meet many of the criteria within the Community Engagement Policy.
Level of engagement selected	3. Consult – Formal two-way conversation
Rationale for selecting level of engagement	We have signalled a number of issues we will consult with the community on. The LTP represents our most significant three years consultation, and we are required under the Local Government Act 2002 to consult with the community using the Special Consultative Procedure. The LTP Consultation Document is a key tool for this consultation.
Reviewed by Strategy & Policy	Mark Low; Strategy and Policy Manager

Next steps

Date	Action / milestone
27 March – 28 April	Public consultation
Week 13-17 May	Public hearings
Week 20-23 May	Deliberations
26 June 2024	Long-Term Plan adopted
1 July 2024	Long-Term Plan takes effect

Appendix 1

Five for Our Future

(Add Māori translation)

Hakatere: Te rohe ka whiria mō te āhua noho, me te hapori
Ashburton: The district of choice for lifestyle and opportunity

We have some big decisions to make, and it's your chance to help us shape our future

Let us know if we've got the balance right, at:

www.ItsOurPlace.nz

Key dates

July/August 2023 – early engagement survey and workshops held; **27 March – 28 April 2024** – Consult on draft plan; **13 – 16 May** – Submitter hearings;

20 - 23 May – Council deliberates on feedback **26 June** – Council confirms 10-year plan **1 July** – Day 1 of our plan

Contents Rāraki Upoko

Welcome

Our Long Term Plan in 12 key points

Five for our future - What big decisions do we need to make?

Decision 1 - What should our kerbside green waste collection look like?
Decision 2 –If we invest in water-based leisure, where should it be?
Decision 3 – What should we do with Balmoral Hall and old Polytech land?
Decision 4 – Should we get out of providing stockwater?
Decision 5 – Should we extend the EA Networks Centre stadium?

What else is a priority?

What else are we planning over the next 10 years?

Shaping our tomorrow - Infrastructure Strategy

Setting our Financial Future - Financial Strategy

What's happening to my rates? Proposed 2024/25?

What's happening to fees 2024/25?

What else are we consulting on?

Your Council

How to have your say
Submission form

Welcome *(Add Māori translation)*

We have a vision to make our district ‘the district of choice for lifestyle and opportunity’ – Hakatere – te rohe ka whiria mō te āhua noho..

We’ve made great progress over the last three years, with the opening of a fantastic new library and civic building - Te Whare Whakatere, upgrading the CBD, installing new water treatment facilities and water storage in Methven, and upgrading large sections of our 2,600km roading network.

There’s still much to do. This document provides a summary of our plans for the next ten years and details the key projects and issues ahead. We face some tough choices, and it's important to acknowledge that we can’t afford everything.

Within this plan, we're attempting to find a delicate balance between affordability, delivering essentials like roads, wastewater and drinking water, and progressing exciting projects that make the district a great place to live.

To fund these, the plan proposes a 9.9% increase (including inflation) in what we collect in rates for 2024/25 and an average rate increase across the ten years of 6.5% (including inflation). As always, rates will vary area by area.

This plan is just a draft. Your feedback will help us know where we have the balance right, and where changes need to be made. We want your feedback on our plans and have five big questions we believe are of particular importance to the district over the next few years. However, we welcome your feedback on any aspect of the plan.

As we saw during early feedback, our community are passionate about the future of the Ashburton District. While there are tough decisions to make, we believe that through partnership with the community, there's also much to look forward to over the next 10 years.

We look forward to hearing your ideas and feedback. (Add Māori translation)

You can read more and share your thoughts at ***ItsOurPlace.nz***.

Early feedback

To help shape our plan we asked you for some early feedback on how our district was doing through the 'Take 10 for our future' campaign. We combined this with other feedback we've received, such as that collected through our Annual Residents' Survey, to help shape the proposals we're putting in front of you now.

See *ItsOurPlace.nz* for a summary of the feedback received through early engagement.

NEIL BROWN
MAYOR

HAMISH RIACH
CHIEF EXECUTIVE

Our strategic direction includes a vision, community outcomes and guiding principles.

Our vision is the overall, future focussed goal we are working towards.

Community outcomes also look to the future and take a 'whole-of-community' view. They are focused on improving the district's social, cultural, environmental and economic well-being. Everything we do contributes to these outcomes.

Our guiding principles outline how we will function and deliver activities and services to our community.

Our vision

Ashburton - the district of choice for lifestyle and opportunity

Hakatere - te rohe ka whiria mō te āhua noho, me te hapori

[Design ref: graph to be refreshed (a.o. no white text)]

What is a Long Term Plan?

The Long Term Plan is our most important planning tool.

It lays out what we plan to do over the next 10 years and how it will be paid for.

It includes detailed information on the activities, services and projects we intend to deliver, and attempts to answer the when, where and how for each.

It also includes a detailed look at our funding and financial management, and forecasts what our rates might look like over the next 10 years.

As circumstances and priorities often change over time, we're legally required to review the Long Term Plan every three years.

Due to the recent change in government and repealed water reform legislation Council has opted for the option, provided by the Minister of Local Government, to not have this consultation document and the information it relies upon audited. The final LTP will be fully reviewed by Audit.

Our Long Term Plan in 12 key points

We've condensed the key details of the draft plan into 12 key points:

1. **Developed in uncertain times -** We've developed this LTP during a challenging time after the Covid pandemic, amidst a global cost of living crisis and ongoing global unrest.
2. **Government changes -** We're adapting to changes with how the government wants local government to provide services. There have been two different governments during this planning period, and some significant changes are currently being reversed.
3. **Infrastructure investment -** Some of our key assets are reaching the end of their life, and we need to invest more to keep them up to scratch and provide services safely to the community.
4. **Roading network focus -** Roads remain a big focus. We'll spend more to maintain and improve them to a level that our residents expect. Due to our extensive and ageing roading network, this will come at a cost.
5. **Water services improvements -** We'll continue work to improve our water services by replacing ageing pipes and upgrading both drinking water supplies and wastewater treatment systems to meet higher standards.
6. **Long term focus -** Over the next ten years, we'll continue our focus on important issues, such as handling district growth, adapting to climate change, meeting higher regulatory standards and building a more resilient district. All of this is aimed at achieving our vision for Ashburton: The district of choice for lifestyle and opportunity.
7. **New greenwaste service -** We'll introduce the food waste collection service as government has mandated us to do. Additionally, we're proposing the introduction of a more extensive kerbside collection service for green waste, based on resident demand and to help cut down the waste going to landfill.
8. **Enhancing recreational services -** We're tackling some challenges in our recreational area, by proposing to add courts to the EA Networks Centre stadium, deciding the future of the Balmoral Hall and figuring out whether refurbishing the Tinwald Pool or providing other water play options would be better.
9. **The future of stockwater -** There's a big decision to make around our future role in stockwater, with Council proposing to stop providing the service in three years.
10. **Continued service delivery -** We'll keep delivering a whole heap of other services at the current standards, from the stunning Te Whare Whakatere to approving building consents, upgrading parks, playgrounds and gardens, licensing food premises, providing district grants and maintaining cemeteries, just to name a few.
11. **The cost of delivery -** Running a district doesn't come cheap. Much like many households in New Zealand, we're facing big increases to the costs of providing services. To meet these inflationary pressures and realise our plans for the district, overall rates are proposed to increase about 30% in the next three years, including inflation. It sounds a lot, but this translates to around an additional $300 annually for an average Ashburton residential property.
12. **Increasing debt -** Under this LTP, we'll have more debt. While debt needs to be managed carefully, it's often considered fair to borrow for building things that last for a long time, as it spreads their cost across the generations of people who will benefit.

So, this is where we've got to! What do you think? Read through this document and give us your views.

Five for our future - What big decisions do we need to make?

The feedback we received during early engagement shows that you share our vision for making Ashburton District the place of choice for lifestyle and opportunity.

However, we can't do everything! It would be unaffordable and we don't have the capacity to deliver every project on our wish list.

For this reason, we have to carefully prioritise and decide which projects we progress over the coming years and which can be left for a later time.

Our initial focus is on getting the basics right. For many in our community, this means improvements to our roads and other essential infrastructure. To read more about this, check out the Infrastructure Strategy.

The following pages provide detailed information about some of our key projects, including cost estimates and their potential impact on rates.

We want to hear whether you support the priorities and preferred options proposed in this plan.

What's a 'preferred option'?

As part of developing the LTP, Council have considered different choices related to these five big decisions. The option that Council currently favours is what is called the 'preferred option'. The costs of this option are included in the LTP budget. We're seeking feedback on all these options. Following consideration of feedback on the LTP or if we learn new information, Council may change its preferred option.

What's UAGC?

Uniform Annual General Charge (UAGC) – is a fixed rate set on every property, meaning it is a charge that is the same for all ratepayers (regardless of its capital value or location).

Design: textbox to be positioned where UAGC is mentioned first?

Key decision 1: *What should our kerbside green waste collection look like?*

The key decision for this issue is whether we should only introduce the mandatory kerbside *food* waste collection service or a full kerbside green waste service.

Background

We currently lack a Council-provided kerbside collection service for green waste. The Government has mandated the introduction of a food waste collection by 2027, with our plan to begin this service in September 2026, aligned with the start of a new Waste Management contract.

While we must start collecting food waste, feedback from previous consultations and our Annual Residents' Survey shows that the community desires a more comprehensive green kerbside service which would also collect organic waste, like your garden and lawn clippings.

How would the services work?

Option 1: With the mandatory food waste only collection, each household will get a small 23-litre bin just for food scraps. This small bin will be emptied weekly like the red rubbish bin.

Option 2: With the full kerbside green waste service, each property would get a 240-litre wheelie bin – the size of your yellow bin - for both your kitchen scraps and other green waste. These would also be emptied every week.

For both options the collected waste would be taken to the Ashburton Resource Recovery Park, and then sent to a plant in Canterbury for composting.

You cannot opt out of whichever service is finally agreed. If your property already gets kerbside collection, you'll get the food waste collection service and be charged. If the full kerbside green waste collection was approved, you would receive this service. Under both scenarios, your regular red bin for general rubbish would still be collected every week.

Funding a new service

We can secure a grant from the government's Waste Minimisation Fund to help implement kerbside collection for both options. This funding would help cover the capital costs of establishing the service – such as the purchase of the new kerbside bins and construction of a storage bunker at the Ashburton Resource Recovery Park.

It's important to note that the ongoing costs of collecting and transporting both food and green waste are higher than collecting just food waste alone. However, encouraging everyone to use green bins for organic waste instead of their red bins, will mean some cost savings from less organic waste going to landfill.

Add Councillor Quote (+photo) –

Why is this issue important?

Want more info? See our FAQs online

Cost	When
$1.6m Capex	*2026*

What are the options?

Option 1 – Introduce a green waste collection service (preferred option)	**What will it cost?**	**Advantages**
This service would provide a 240-litre wheelie bin for green organic waste *and* food waste, collected weekly. Collection of the organic waste would begin in August 2026.	**Cost:** **Capital:** $1.66 million We expect to get a subsidy from the Waste Minimisation Fund of around $918,000 to cover the capital costs of the scheme. The remainder would be funded through loans. **Operating:** $1.24 million annually Operating costs would be covered through increased targeted rates for waste collection and savings from less refuse collected. **Debt:** $742,000 **Rates:** $72 This is the extra charge included in the Targeted rates for Refuse Collection, that is paid by those who get the service.	• Provides the level of service the community has been asking for. • Simpler collection service than food only waste. • A higher diversion rate of green organic waste going to landfill. • Environmental benefit of diverting green waste from landfill where it produces methane. • Meets our legal obligations. **Disadvantages** • More expensive annual cost than the food waste only collection.

Option 2 – Only provide the mandatory food waste service	**What will it cost?**	**Advantages**
We are required by Government to provide a food waste collection service. This service would provide a small 23-litre bin for food waste only, collected weekly. We would roll this service out in 2026 as we're obligated by law but would not provide a broader green organic waste service (i.e. Option 1).	**Cost:** **Capital:** $764,000 We expect to get a subsidy from the Waste Minimisation Fund of around $458,000 to cover the capital costs of the scheme. The remainder would be funded through loans. **Operating:** $524,000 annually	• Meets our legal obligations. • Smaller rates increase for this service. **Disadvantages** • No additional diversion of organic waste from landfill. • Does not meet the requests of the community. • Handling of food only waste is unappealing – to customers or collection staff.

	Operating costs would be covered through increased targeted rates for waste collection and savings from less refuse collected. **Debt*:*** $306,000 **Rates:** $35 This is the extra charge included in the Targeted rates for Refuse Collection, that is paid by those who get the service.	• Bins when full might be heavy, prone to tipping in strong winds, appealing to cats and dogs and difficult for some people to move. • More expensive option per tonne of green organic waste collected. • No environmental benefits when green organic waste continues to be added to the landfill.

For more information see ItsOurPlace.nz

Key decision 2: *If we invest in water-based leisure, where should it be?*

The key decision for this issue is about determining our spending priority for approximately $3 million on water-based leisure.

Background

In response to ongoing requests from the community, there are four water- based leisure projects that have been proposed. Except for the hydroslide ($3-4 million), each is priced at about $3 million. Although we'd like to do all of them, we can't afford it. All options are loan funded, meaning it would be considered an investment and the money would not go to another (non-waterplay related) project if we decide to not do any of the proposed projects. We'd like to know which project you prefer for us to proceed with or, if you don't want us to do any of the options at all. Background on the different projects is provided below:

1) What is happening with the Tinwald Pool?

We decided not to open the Tinwald Pool for the 2023/24 summer due to significant water leaks, low visitation, staff shortages, and increased operational costs. We recently received a petition from community members with 872 signatures from people based locally and overseas, requesting the pool to be saved.

There are two significant challenges associated with retaining the pool. Firstly, the pool has reached the end of its useful life and a significant upgrade is required to get it back in use. It has been leaking around 17,000 litres per day from unknown locations when full, and the water treatment and circulation equipment is not expected to last another season, nor does it meet NZ swimming pool standards. A fix would require a full replacement of pipework and plant, at a cost of around $3M, excluding improvements to changing rooms, entrance or other lifeguard facilities.

Secondly, operating and staffing the pool is more expensive compared to other facilities. As a satellite pool, Tinwald Pool requires more staff to safely operate, and recruiting lifeguard staff is increasingly challenging. During its busiest season in recent times (2020/21, around 3,050 users), the pool ran at a $66,000 loss, equating to a cost to the ratepayer of around $18 per swimmer for that season. Since that time patronage has reduced. While for all pools, including the EA Networks Centre, it is challenging to meet costs, the difficult combination of issues at Tinwald Pool mean Council is considering what represents the best long-term solution for the wider Ashburton community. Aquatic facilities are important community facilities, and we want to ensure the money is spent wisely.

Because of these issues and the urgent need for upgrades, if this option isn't chosen, the pool will be permanently closed and alternative uses for the site will be investigated.

2) The Ashburton Domain paddling pool and domain development plan

The Ashburton domain paddling pool is an older asset and we've had lots of requests for an upgrade recently.

This is a project in the Ashburton Domain Development Plan, adopted in 2020, to relocate the paddling pool next to the children's playground and add a water splash deck.

We also need a spot to house new water treatment equipment in the Ashburton Domain. The building by the paddling pool, which currently houses the filtration equipment and public toilets, is one potential site. If we use this site, new toilets and an equipment shed would need to be built and it makes sense to time the move of the paddling pool with the construction of this needed item.

If this option isn't chosen, the current paddling pool can be used in the short to medium term and a new toilet block and equipment shed will be built near the existing pool.

We might revisit this project in future, but there would be no plans included in the next 10 years.

3) A new outdoor pool at the EANC (PREFERRED OPTION)

Building an outdoor pool at EANC was investigated due to the community's desire to retain an outdoor pool with a relaxed picnic space within Ashburton. Being a new construction, the pool's features, depth and surrounding landscaping are only limited by available funding. This project emerged as Council's preferred option due to lower annual operating cost when compared to the Tinwald outdoor pool.

This pool project has several operational staffing efficiencies (approximately 1 less staff member), increased projected revenue and provides customers with higher quality amenities like changing rooms, accessibility, a café, along with several other heated pools available. Our Recreation Facility Utilisation Study last year has shown that the swim school at EA Networks Centre is at capacity, and another pool could help ease this issue.

As this project has been included within the draft EA Networks Centre Masterplan link to plan, it does not stop future aquatic development at EANC. Therefore, a hydroslide or additional indoor pool complex could still be added in the future.

4) Building a hydroslide at EA Networks Centre

In 2015, we consulted on a hydroslide at EA Networks Centre and received considerable community feedback. At the time we decided not to continue with this project, however, since then we have continued to receive requests from the community for a hydroslide.

During pre-engagement on our draft 10 Year Plan we received comments requesting a hydroslide, as well as frequent comments requesting more entertainment for youth and teenagers.

Compared with the other projects, a hydroslide operates year-round and will generate extra income through user fees. Council could also consider entering into a joint venture to offer the service with lower financial investment.

What are the options?

Option 1 – Refurbishing Tinwald Pool	**What will it cost?**	**Advantages**
The Tinwald Pool would be repaired and relined with a full replacement of piping and plant. The rebuild only improves the pool itself, no work is included in the budget to improve the changing rooms, entrance and lifeguard facilities. Like with all renovation projects, there are likely to be unknown costs associated with this project. If this option isn't chosen, the pool will be permanently closed and an alternative use for the site investigated.	**Cost:** **Capital:** $3.025 million (loan funded) **Operating:** Approximately net costs of $480,000 from year *3* slowly decreasing over a 20-year period. **Debt*:*** Would increase by $3.025 million (Year 1-$155k/ Year 2 a further $2.87 million) **Rates:** Approximately extra $26 per UAGC from year 3 slowly decreasing over a 20-year period	• Tinwald Pool is retained for use by locals. • Responds to the requests of some in the community. • Provides an alternative urban pool option when EA Networks Centre is closed for maintenance. • Public swimming options (in summer) are offered in different locations in Ashburton. • Some income generated by pool entrance fees. **Disadvantages** • High investment to repair with similar to what is there now. • High investment for a small number of users. • Likely to be used predominantly by Tinwald and other Ashburton residents but paid for by ratepayers across the district (like the EANC). • Highest operating costs per opening hours of all the options. • Would not solve the Swim School capacity issue at EA Networks Centre • Would not solve the lifeguard shortage issue

Option 2 – Creating a new waterplay area at Ashburton Domain	**What will it cost?**	**Advantages**
The children's paddling pool in the Ashburton Domain would be replaced with a new water play and paddling pool facility. This would sit in a new location alongside the children's playground area. The project would include a new paddling pool, a splash deck, and other waterplay features. If this option isn't chosen, the current paddling pool will be able to be used in the short to medium term.	**Cost:** **Capital:** $3.025 million (loan funded) **Operating:** Approximately net costs of $451,000 from Year 3 slowly decreasing over a 20-year period **Debt*:*** Would increase by $3.025 million (Year 1-$155k/Year 2 a further $2.87 million)	• Remains a free activity and therefore has less barriers to use than the other options. • Does not require lifeguards and is not restricted by opening hours. • Enhances current paddling pool offering to also include a splash deck and other water activities. • Able to be modernised and future proofed due to re-locating rather than upgrading. • In line with Ashburton Domain Development Plan and current Long Term Plan 2021-31. • Responds to the requests of the community for an upgraded paddling pool at the Ashburton Domain.

	Rates: Approximately extra $25 per UAGC from Year 3 slowly decreasing over a 20-year period	**Disadvantages** • Tinwald Pool would be closed permanently. • Does not appeal to a broader age range • May be deemed unnecessary given the current pool could continue to operate in the short-medium term with a new building that houses the filtration equipment, which is already budgeted for

Option 3 – Building an Outdoor pool at EA Networks Centre (PREFERRED OPTION) This is Council's preferred option. An enclosed and landscaped area with an outdoor pool would be built at EA Networks Centre. The pool would likely include an integrated child splash area / beach entry, as well as outdoor spaces to relax. Co-locating the outdoor pool at EA Networks Centre will make lifeguarding the pool easier than at Tinwald. It is envisioned that the lifeguards would rotate through the area	**What will it cost?** **Cost:** **Capital:** $3.025 million (loan funded) **Operating:** Approximately net costs of $451,000 from Year 3 slowly decreasing over a 20-year period **Debt:** Would increase by $3.025 million (Year 1-$155k/Year 2 a further $2.87M) **Rates:** Approximately extra $25 per UAGC from Year 3 slowly decreasing over a 20-year period	**Advantages** • Greater opening hours than the Tinwald Pool due to greater flexibility with utilising lifeguards at EA Networks Centre. • Lower operating costs than Tinwald Pool in relation to opening hours due to less lifeguards required. • Would be built to modern pool design and standards. • Customers would be able to utilise other EA Networks Centre facilities. • Provides an alternative pool option when the indoor pool is closed for maintenance. • Some income generated by pool entrance fees **Disadvantages** • Tinwald Pool would be closed permanently • Upgrading of the Ashburton Domain paddling pool area not currently included in this LTP, but could be reviewed in 3 years • May be seen as an extravagant option given there are several outdoor community pools across the district already.

Option 4 – Building a Hydroslide at EA Networks Centre A hydroslide would be added to the current indoor pool at the EA Networks Centre. Initially one slide would be built with a further slide able to be added later.	**What will it cost?** **Cost:** **Capital:** $3.5 million (loan funded) **Operating:** Approximately net costs of $403,000 from year 3 slowly decreasing over a 20-year period	**Advantages** • Available for use all year round. • Meets the requests for more activities for teenagers within the district. • Will generate additional income as the users would pay an additional cost.

	Debt*:* Would increase by $3.5 Million (Year 1-2) **Rates:** Approximately extra $22 *per UAGC* from year 3 slowly decreasing over a 20-year period (lowest rate due to highest expected income)	• Council could enter joint venture and save costs and have a renewed slide after 20 years. **Disadvantages** • Tinwald Pool would be closed permanently. • Upgrading of the Ashburton Domain paddling pool area not currently included in this LTP, but could be reviewed in 3 years. • Depending on the design, this option may not be able to be used by young children (e.g. under 5s). • Depending on design features, this option may be the most expensive option ($3.5 million) but could be subject to a cost lowering joint venture agreement with a specialist hydroslide company if desired.
Option 5 – Do nothing (status quo) This is the status quo option. No investment in these projects would happen in the next 10 years.	**What will it cost?** **Cost:** **Capital:** $0 **Operating:** minimal costs to keep current paddling pool in the domain operating. **Debt*:*** $0 **Rates:** $0	**Advantages** • Costs would be minimal. **Disadvantages** • Tinwald Pool would be closed permanently. • Upgrading of the Ashburton Domain paddling pool area not currently included in this LTP, but could be reviewed in 3 years. • Does not meet the requests of the community for more options for teenage entertainment, an upgraded paddling pool, or the request to save the Tinwald Pool. • Does not help to solve the swim school capacity issues at EA Networks Centre. • Outdoor water leisure options would be limited to township outdoor pools across the district during summer.

For more information see ItsOurPlace.nz

Add Councillor Quote (+photo) –

Why is this issue important?

Want more info? See our FAQs online

Key decision 3: *What should we do with Balmoral Hall and old Polytech land?*

The key decision for this issue is what Council should do with the existing Balmoral Hall and old Polytech land located in central Ashburton.

Background

Currently, the Council owns the Balmoral Hall and the old Polytech site on Cameron Street, Ashburton.

The Balmoral Hall is not classified as a heritage building but was built in 1936 and has been used by many generations and people since.

Balmoral Hall needs significant repairs – it has watertightness issues, unsuitable heating, and inadequate kitchen and bathroom facilities. Originally, we allocated around $480,000 in the current Annual Plan (2023/24) for these upgrades, but a recent estimate put the costs at around $1.3 million. This excludes any ongoing operational costs.

Further investigation of the work Balmoral Hall needs triggered the requirements of a building consent. As this is a public building, it is subject to additional requirements including fire protection systems, having the right ratio of sanitary fixtures, and accessibility. This is where the additional work, and costs, have arisen from.

The Hall is underutilised, and due to its layout, can only be booked by one group at a time.

On the Polytech site, the main classroom is outdated and is possibly past the end of its useful life.

Maintaining and operating both sites is expensive, and the income received doesn't currently cover the costs. We expect that in time the income will reduce further, partly because some users are unwilling to pay higher fees, and some have either stopped operating or have moved to other facilities. Currently, we charge $25/ hour for hall hire, up to a maximum of $150/day.

	2022/23 Income	2022/23 Expenditure
Balmoral Hall	$11,445	$44,733
Polytech Site	$30,597	$48,172

[Design ideas – add picture, site plan]

Add Councillor Quote (+photo) –

Why is this issue important?

Want more info? See our FAQs online

What are the options?

Option 1 – Retain and repair Balmoral Hall and the Polytech site	What will it cost?	Advantages
Balmoral Hall would be repaired and retained for its current use. This would include making the building watertight and fit for purpose. The Polytech land would also be retained and continue to be leased until a clear future for the site is determined. Some deferred maintenance would need to be funded in the short term, but the exact cost is yet to be determined. It's important to note we do not see any benefit in retaining the hall if the repairs and maintenance are not carried out.	**Cost:** **Capital:** Estimated at $1.3 million (This excludes any ongoing operational costs). **Operating:** Approximately net costs of $388,000 from year 1 slowly decreasing over a 10-year period to repay the loan. **Debt:** Would increase by at least $1.3 million **Rates:** Approximately extra $1.89 per $100,000 capital value from year 1 slowly decreasing over a 10-year period. Funding for repairs and maintenance and ongoing operational costs (currently $45,000 per annum) would mostly come from the general rate, with the balance coming from the fees and charges paid by users.	• Community assets retained for use by community groups. **Disadvantages** Balmoral Hall • Increase in budget required, with no real improvement to the level of service the hall provides. • Unlikely to see an increase in use or income following refurbishments. • Current groups using the hall are unwilling or unable to pay more if fees were increased proportionally to repair costs. • General ratepayers would be subsidising the operating costs of Balmoral Hall for the facility users. Polytech site • Funds will need to be committed to undertake deferred maintenance. • Long-term use will need to be found and the site redeveloped to suit.

Option 2 – Sell both sites (PREFERRED OPTION)	What will it cost?	Advantages
The Balmoral Hall and Polytech site would both be sold 'as is where is'. The capital value (CV) for Balmoral Hall is $1.007 million and Polytech is $1.45 million. There is a plan to construct a multi-use studio at the EA Networks Centre to meet dance community needs. See separate box for more information.	**Cost:** There would be a commission on the sale of the sites, which would come from the revenue received. No cost to the ratepayer. **Debt:** Overall debt would reduce as Council have previously indicated the sale proceeds would be used to offset debt incurred by construction of Te Whare Whakatere. **Rates: $0**	• Sale proceeds used to offset debt incurred by construction of Te Whare Whakatere (Library & Civic Centre). • Repairs and maintenance budget no longer required for Balmoral Hall or the Polytech land. • A modern dance studio at EA Networks Centre would likely be available to replace the sprung floor being lost at Balmoral Hall. **Disadvantages** • It is likely that the hall and main Polytech classroom would be demolished by the purchaser, so community groups are likely to lose their current facilities.

		• The dance studio proposed at EA Networks Centre would be smaller and more expensive to hire than the current space at Balmoral Hall. • Heritage groups are unlikely to agree with selling Balmoral Hall.

Option 3 – Demolish or relocate buildings and redevelop the site Both Balmoral Hall and the Polytech site would be cleared. Some buildings on the Polytech site would be relocated. The main two-story classroom building on the Polytech Land and Balmoral Hall would be demolished, and the sites redeveloped. At this stage, there are no specific plans for what the redevelopment would include, and the associated budget would need approval later. There is a plan to construct a multi-use studio at the EA Networks Centre to meet dance community needs. See separate box for more information.	**What will it cost?** **Cost:** **Operating:** Demolition costs: $180,000 for Balmoral Hall; $450,000 for Polytech buildings. **Capital:** Costs for redevelopment would likely be funded through debt. These are unknown and would need to be approved through a future Annual Plan or Long Term Plan. **Debt*:*** Redevelopment would be funded through debt, repaid from the general rate. The amount of debt is unknown at this time. **Rates:** Approximately an extra $3.07 per 100,000 capital value for year 1.	**Advantages** • Likely to create income from the redevelopment. • A modern dance studio at EA Networks Centre would likely be available to replace the sprung floor being lost at Balmoral Hall. **Disadvantages** • Heritage groups are unlikely to agree with demolishing Balmoral Hall. • Loss of community assets used by community groups. • The dance studio proposed at EA Networks Centre would be smaller and more expensive to hire than the current space at Balmoral Hall.

EANC Internal Building Changes and Multi-Use studio

The sprung floor at Balmoral Hall is a unique aspect to the hall and is sought after by dance groups. If the hall is sold or demolished, to address the needs of the dance community, construction of a multi-use dance studio is proposed as part of internal building changes planned for the EANC in year 1 of the LTP. This studio would have a 100m² floor space, which is smaller than the current floor space at Balmoral Hall. It is likely that the cost to hire this would increase. The total cost of this project (including the dance studio) is $325,000 which would be funded through debt. The effect of the total project would add around $8 annually to the UAGC from Year 2.

If the hall was retained, it would be likely that the multi-use studio was not included as part of the project.

For more information see ItsOurPlace.nz

Key decision 4: *Should we get out of providing stockwater?*

The key decision for this issue is whether Council should remain involved in the delivery of stockwater in the future.

Background

We currently operate a stockwater network made up of around 1,600km of channels and related infrastructure to provide water for livestock. About 1,000 properties pay specific rates for the service, and all ratepayers contribute a small amount. These channels are mostly manmade, but some are natural waterways or fed by springs under the Canterbury Plains.

The service is mostly used to provide water for animals, but there are also other benefits such as supporting biodiversity, providing food sources (mahika kai), land drainage, and contributing to community amenities (e.g. supplying water to the Ashburton Domain ponds).

Over the past two decades, some races have been closed, reducing the network from around 4,000km to its current size. Closure requests are regularly received, and we believe that it's because landowners either don't use the service or have switched to a different, more efficient service, like piped irrigation.

Challenges facing the stockwater service

Inefficient water delivery

The stockwater network is an ageing and inefficient method of delivering water for livestock to farms. The service relies on having sufficient water in the system to keep the water flowing. This means farms closer to the coast can face water shortages, especially during summer. Channels need regular maintenance such as removing weeds and obstructions and significant water is also lost to ground seepage. During summer, water sources often dry up, meaning we can't always guarantee the service. There are other, more modern ways for properties to get water.

Some community and biodiversity benefits from stockwater will continue to be maintained under all the options proposed.

Aging infrastructure and increased maintenance

Maintaining the system is getting costlier because the infrastructure is aging and needs replacement. Many components, related to the channels (e.g. gates, pipes, pumps) will need replacing over the next few decades. Severe weather events also damage the channels and stockwater infrastructure. Running the stockwater service costs a lot, $1.3 million annually to maintain and keep it working. Looking ahead, we'll need significant funding to upgrade the network, address other issues and maintain the current level of service.

Increased environmental requirements

Meeting new environmental requirements will add extra cost to ensure the system is viable in the future. For example, this includes the installation of fish screens on some intakes to meet these new standards.

Funding the service

If you have a stockwater channel on or alongside their property, you have to pay for it, whether you actually use it or not. A lot of people who pay for this service don't use it because they've found more efficient ways to get water, like through other irrigation schemes. As stockwater races are closed, there will be fewer people left to contribute and pay for the service.

What are the options?

Option 1 – Stay and invest	**What will it cost?**	**Advantages**
We would continue to provide the service, based on the current operation. However, investment would be required to upgrade our ageing assets so that the system remains viable in the future. As part of this option, we would need to install fish screens on key locations as required under the Canterbury Regional Land and Water Plan. This would be a significant expense for Council. We would introduce a fairer way to pay for this service, including the community contributing more through the general rate than what is currently charged. Under this option, closures would only be user-driven.	**Cost:** **Capital:** Unknown **Operating:** $1.28-$1.32 million annually + inflation **Debt*:*** Unknown, depending on capital expenditure needed **Rates:** It varies for individual properties that pay for the service. There is a proposal to increase the minimum charge to $700 in this LTP. All ratepayers contribute a small portion through the General rate.	• Current users would continue to receive this service. • Biodiversity and community benefits from the stockwater system would be maintained. **Disadvantages** • High investment required to maintain levels of service for a relatively small number of users. • Still an inefficient approach to delivering water for agricultural purposes.

Option 2 – Maintain with a closure programme over time	**What will it cost?**	**Advantages**
We would continue to provide the service, based on the current operation. However, investment would be minimal, and assets that fail would not be replaced. Fish screens would be considered, where they were necessary. We would introduce a fairer way of funding this service, including a small community contribution through the general rate.	**Cost:** **Capital:** Unknown **Operating:** $1.28-$1.32 million annually + inflation **Debt*:*** Unknown, depending on capital expenditure needed **Rates:** It varies for individual properties that pay for the service. There is a proposal to increase the minimum charge to $700 in this LTP. All ratepayers contribute a small portion through the General rate.	• Current users would continue to receive this service. • Biodiversity and community benefits from the stockwater system would be maintained. **Disadvantages** • Still an inefficient approach to delivering water for agricultural purposes. • No active investment may compromise the future of the system. • No planned approach to decommission the system would lead to poorer outcomes. • Current users would bear the burden of the scheme.

		• Less certainty

Option 3 – Exit the stockwater service by 30 June 2027 (PREFERRED OPTION) This is Council's preferred option. We would stop providing stockwater by 1 July 2027. However, we'll still look after specific races that cannot be closed, like natural watercourses, those that are spring-fed, or those that have community or ecological benefits. Investment would be minimal and assets that fail would not be replaced. We would not actively build fish screens. We would develop an active closure programme with targets. The timeframe allows current users of the stockwater to arrange alternative plans. We would introduce a fairer way of funding until we have exited this service. From 1 July 2027, the general rate would likely cover the remaining system.	**What will it cost?** **Cost:** **Capital:** Unknown **Operating:** $1.45-$1.48 million until Year 3 + inflation. Additional cost of $175,000 annually is to pay for the work needed to exit the service. **Debt:** $0 **Rates:** It varies for individual properties that pay for the service. There is a proposal to increase the minimum charge to $700 in this LTP. Under this option, all ratepayers would contribute a bit more through the General rate to fund work needed to exit the service.	**Advantages** • Current users would continue to receive this service until closure. • Biodiversity and community benefits from the stockwater system would be maintained before and after exit. • Water would be better managed. **Disadvantages** • Some customers may not want their race closed or may not have an alternative source of stockwater. • May be a need to collect more money from the general ratepayer

For more information see ItsOurPlace.nz

Add Councillor Quote (+photo) –

Why is this issue important?

Want more info? See our FAQs online

Key decision 5: Should we extend the EA Networks Centre stadium?

The key decision for this issue is whether Council should extend the EA Networks Centre stadium.

Background

The EA Networks Centre (EANC) stadium currently has four indoor courts and two outdoor courts. At peak times, our stadium is at capacity, and we don't have enough courts to meet current demand. We're proposing to extend the stadium to provide more indoor courts, starting in 2028/29 with an estimated cost of $23.7 million. Once a final decision on the stadium size is known, initial scoping and build methodology would be finalised. This could result in a lower project cost. However, at this stage a traditional design and build method has been costed.

Why should we extend the stadium?

Last year we completed a study to assess the use of recreational facilities across the district. This study showed that the EA Networks Centre stadium is experiencing a high level of usage. While it's pleasing to see a community asset so well supported, it's also leading to capacity challenges.

During peak times (5pm-9pm) in winter, occupancy reaches 96% on weekdays and 70% on Saturdays. Bookings surged from 3,116 hours in 2021/22 to 4,209 hours in 2022/23 and projections indicate that demand for the facility will only keep growing.

Compounding the issue is the increasing number of sporting groups who struggle to get sufficient court time. Expanding the stadium will help address these issues, give more sporting groups a chance to meet their needs and allow for district growth. Increased capacity will also help attract regional and national sporting events and tournaments to the centre that provide an economic benefit to the district.

What's proposed?

Council's preferred option is for a three-court extension, starting 2028/29 and taking two years to complete, with the expanded stadium opening in 2031. It's expected this would cost around $23.7M (including inflation) which would be loan funded and paid back over time through rates and increased user fees.

Cost	When
$0-$23.7 million	Year 5-7 2028/29

[Design ideas – add stadium pic mock-up, existing stadium pic]

Proposed EA Networks Centre Master Plan

The expansion of the stadium is one of the projects included in the Draft EA Networks Centre Masterplan, which outlines our Long term vision for the development of EANC and its surrounding land.

We want to hear what you think about this plan, so please take a moment to check it out and share your views at the link below (note that this is a separate consultation from the LTP):

LINK

Add Councillor Quote (+photo) – *Why is this issue important?*

Want more info? See our FAQs online

What are the options?

Option 1 – Do nothing	**What will it cost?**	**Advantages**
This is the status quo option. No extension of the stadium would happen in the next 10 years. We would continue to manage the use of the stadium within the current capacity. However, we could revisit this project in future.	**Cost:** $0 **Debt:** $0 **Rates:** $0	• Requires no additional funding. **Disadvantages** • Participation in sport would be restricted to current levels. • No wider opportunities to expand use of the stadium could be taken up. • This would be inconsistent with the findings of the Recreation Facilities Utilisation Study which was an action in the *Play, Active Recreation and Sport Strategy 2022*

Option 2 – Two court extension	**What will it cost?**	**Advantages**
Two new courts would be added to the stadium. Planning and design is proposed for 2028/29, and construction would happen between 2029 and 2031. This option includes additional spectator seating, storage and alternative entrances to enable two separate smaller events to occur at once. Alternative flooring options will be explored for use to make it more versatile and suitable for other non-sporting purposes.	**Cost:** Capital: $16.4 million (Years 5-7) Operating: $382,000 in Year 6, peaking at $1.56million in Year 8. **Debt:** Would increase by $16.4 million (Years 5-7) **Rates:** Approximately extra $21 per UAGC from year 6, peaking at $81 in Year 8 and then reducing over time for 40 years	• Goes some way to meeting the community requirements. • Consistent response to the findings of the Recreation Facilities Utilisation Study **Disadvantages** • Unlikely to address all capacity issues for sporting groups seeking court space • Will not address short-term capacity issues over the next 5 years

Option 3 – Three court extension (preferred option)	**What will it cost?**	**Advantages**
This is Council's preferred option. Three new courts would be added to the stadium. Planning and design is proposed for 2028/29, and construction would happen between 2029 and 2031.	**Cost:** Capital: $23.7 million (Years 5-7) *(includes inflation)* Operating: $552,000 in Year 6, peaking at $2.248 million in Year 8.	• Meets the demand we are seeing for stadium space and future-proofs for additional growth. • Potential economic benefit • Consistent response to the findings of the Recreation Facilities Utilisation Study • Maximises the EA Networks Centre site

This option includes incorporating three multipurpose courts, repurposing the existing concertina seating for a more suitable area, and building an area for play (e.g. inbuilt trampoline, foam pit, climbing area). Officers are exploring alternative flooring options to enable other events such as expos, prizegivings and others. The extension would be a separated area, allowing other activities to continue in the existing stadium without disruption. The new area would be identified as the event/show court area with seating for up to 1500 people, including a mezzanine viewing area and provision for tv cameras. Conversations with major sporting organisations have confirmed that 3 courts would offer EA Networks Centre the ability to host a numerous national and regional sporting events, delivering significant economic benefits to the community.	**Debt:** Would increase by $23.7 million (Years 5-7) **Rates:** Approximately extra $31 per UAGC from Year 6, peaking at $117 in Year 8 and then reducing over time for 40 years	**Disadvantages** • This is the most expensive option • Will not address short-term capacity issues over the next 5 years

For more information see ItsOurPlace.nz

What else is a priority?

Increasing our investment in roading

Roads are a core service provided by Council. Despite significant ongoing expenditure and effort, community feedback indicates increasing dissatisfaction with the state of the roading network. Several factors have contributed to the deteriorating condition of our roads including age of the roading network, increased traffic volumes, heavier commercial and farming vehicles, and insufficient investment over many years. Most roads were not originally constructed or designed to cope with this load, which means some sections need significant upgrading. Compounding these challenges are the increasing cost of road maintenance (such as materials and contract costs) and the impact of extreme weather events.

To address these concerns, we are proposing a substantial increase to our roading budget. Over the next three years, we plan to invest a total of $32M; an increase of 24% on year one to offset some of these rising costs and carry out routine maintenance and necessary upgrades. This will assist us to maintain our current level of service. This proposed budget increase will impact rates, accounting for around 4.2% of the overall proposed rate rise in 2024/25.

What does 'levels of service' mean?

A level of service is a measurable description of a service being provided (or intended to be provided) by Council.

[Design ideas – add roading pics/graphic on increase in roading funding]

Add Councillor Quote (+photo) –

Why is this issue important? – Road upgrading?

What about the second Ashburton River bridge?

A new bridge over the Ashburton River bridge is expected to be built in the next three years. The new government have indicated this is a top priority and they plan to cover most of the construction costs. While this is yet to be formally confirmed, Council is confident that this funding and support will be finalised. In the Canterbury Regional Transport Plan, the bridge is the top priority. Council have maintained $7.5 million in funding as we included in the 2021-31 LTP. The whole project, including connecting the bridge to existing roads is expected to cost at least $113M (plus inflation). We have budgeted for construction to start in 2025/26 on the Chalmers Road route, east of the current State Highway One bridge.

[Design ideas – add graphic showing proposed bridge route, cost of bridge project]

Add Councillor Quote (+photo) –

Why is this issue important? – Bridge?

Upgrading our Water Services infrastructure

Water services include providing drinking water, managing wastewater and handling stormwater, essential services you rely on daily. The recent change in government has reversed previous proposals for the delivery of these services, keeping them under the control of Council. At this point, we are uncertain how this may change in future. In the meantime, Council will continue to upgrade these services:

- Drinking Water – We'll progress complying with new drinking water standards through upgrading several existing water supplies, replacing ageing pipes and other infrastructure and reducing water wastage.
- Wastewater – We'll focus on meeting compliance with resource consents, replacing old pipes and infrastructure and addressing wastewater sludge.
- Stormwater – Stormwater management improvements will be rolled out to improve the quality of stormwater entering waterways.

Developing and maintaining our parks

Numerous initiatives to progress the Ashburton Domain Development Plan are included in the plan. This key district space will see new pathways installed, playground upgrades, trail development, waterway enhancements and lighting improvements. However, the proposed Walnut Avenue promenade, relocation of the main entrance and upgrade to the central hub have been dropped from this Long Term Plan.

Several projects are planned across other parks, reserves and sportsground across the district, including upgrading playgrounds, resealing pathways, replacing park bridges and improving signage. Carpark improvements are also planned for Argyle Park in Ashburton.

Upgrading our district's recreational facilities

Over the next decade, several key district facilities will undergo upgrades. At the Ashburton Art Gallery and Museum, a full refresh of the permanent museum display is planned, starting in 2029. For the EA Networks Centre, an internal reconfiguration is planned to improve the use of the building (with the possible inclusion of a multi-use studio). An upgrade to the EANC roading entrance is also planned, along with ongoing expenditure to maintain and enhance the facility.

We have 16 reserve boards and 4 memorial hall boards overseeing a number of important community facilities throughout the district (including recreation reserves and domains, community and memorial halls). Over the next ten years we will focus on ensuring we understand the usage and patronage of these facilities and establish regular maintenance schedules and plans. This will support current and future volunteers to prioritise upgrades and projects. This includes the Rakaia Memorial Hall earthquake strengthening project, which is currently being scoped and investigated, with the goal of having a proposal to discuss with the community in 2024/25.

Delivering on our strategic intentions

We have several strategies which set our direction on an array of topics to enhance the wellbeing of our communities. These include the Economic Development Strategy, Play, Active Recreation & Sport Strategy, Surface Waters Strategy, Walking & Cycling Strategy and the soon to be finalised Biodiversity Strategy. This Long Term Plan recognises key projects and priorities from these strategies, including:

- Increasing the budget for district promotion by $50,000 from year 1
- Developing a business case for the 'District Learning Hub' at a cost of $50,000 in year 2
- Install Welcome to Ashburton signage - $161,000 in year 4
- Address our contribution to climate change $50,000 from year 1
- Continue to enhance walking and cycling networks $400,000 from year 1
- Install festive lighting in Ashburton for $98,400 in year 5

Add Councillor Quote (+photo) –

Why is this issue important? – Water Infrastructure?

What else are we planning over the next 10 years?

He aha anō kā mahere kai tua, i kā tau tekau e heke mai nei?

[design: Consider show by Map what is happening in different communities – Methven, Hinds, etc.

List of Projects and related information to be included in graphic Projects Listing by Years – Key projects (Two page spread)]

The graphic shows some of the projects planned for the Ashburton District over the ten years of the plan. More information can be found on itsourplace.nz

Activity	Project	Year	Costs ($M) inflated
Drinking Water	Drinking Water network renewals - district-wide	Year 1-10	$33.9M
	UV Treatment upgrades/projects (Ashburton, Rakaia, Chertsey, Mayfield, Fairton)	Year 1	$10.9M
	Peri-urban water servicing	Year 4	$3.5M
	Methven – New reservoir	Year 4-5	$1.53M
	Rakaia – New reservoir	Year 4-5	$983,000
	Mt Somers - additional source investigation	Year 2	$92,250
Wastewater	Ashburton wastewater renewals and upgrades	Year 1-10	$22.6M
	Ashburton Wastewater – Grit Chamber	Year 1	$7M
	Desludging – Ashburton, Methven	Year 3-4, Year 8	$9.1M
	Methven wastewater renewals	Year 1-10	$4.58M
	Rakaia wastewater renewals	Year 1-10	$513,000
Stormwater	Ashburton Stormwater capital upgrades	Year 1-10	$25M
Transportation	Unsealed roads metalling	Year 1-10	$13.8M
	Sealed roads upgrading - resealing and reconstruction	Year 1-10	$67.6M
	Second Ashburton River bridge	Year 1-3	$117M ($7.5M Council contribution)
	Local Road Improvements	Year 1-10	$16.5M
Waste Reduction and Recovery	Green waste kerbside collection introduction	Year 2-3	$1.66M
	Ashburton Landfill - Southwest slope Strengthening	Year 1-5	$1.17M
Economic Development and Commercial Activities	Northeast industrial park – Ashburton Business Estate Stage 3	Year 1	$5.5M

Community Services	District wide Public Toilet upgrades	Year 1-10	$5.17M
	Elderly Housing – Demolition and Rebuild of Friendship Lane units	Year 1-2	$3.2M
	Elderly Persons Housing upgrades and rebuilds	Year 1-10	$1.67M
Parks and Open Spaces	Ashburton Domain Development Plan projects (ADDP)	Year 1-10	$3.74M
	Methven parks and open space projects	Year 1-10	$578,500
	Rakaia parks and open space projects	Year 1-10	$562,000
Recreational Facilities	Library Books and Materials new items	Year 1-10	$1.9M
	Museum Display refresh	Year 5-8	$2.9M
	EA Networks Stadium extension	Year 5-7	$23.7M
	EA Networks Building changes	Year 1	$325,000
	Water-based leisure	Year 1-2	$3.025,000

The following projects haven't been included in the Long Term Plan

Equally as hard as choosing what to prioritise is choosing what isn't a priority right now. Projects we're not planning in the next 10 years:

- Ashburton Domain projects – including the new entrance way, northern side promenade, and Central Hub
- Development of the northern sports fields at Argyle Park
- Upgrade to Balmoral Hall
- Ashburton Resource Recovery Park re-use shop re-build
- Methven Transfer Station redevelopment
- Online reporting system for monitoring Council performance
- Community booking system for community facilities and spaces

Shaping our tomorrow - Infrastructure Strategy

Our Infrastructure Strategy looks ahead 30 years and lays out the probable scenarios for managing our core infrastructure – roads, drinking water, wastewater and stormwater. It also identifies key decisions we'll face as a community.

The strategy considers several key factors like compliance with national and regional rules and regulations, planning for growth and demand, improving the resilience of infrastructure from natural hazards (e.g. earthquakes) and climate change and ensuring cost-effective improvements and upgrades over time.

In the Ashburton District, we look after a significant amount of infrastructure (as shown in the graphic). For instance, if all our roads were connected end-to-end, they would span nearly twice the length of New Zealand.

We have good understanding of our infrastructure, constantly improving it as more information becomes available.

Key infrastructure at a glance

- 2,622km of sealed and unsealed roading
- 257km footpaths
- 188 bridges
- 10,440 signs
- 42km of stormwater mains
- 7.5ha of stormwater basins
- 3 wastewater treatment plants
- 18 wastewater pumping stations
- 202km of wastewater mains
- 12 drinking water schemes
- 14 water treatment plants
- 520 km water mains

Drinking Water

Ensuring high quality, safe and accessible drinking water is a primary responsibility of Council. Key issues that will impact on drinking water in the next 30 years include:

- meeting stricter drinking water standards and regulations
- ensuring we can meet demand by reducing water lost from the network
- upgrading our ageing water network
- exploring how we can use technology to enhance water delivery
- continuing to improve our knowledge of water infrastructure

The strategy also outlines some of the key decisions for our drinking water services over the next thirty years. Some are part of this LTP, while others will be made in future years. Decisions include:

- Reticulation extensions – deciding where and how our drinking water network should expand to reach properties not currently serviced
- Water Meter installation – installing water meters on our remaining schemes to better manage water demand. This will be used for detection of water leakages, not to charge for water.
- Adjusting our renewal programme – determining the pace at which we replace (renew) our drinking water assets (e.g. pipes, pumps and equipment)
- Upgrading Montalto Water Supply – deciding the approach to be taken to upgrading Montalto water supply to meet standards
- Water charging – considering introducing a water charging system in the future.

Wastewater

Ensuring safe, reliable and proper disposal of wastewater is another key responsibility of Council. Key issues affecting wastewater in the next 30 years include:

- meeting stricter standards and regulations for wastewater treatment
- reducing the impact of stormwater and groundwater infiltrating our wastewater network
- dealing with wastewater sludge and ensuring proper disposal
- upgrading our ageing wastewater network
- Continuous improvement in our understanding of wastewater infrastructure
- Enhancing the cost-effectiveness of running our wastewater infrastructure, such as improving energy efficiency

The strategy also outlines some of the key decisions for our wastewater services over the next thirty years. Some are part of this LTP, while others will be made in future years. Decisions include:

- Adjusting our renewal programme – determining the pace at which we replace (renew) our wastewater assets (e.g. pipes, pumps and equipment)
- Upgrading the Ocean Farm wastewater disposal irrigation system– deciding how we upgrade Ocean Farm irrigation to meet consent requirements
- Approach to renewing consents – assessing any future treatment requirements to meet the conditions of future consents

Stormwater

Stormwater involves collecting, conveying, treating and disposing of excess water. Key issues impacting stormwater in the next 30 years include:

- meeting stricter treatment requirements for disposal of stormwater
- formalising resource consents for stormwater disposal and treatment to improve the quality of stormwater entering waterways
- improving stormwater disposal in Ashburton due to new bridge construction

The strategy also outlines some of the key decisions for our stormwater services over the next thirty years. Some are part of this LTP, while others will be made in future years. One such decision is determining our approach to land drainage associated with stockwater as a result of exiting the stockwater service.

Transportation

Ensuring a safe, efficient, and suitable transport system is critical to the district's economy and for people to travel easily. There are diverse expectations from various users, ranging from drivers of large tractors to kids scooting to school or parents taking their children to sports. The plan includes a $2.7M per year increase in road funding for 2024-27. Key issues affecting our transportation network over the next 30 years are:

- Upgrading an ageing roading network, some of which is not suitable for today's traffic
- Addressing a historic backlog of work affected by significant cost escalation
- Improving road drainage across a flat landscape to prolong road life, exacerbated by increasing heavy rain events

- Ensuring improving connectivity between Ashburton and Tinwald through the construction of a new bridge
- Providing a network that accommodates the needs of various users, including cyclists and walkers

The strategy also outlines some of the key decisions for our transportation activity over the next thirty years. Some are part of this LTP, while others will be made in future years. Decisions include:

- Implementing and funding Ashburton – Tinwald connectivity – building the new Ashburton bridge is a key focus of the Council
- Affordably maintaining and improving our roading network – determining how we can meet community expectations for roads, while ensuring affordability.

Add Councillor Quote (+photo) –

Why is this issue important? – Looking after core Infrastructure?

See our draft Infrastructure Strategy for more information, at ItsOurPlace.nz

Setting our financial future - Financial Strategy

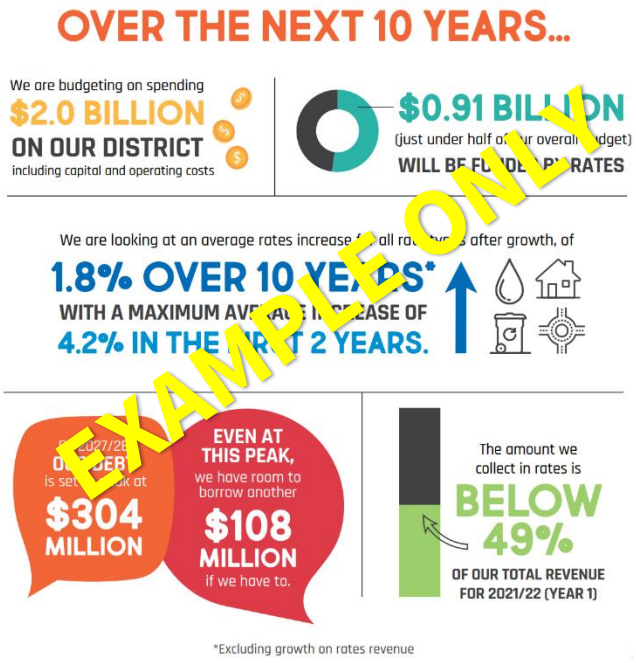
Our Financial Strategy outlines how we plan to handle our finances over the next ten years, addressing financial challenges and their impacts.

Council remains in a strong financial position with a Fitch Credit rating of AA+ since 2019. The main aim of our Strategy is “To ensure Council remains financially stable, while financing key priorities”. To do this, we’ll spend wisely to provide our services, accommodate growth and manage our key assets well.

Various issues will impact our finances over the next ten years, including legislative change, compliance, building district resilience, population and land use changes and national and global financial trends.

The strategy details what we’ll spend and how we’ll cover those expenses, along with an overview of Council borrowing and investments. It also outlines some key limits that Council is required to set under law.

The infographic (see example) gives some key summary financial numbers for this LTP.



Data for Infographic

Over the life of this plan:
• We are budgeting to spend $1.07B on running our district
• We’ll spend around $459M on replacing and renewing assets
• Rates will fund the costs of $721M of running our district. The rest is funded through fees and other sources
• Our average rates increase over the full 10 years will be 6.47% annually, peaking at 11.1% in 2025/26
• The rates increase for 2024/25 is forecast to be 9.9%
• Debt will peak at $197M in 2029/30, dropping to $151M by 2033/34
• Even at peak debt in 2029/30, we will have room to borrow $138M if we have to

What we’ll spend

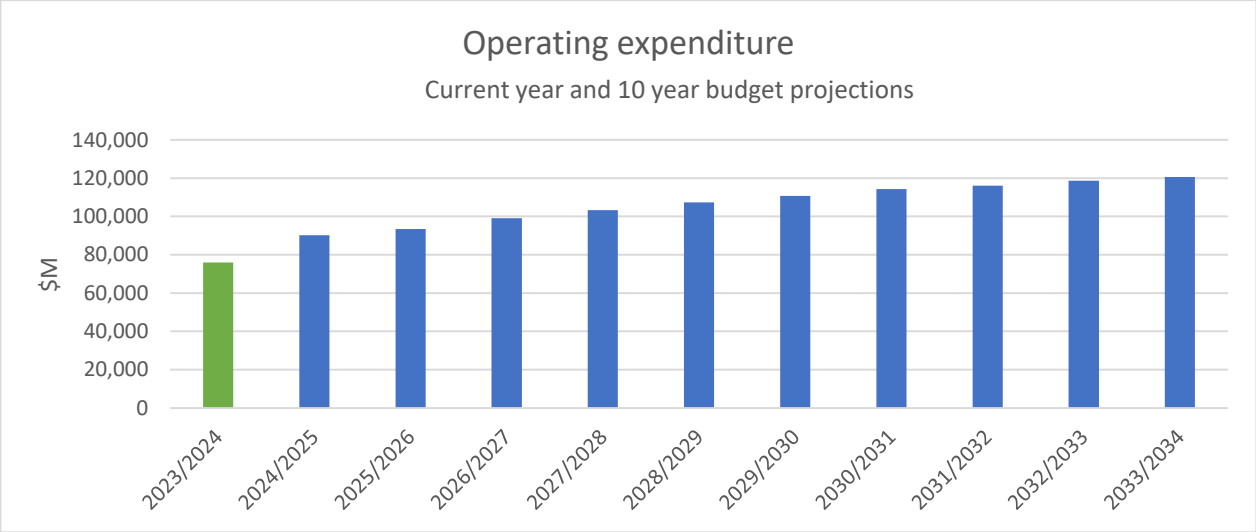
In simple terms, our day-to-day spending to maintain services (i.e. Operating Expenditure) will increase from $76M to $121M between June 2024 and June 2034 (taking inflation into account). The money we invest in rebuilding roads, replacing pipes and refurbishing or building facilities (i.e. Capital Expenditure) will fluctuate between $26M and $94M throughout

the ten year period. You can see these spending trends in the graphs showing expenditure over time. In the capital expenditure graph, this includes expenditure on construction of the second Ashburton River bridge in Years 2 and 3, which is expected to be mostly funded by central government and the EA Networks stadium extension in Year 6 and 7. For 2024/25, all financial statements have been prepared using 2024 dollars. Price level adjustments for inflation have then been included in all financial statements for the following nine years.

Operating Expenditure

(Data for graph)

Year	Total Operating Expenditure ($M)
2023/24	76,038
2024/25	90,278
2025/26	93,363
2026/27	99,091
2027/28	103,250
2028/29	107,351
2029/30	110,765
2030/31	114,381
2031/32	116,146
2032/33	118,625
2033/34	120,557

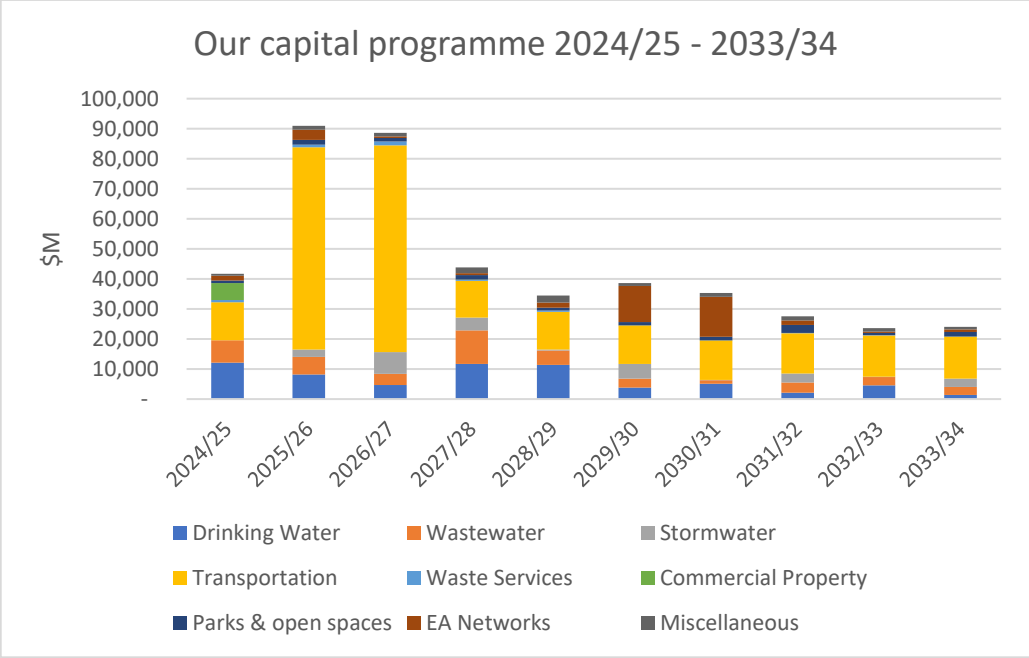


Capital Expenditure

(Data for Graph)

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Drinking Water	12,116	8,241	4,703	11,707	11,429	3,878	5,128	2,141	4,614	1,395
Wastewater	7,498	5,796	3,719	11,213	4,800	2,900	1,130	3,449	2,699	2,682
Stormwater	-	2,495	7,186	4,198	255	4,951	150	2,920	139	2,699
Transportation	12,639	67,329	68,891	12,306	12,576	12,865	13,162	13,464	13,773	14,077
Waste Services	749	897	1,317	230	454	17	17	18	18	18
Commercial Property	5,585			161						

Recreation & Community Services	2,302	2,543	819	289	317	1,175	745	176	180	1,615
Parks & open spaces	855	1,542	1,122	1,483	878	1,064	1,196	2,756	831	1,497
EA Networks	1,664	3,419	500	643	1,756	12,011	13,300	1,445	335	874
Environmental Services	40	184	8	-	-	-	-	-	-	-
Miscellaneous	665	1,320	1,214	1,907	2,354	941	1,207	1,378	1,225	868

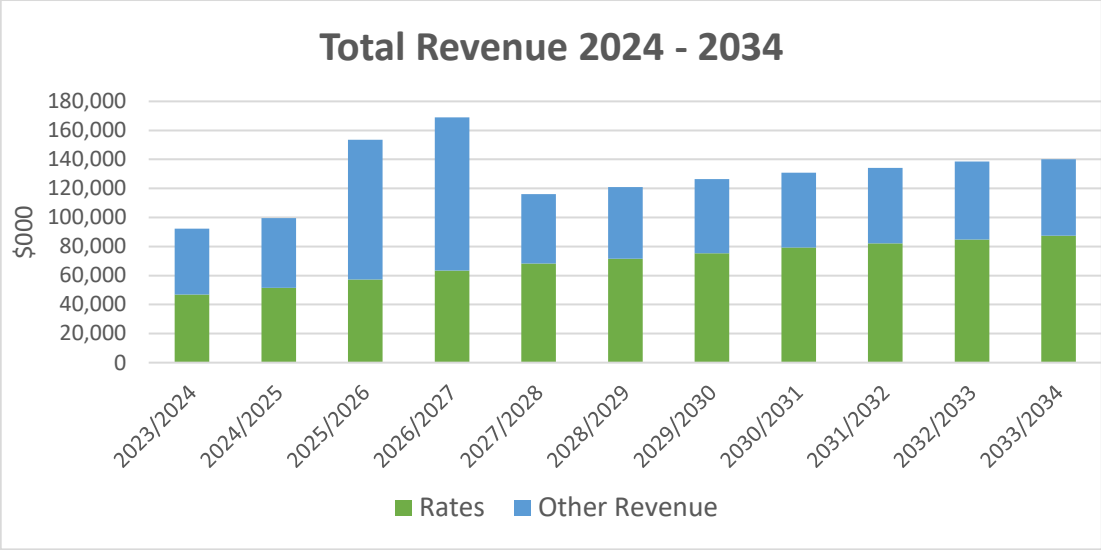


How we'll pay for it

Council will use a combination of income sources over the ten years, including rates, fees and charges and government subsidies (e.g. NZTA Waka Kotahi roading subsidies). Additional income will come from investments and loans to fund various projects and initiatives.

Rates are a major funding source, covering around 50-63% of our total budget annually. Over the life of the LTP, we are proposing an overall increase in rates of around 65% or around $41M. For 2024/25, the total amount of money we're proposing to collect from rates is $51.5M (an increase of 9.9% ($4.6M) over 2023/24). The graph shows where the money will come from over the ten years. Other sources of income include fees and charges, subsidies and grants and investment income (e.g. dividends). Council have used some funding

from reserves and other sources to reduce the rate impact in the first three years of the LTP. You can see details of how this change affects various property types in the Ashburton District under the *What's happening to my rates – Proposed 2024/25* section.



(Data for graph)

	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028	2028/2029	2029/2030	2030/2031	2031/2032	2032/2033	2033/2034
Total rates	46,906	51,527	57,246	63,507	68,245	71,504	75,265	79,215	82,253	84,890	87,471
Total revenue	45,358	47,989	96,402	105,506	47,907	49,457	51,146	51,671	51,823	53,570	52,586

As part of the Financial Strategy, Council has set rates limits as required by law. These are proposed at:

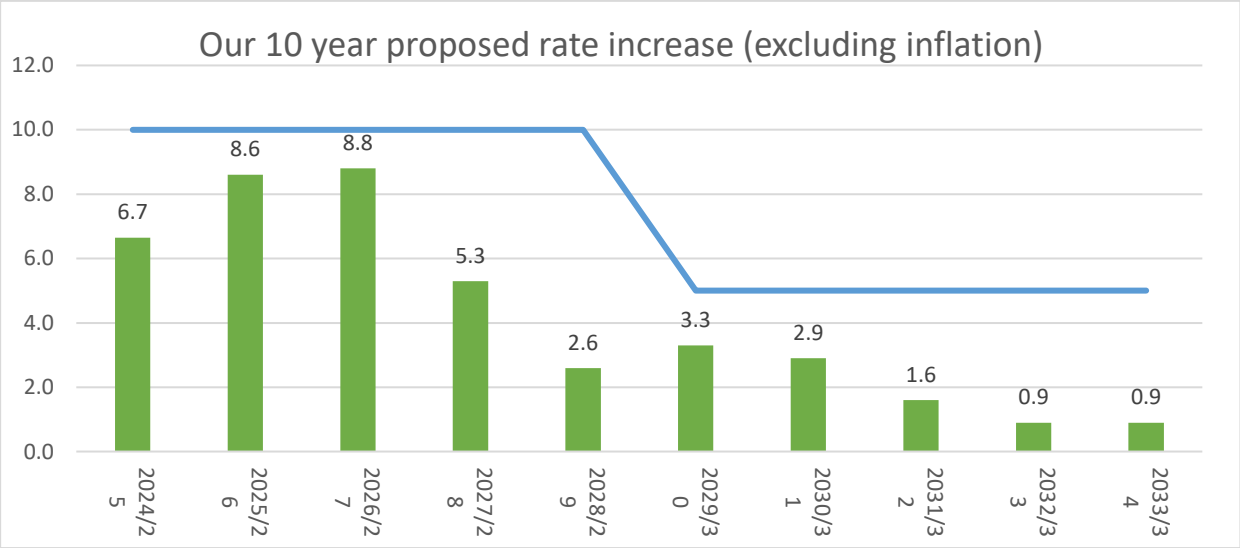
- 2024/25 - 2028/29 - Total rates increase to be no greater than 10%, exclusive of LGPI each year.
- 2029/30 – 2033/34 - Total rates increase to be no greater than 5%, exclusive of LGPI each year.

The graph shows the proposed rates forecast in the LTP against these proposed rates limits.

LGPI or the Local Government Price Index, is the effectively inflation for councils. It is a value that is calculated specifically for us, based on the price of items that councils use, such as bitumen and civil contracting services. The amount that affects your rates bill, is the rates increase plus LGPI.

(Data for graph)

Year	Rates Limit *(excluding inflation)*	Forecast Rates Increase
1	10%	6.7%
2	10%	8.6
3	10%	8.8
4	10%	5.3
5	5%	2.6
6	5%	3.3
7	5%	2.9
8	5%	1.6
9	5%	0.9
10	5%	0.9



How much will Council borrow?

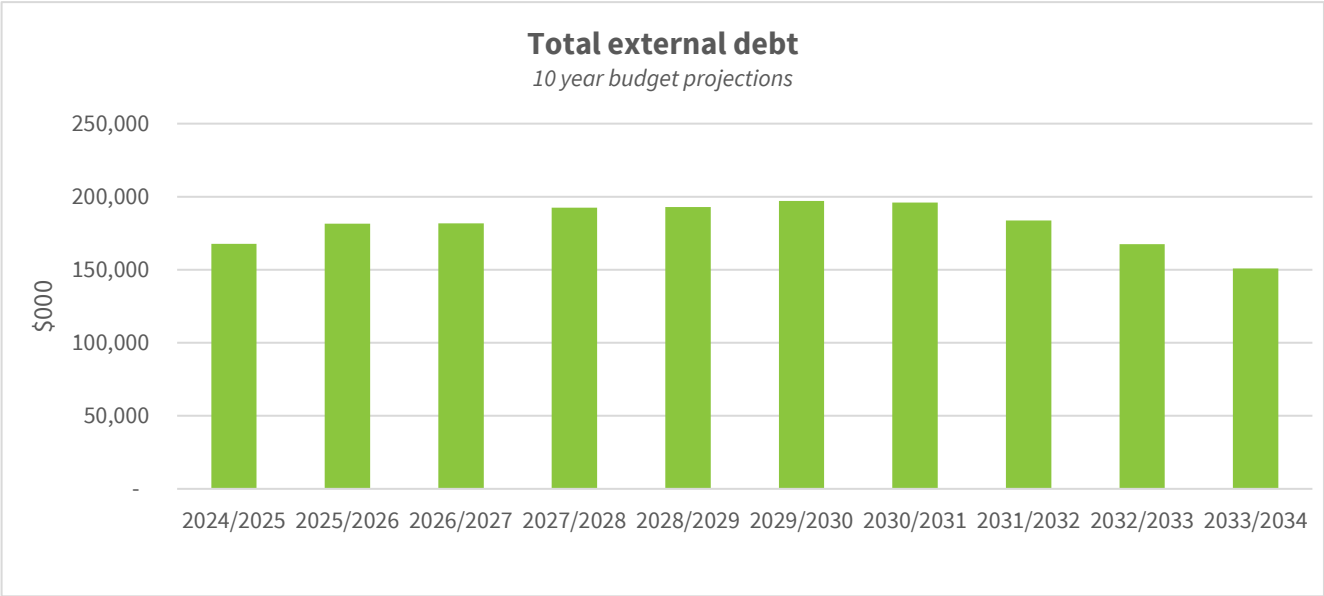
Just as you would get a loan for your family home, we use loans to build or renew our infrastructure. Borrowing allows us to spread the cost of a project across multiple generations who benefit from it. Charging ratepayers the entire cost of a project in the year it is built wouldn't be fair or affordable. This principle is known as intergenerational equity, ensuring fairness in sharing the costs and benefits across different generations.

Going into the LTP 2024/34 period, Council has $153 million of debt. Over the life of the LTP, this is projected to peak at $197M, which represents around 20% of the total assets owned by Council. By the end of the LTP period, debt is forecast to be $151M which equates to roughly $3,900 per resident in the district.

Separate Box: We're proposing some changes to how we rate for some activities under what is called our Revenue and Financing Policy. There are also changes proposed to fees. See later in this document for more information.

(Data for graph)

Year	Total External Debt ($000)
2024/25	167,711
2025/26	181,422
2026/27	181,672
2027/28	192,523
2028/29	192,839
2029/30	197,108
2030/31	195,982
2031/32	183,664
2032/33	167,547
2033/34	150,776



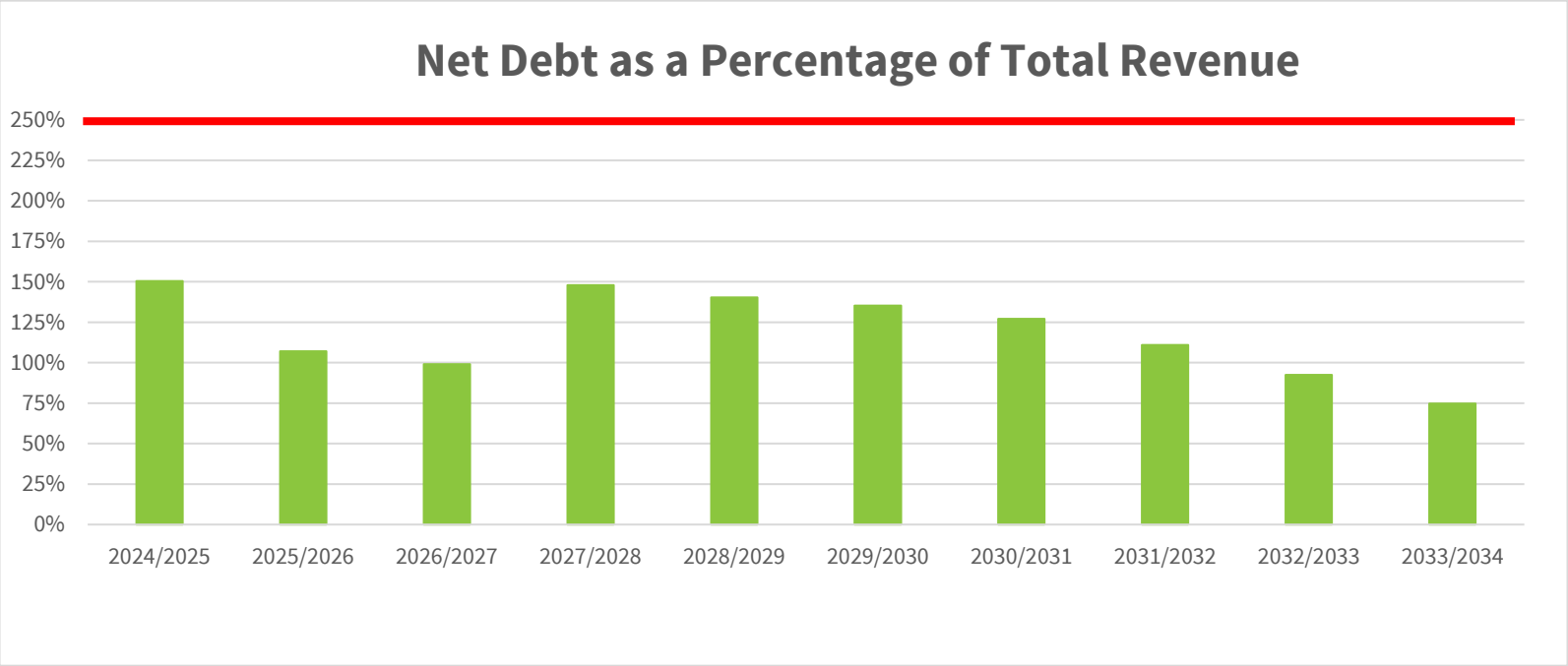
As part of the Financial Strategy, Council have set debt limits as required by law. These are proposed as:

- Net interest payments to service external debt must be less than 20% of our total revenue (excluding vested assets, infrastructure revaluations and other gains).
- Net interest payments to service external debt must be less than 25% of total rates for the year.
- Net debt shall not exceed 250% of total revenue.
- Council must maintain access to liquidity of not less than 110% of projected core debt.

The graph shows the projected debt forecast in the LTP compared against one of our key debt limits:

(Data for graph)

	2024/2025	2025/2026	2026/2027	2027/2028	2028/2029	2029/2030	2030/2031	2031/2032	2032/2033	2033/2034
	250%	250%	250%	250%	250%	250%	250%	250%	250%	250%
	150%	107%	99%	148%	140%	135%	127%	111%	92%	75%



Add Councillor Quote (+photo) –

Why is this issue important? – Looking after our finances?

This is just a summary. Please see our full draft Financial Strategy for more information, at ItsOurPlace.nz

What's happening to my rates – Proposed 2024/25?

Over the next ten years we are proposing rates increase of an average 6.47% each year. This revenue will cover the costs of our budget, pay back debt, and store some away for future renewals (also called depreciation).

It doesn't mean everyone's rates will increase by this amount though.

In 2021, rates revaluations were completed for all properties in our district. These valuations consider the trends in market value for properties and provide us with the land and capital values that we calculate your rates on.

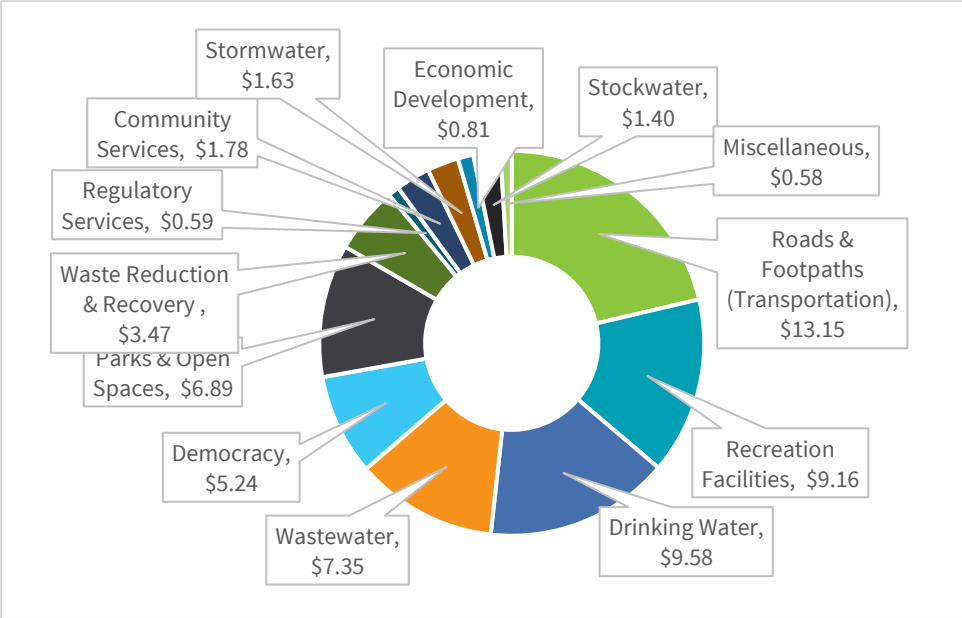
Everyone's rates are different. How much you pay depends on:

- where you live
- changes to the capital value of your property
- the type of property you have (e.g. rural or residential)
- the services your property receives (e.g. drinking water, kerbside rubbish collection)

The graph shows on average how much a property will pay towards Council services. This will differ according to the areas identified in the box, but provides a rough breakdown of what your rates go towards.

On average for 2024/25, how much our activities cost per household per week

= $61.60 per week on average



Data for Graph

Activity	**$**
Roads & Footpaths (Transportation)	$13.15
Recreation Facilities	$9.16
Drinking Water	$9.58
Wastewater	$7.35
Democracy	$5.24
Parks & Open Spaces	$6.89
Waste Reduction & Recovery	$3.47
Regulatory Services	$0.59
Community Services	$1.78
Stormwater	$1.63
Economic Development	$0.81
Stockwater	$1.40
Miscellaneous	$0.58

The examples included below represent the proposed increase for the average capital value for each property category.

Ashburton residential

Increase in Year 1: $288.49 (10.06%) An extra $5.55 per week in 2024/25	
2021 average capital value	$441,000
Actual rates 2023/24	$2,866.33
Proposed rates 2024/25	$3,154.82
Proposed rates 2025/26	$3,501.25
Proposed rates 2026/27	$3,895.78

Ashburton commercial

Increase in Year 1: $327.41 (6.90%) An extra $6.30 per week in 2024/25	
2021 average capital value	$1,248,433
Actual rates 2023/24	$4,742.53
Proposed rates 2024/25	$5,069.94
Proposed rates 2025/26	$5,536.40
Proposed rates 2026/27	$6,188.04

Ashburton commercial (inner CBD)

Increase in Year 1: $523.08 (9.67%) An extra $10.06 per week in 2024/25	
2021 average capital value	$1,279,986
Actual rates 2023/24	$5,409.91
Proposed rates 2024/25	$5,932.99
Proposed rates 2025/26	$6,392.58
Proposed rates 2026/27	$6,955.23

Methven residential

Increase in Year 1: $358.85 (12.48%) An extra $6.90 per week in 2024/25	
2021 average capital value	$435,400
Actual rates 2023/24	$2,876.37
Proposed rates 2024/25	$3,235.22
Proposed rates 2025/26	$3,560.82
Proposed rates 2026/27	$3,877.97

Methven commercial

Increase in Year 1: $480.19 (11.86%) An extra $9.23 per week in 2024/25	
2021 average capital value	$961,713
Actual rates 2023/24	$4,050.31
Proposed rates 2024/25	$4,530.50
Proposed rates 2025/26	$4,903.30
Proposed rates 2026/27	$5,284.53

Rakaia residential – wastewater contribution paid

Increase in Year 1: $249.32 (9.42%) An extra $4.79 per week in 2024/25	
2021 average capital value	$366,390
Actual rates 2023/24	$2,646.41
Proposed rates 2024/25	$2,895.73
Proposed rates 2025/26	$3,196.59
Proposed rates 2026/27	$3,503.86

Rakaia commercial – wastewater contribution paid

Increase in Year 1: $305.01 (8.05%) An extra $5.87 per week in 2024/25	
2021 average capital value	$977,225
Actual rates 2023/24	$3,788.53
Proposed rates 2024/25	$4,093.54
Proposed rates 2025/26	$4,428.38
Proposed rates 2026/27	$4,817.37

Chertsey

Increase in Year 1: $189.98 (10.38%) An extra $3.65 per week in 2024/25	
2021 average capital value	$289,603
Actual rates 2023/24	$1,829.83
Proposed rates 2024/25	$2,019.81
Proposed rates 2025/26	$2,281.07
Proposed rates 2026/27	$2,513.50

Dromore

Increase in Year 1: $324.78 (2.99%) An extra $6.25 per week in 2024/25	
2021 average capital value	10,726,184
Actual rates 2023/24	$10,864.66
Proposed rates 2024/25	$11,189.44
Proposed rates 2025/26	$12,592.43
Proposed rates 2026/27	$14,208.51

Fairton

Increase in Year 1: $190.29 (10.26%) An extra $3.66 per week in 2024/25	
2021 average capital value	$317,516
Actual rates 2023/24	$1,854.73
Proposed rates 2024/25	$2,045.02
Proposed rates 2025/26	$2,309.34
Proposed rates 2026/27	$2,545.72

Hakatere

Increase in Year 1: $209.36 (13.91%) An extra $4.03 per week in 2024/25	
2021 average capital value	$233,440
Actual rates 2023/24	$1,505.13
Proposed rates 2024/25	$1,714.49
Proposed rates 2025/26	$1,963.27
Proposed rates 2026/27	$2,099.89

Hinds

Increase in Year 1: $163.52 (8.70%) An extra $3.14 per week in 2024/25	
2021 average capital value	$273,307
Actual rates 2023/24	1,879.02
Proposed rates 2024/25	$2,042.54
Proposed rates 2025/26	$2,302.82
Proposed rates 2026/27	$2,534.32

Lake Hood

Increase in Year 1: $299.49 (8.71%) An extra $5.76 per week in 2024/25	
2021 average capital value	$764,399
Actual rates 2023/24	$3,436.80
Proposed rates 2024/25	$3,736.29
Proposed rates 2025/26	$4,149.99
Proposed rates 2026/27	$4,649.61

Mayfield

Increase in Year 1: $190.22 (10.29%) An extra $3.66 per week in 2024/25	
2021 average capital value	$311,254
Actual rates 2023/24	$1,849.14
Proposed rates 2024/25	$2,039.36
Proposed rates 2025/26	$2,303.00
Proposed rates 2026/27	$2,538.48

Mount Somers

Increase in Year 1: $190.22 (10.26%) An extra $3.66 per week in 2024/25	
2021 average capital value	$311,254
Actual rates 2023/24	1,849.14
Proposed rates 2024/25	$2,039.36
Proposed rates 2025/26	$2,303.00
Proposed rates 2026/27	$2,538.48

Rural

Increase in Year 1: $176.89 (2.07%) An extra $3.40 per week in 2024/25	
2021 average capital value	$8,790,768
Actual rates 2023/24	$8,558.77
Proposed rates 2024/25	$8,735.66
Proposed rates 2025/26	$9,814.15
Proposed rates 2026/27	$11,114.04

What’s happening to fees 2024/25?

Fees increases proposed

Certain Council services are funded through fees and charges, such as using the EA Networks Centre, getting building consents, or applying for a liquor licence. To cover the costs of providing these services, most charges are proposed to increase by around 6% (compared to 2023/24 charges).

Some fees, specifically animal control and food licensing are proposed to increase by a higher amount - 7% and 12% annually over the next five years. This is proposed to ensure the users of these services are those paying for the costs of providing them. At present, the general ratepayer is contributing more than they should towards these services.

New Membership Structure for EANC

We are proposing the introduction of a new fee structure for EA Networks Centre memberships to simplify the existing complicated system, increase use of the facilities and remove barriers to participating. The new structure will offer a facility-wide membership only, with an adult membership at $20.30 per week and $17.30 for discounted memberships (seniors, students, corporates and community services cardholders). In addition, all members could receive a discount if they commit to a membership of 6 months or more.

Ashburton Airport charges

There have been discussions on the increase and composition of the Aeronautical Charges, including the proposal to change the previous “Touch and go movements” charge into a ‘Fixed wing training circuit’ charge, which will increase from $3.00 per movement to $10.00 (per 20 minutes).

More information

You can read more about changes to fees and charges in the material online at itsourplace.nz

What else are we consulting on?

What else are we consulting on?

Find out more and have your say at itsourplace.nz

LTP Policy Reviews

We're also seeking input on various policies and other information associated with the development of this LTP. There are several key changes proposed which we've summarised below. Some of these changes are to make the policies clear and more robust, whereas others are new proposals.

Policy	What it does	Key changes proposed	Main impacts
Revenue and Financing Policy	Sets out how the community pays for Council activities and services	*Stockwater* - Approach to funding stockwater management	The minimum charge for stockwater is proposed to increase from $260 to $700 to share costs more fairly between larger and smaller properties
		Ashburton Airport – treat as a separate activity to transparently reflect how it is funded	Previously included as part of Commercial Property. Separating enables clear breakdown of how it is funded.
		Reserves and Campgrounds – restructure activity to more transparently reflect how it is funded.	Previously included as part of Commercial Property. Reserves component remains part of Commercial Property with Campgrounds treated as a separate activity to transparently reflect how it is funded.
		Cemeteries – change in funding split from 20-40% General Rate/60-80% Fees and charges to 40-50% General Rate/40-50% Fees and charges	More accurately reflects how the activity is currently funded.
Development and Financial Contributions Policy	Enables Council to recover a fair and proportionate share of the cost of providing capacity to cater for growth from people undertaking development.	Updating the dollar value of development contributions to reflect changes to the historic and future cost of growth assets	Updated information required to update DC charges payable
		A new water development contribution (DC) at Mount Somers	Introduces a new DC charge for the Mount Somers area
		Changes to the Policy enabling a fairer approach to development contributions for multi-unit residential development	Introduces a more flexible approach to considering development contributions for these developments
Rates Remission Policy (including remissions on Māori Freehold land)	Enables Council to remit rates (in part or in full) under certain circumstances where it is fair and reasonable	Exclude waste collection charges from remission	Waste collection charges will not be eligible for remission.
		Clarify the policy for Māori Freehold Land	Clarifies a section relating to Māori Freehold land as required by law
		Clarify our procedure for rates remission due to water leakage	
Rates Postponement Policy (including		Require applicants to apply for Government rates rebate where eligible	

Policy	What it does	Key changes proposed	Main impacts
postponement on Māori Freehold land)	Enables residential ratepayers to seek postponement of rates for reasons of financial hardship	Include rates postponement policy on Māori Freehold Land	Includes a section relating to Māori Freehold land as required by law
		Require applicants to pay the legal costs of registering, amending, or removing the statutory land charge which gives effect to the postponement	
Community Engagement Policy *(also known as the Significance and Engagement Policy)*	Policy aims to help us have the right conversations with the right people, at the right time. The policy sets out a framework for us to identify the level of significance attached to an issue, proposal or decision, and how we should be consulting with our community.	Adds a new significance criterion to consider – called environmental/climate change impact – focused on whether the decision is environmentally sustainable, impacts climate change and consistent with our Climate policy and plans	
		Adds the following assets to our Strategic Assets schedule – EA Networks Centre, Te Whare Whakatere and Ashburton Art Gallery and Museum	
		Adds a new implementation section	

There are several other minor changes to consider as well. Further information and the draft policies can be found at itsourplace.nz.

EA Networks Centre 30-year Masterplan

The EA Networks Centre is a $35 million council-community project, initiated in 2007, opening its doors in May 2015. The Centre is 100% owned and operated by Council. It features four indoor pools, four indoor courts, two outdoor courts and a fully equipped fitness centre.

We know this asset is valued by the community, it contributes to our wellbeing and it provides significant economic benefit for our district when larger events are held. The initial site selection, building design and subsequent land purchases by Council were made with an eye to the future, envisioning a larger sporting hub in future.

As a result, we have prepared a 30-year Masterplan for the development of the Centre and surrounding land. This reflects various conversations with users and stakeholders over the last few years. It outlines a potential roadmap for the next 30 years for development that could occur to provide our community greater play, active recreation and sporting opportunities based at the Centre and on the surrounding Council land. The plan will help us to maximise the space available, aims to prevent ad hoc, unplanned development and ensure that future development is supported by the community it serves.

As part of this LTP, we're asking your views on two of the projects, the potential for a stadium extension and an outdoor pool at EANC, because we believe it's important to consider this development in the next ten years.

We don't know the full cost of the plan, nor are most of the projects included part of this LTP. If the plan gets support, the projects will be considered in future, with more chances for the community to have your say.

Head over to itsourplace.nz to give your view on the proposed Masterplan.

Your Council

[new images to be added – group photo in front of Te Whare Whakatere?]

Mayor - Neil Brown
Phone:**307 7765**
Mobile:**027 301 6018**
Email:**mayor@adc.govt.nz**

Deputy Mayor - Liz McMillan
Councillor – Western Ward
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Councillor - Ashburton Ward
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Email:**Lynette.Lovett@adc.govt.nz**

Councillor - Western Ward
Rob Mackle
Mobile:**027 456 6872**
Email:**Rob.Mackle@adc.govt.nz**

Where to get more info

Add details

How to have your say

Key Dates

Submission Open 27 March

Submissions Close 28 April

Hearings: 13-16 May (exact dates TBC)

Deliberations: 20-24 May (exact dates TBC)

We need to hear from you!

When: you can send in your feedback from Wednesday 27 March till Sunday 28 April.

How: there are different ways to share your feedback.

- You can submit your feedback online at www.ItsOurPlace.nz
- Email at submissions@adc.govt.nz
- If you prefer to send in a paper copy of your feedback you can drop it off at Te Whare Whakatere or post it via freepost to XXXXX
- Talk to your Councillors (See details above)
- If you feel more comfortable speaking to us than writing your thoughts down, make sure to talk to us at one of the occasions listed below.

We are keen to talk to you about the future of the Ashburton District and our preferred choices for the issues addressed in this document. Check out the schedule below to see when we are in your neighbourhood and come and chat to us so we can hear what you think!

DATE	WHAT	LOCATION	TIME
Tuesday 2 April	Talk it up Tuesday	Te Whare Whakatere	1pm-2pm
Thursday 4 April	Supermarket Pop-up	New World Ashburton	12pm
Saturday 6 April	LTP Roadshow	Tinwald Pool	10am – 2pm
Monday 8 April	EANC Pop-up	EA Network Centre	3.30pm
Tuesday 9 April	Talk it up Tuesday	Te Whare Whakatere	1pm-2pm
ETC	ETC		

We will also be joining community groups at their regular catch-ups and give a presentation at the following occasions:

DATE	LOCATION		TIME
Tuesday 9 April	Community Meeting	Mt Somers – XXXX	7pm-8pm
Wednesday 10 April			

	Ashburton college		LUNCH BREAK
	Multicultural association / ethnic leaders		
	Ashburton citizens association		
	Rakaia community association		
	Age concern		
	Methven community board		
	Mt Hutt college		LUNCH BREAK
	Rakaia lions		
	Methven Lions		
	Rotary Club Ashburton		
	Specific Stockwater related session for rural community		
	Pasifika Community		
	Mayfield Lions		

We look forward to seeing you there!

For more background information on the topics addressed in the Long Term Plan please visit ItsOurPlace.nz.

Following the consultation period there is also the possibility to talk about your submission to Council during the public hearings.
An interpreter can be provided when requested (sign language, Te Reo, – please contact submissions@adc.govt.nz to discuss the options).

The public hearings are scheduled during the week starting 13 May 2024.

The hearings are followed by the Council deliberations when Council will discuss all the written and presented feedback provided by the community. These are public events that you are more than welcome to join.

The LTP deliberations are scheduled in the week starting 20 May 2024

Submission Form
Puka tāpaetaka kōrero

Add Councillor Quote (+photo) –

Why it's important to have your say?

Freepost form – Design to be folded and sent back freepost

How do I make a submission?

Easiest way to provide your feedback is online at ItsOurPlace.nz

Alternatively, you can provide your feedback on the submission form and get it back to us by:

Freepost to
Ashburton District Council
Freepost 230444
PO Box 94
Ashburton 7740

In person
Dropping it off at Ashburton District Council reception,
Baring Square East

Email to
submissions@adc.govt.nz

Submissions must be received by Sunday 28 April

Your details:
Name
Organisation (if appropriate)
Address (optional)
Town/suburb
Email
Phone

Please note that submissions are public documents and will be made available on Council's website, including names of submitters (but not contact details). Find out more at Ashburton.govt.nz/privacy

Do you wish to speak in support of your submission at the hearing?
(*If no box is ticked, it will be considered that you do not wish to be heard)*

- **Yes**: the hearings are expected to be held on in the week from 13-17 May (dates to be confirmed).
  Please note that hearings are live-streamed on our social media channels.

  If yes, do you wish to present: - In person / - Virtually
  If so morning / afternoon

- **No**: I do not wish to speak in support of my submission and ask that my written submission will be fully considered.

1. *Decision 1 - What should our kerbside green waste collection look like?*

Which of the options do you prefer?

- ○ Option 1 – Introduce a green waste collection service (PREFERRED OPTION)
- ○ Option 2 – Only provide the mandatory food waste service

Let us know why:

---

2. *Decision 2 –If we invest in water-based leisure, where should it be?*

Which of the options do you prefer?

- **Option 1 – Refurbishing Tinwald Pool**
- **Option 2 – Creating a new waterplay area at Ashburton Domain**
- **Option 3 – Building an Outdoor pool at EA Networks Centre (PREFERRED OPTION)**
- **Option 4 – Building a hydroslide at EA Networks Centre**
- **Option 5 – Do nothing (status quo)**

Let us know why:

---

3. *Decision 3 – What should we do with Balmoral Hall and old Polytech land?*

Which of the options do you prefer?

- **Option 1 – Retain and repair Balmoral Hall and the Polytech site**
- **Option 2 – Sell both sites (PREFERRED OPTION)**
- **Option 3 – Demolish or relocate buildings and redevelop the site**

Let us know why:

---

4. *Decision 4 – Should we get out of providing stockwater?*

Which of the options do you prefer?

- **Option 1 – Stay and invest**
- **Option 2 – Maintain with a closure programme over time**
- **Option 3 – Exit the stockwater service by 30 June 2027 (PREFERRED OPTION)**

Let us know why:

---

5. *Decision 5 – Should we extend the EA Networks Centre stadium?*

Which of the options do you prefer?

- **Option 1 – Do nothing**
- **Option 2 – Two court extension**
- **Option 3 – Three court extension (preferred option)**

Let us know why:

---

6. *What do you think about our other priorities and key projects? Any other general comments?*

9. Adoption of Biodiversity Strategy 2024

Authors *Femke van der Valk; Policy Advisor*
Dr Christian Chukwuka; Ecologist/Biodiversity Advisor

Activity Managers *Ian Hyde, District Planning Manager*
Mark Low; Strategy & Policy Manager
Ian Soper; Open Spaces Manager

Executive Team Members *Toni Durham; GM Democracy & Engagement*
Neil McCann; GM Infrastructure & Open Spaces
Jane Donaldson; GM Compliance & Development

Summary

- The purpose of this report is to present the final Biodiversity Strategy 2024 for adoption following the public hearings and deliberations on the draft in December 2023.
- Council has the following options:
  - Adopt the final Biodiversity Strategy 2024 (recommended option)
  - Make further changes to the final strategy.

Recommendation

1. **That** Council adopts the Biodiversity Strategy 2024.

Attachment

Appendix 1 Biodiversity Strategy 2024

Background

The current situation

1. Ashburton District is home to a number of threatened species (both flora and fauna), distinctive landscapes, wetland systems and several lake ecosystems.

2. These values are entwined within a highly modified landscape with an estimate of about 25% native vegetation left in the high country and less than 1% on the low plains.

3. Great progress has been made in the last ten years within the Ashburton District Biodiversity Action Plan (BAP), led by the Biodiversity Advisory Group (ADBAG), to enhance and protect these values.

4. Some of this progress has led to protection and enhancement of native vegetation remnants both within the public and private land, surveys of native vegetation on roadsides and in some private farmland, plus the institution of the biodiversity grant program to support landowners' effort and biodiversity projects on Council lands.

5. The Biodiversity Action Plan had lapsed since 2022 and following an ADBAG Biodiversity Workshop on 4th June 2022, a recommendation was made to the Ashburton District Council to elevate the BAP into a community-wide and community led Biodiversity Strategy.

6. In February 2023, the Council adopted a recommendation to proceed with development of the Ashburton District Biodiversity Strategy.

7. The project aims to identify the indicated pressures on biodiversity and formulate measurable actions/outcomes that would help to halt/reverse the continuing decline of indigenous biodiversity and the habitat of threatened species in the Ashburton District.

8. As part of the Council's obligations to the RMA 1991, the Biodiversity Strategy will complement the Ashburton District Plan which is the key legal document for the protection and enhancement of the environment within the Ashburton District.

9. On 4 August 2023 the National Policy Statement for Indigenous Biodiversity (NPS-IB) came into force. The NPS-IB provides clarity and direction to councils for identifying, protecting and maintaining indigenous biodiversity under the Resource Management Act 1991.

10. Ashburton District Council's Biodiversity Strategy contains action that would also be used to implement the National Policy Statement on Indigenous Biodiversity at the territorial authority level.

11. Following the November 2023 election, the new government has referred in their coalition agreement to amendments to the NPS-IB. To date, no further directive has been received and NPS-IB is still currently national direction for this area[1].

12. Evident from Councils decision in February 2023, the stakeholders' workshop and community consultation, is that the district is keen on protecting remaining biodiversity values, including the discussion on wider district ecological value assessment.

How the strategy has been developed

13. On 1 June 2023 a workshop with key stakeholders was held to undertake a SWOT analysis (strength, weakness, opportunities, and threats) of the Ashburton District Biodiversity, to gather input on the strategy vision and to identify required actions.

14. The summary of the SWOT analysis has been used to formulate new goals, objectives and future actions to be undertaken to fill these gaps.

15. In preparation for the draft to be consulted on with the community, the vision, goals, actions and the related budget implications weer extensively discussed with Council. The final draft for consultation was adopted by Council on 18 October 2023.

16. Community consultation took place from 25 October till 25 November 2023. At the A&P show and the Farmers Market, in-person engagement on the draft strategy was held and a large number of kanuka and kowhai seedlings propagated at the Council nursery were handed out.

17. There were 60 submissions received during the consultation period and 13 submitters spoke to their submission during the Council hearings on Thursday 14 December 2023.

18. At the proceeding deliberations, elected members directed officers to make some updates to the strategy, including adding the word "engaged" to the vision: *A district where biodiversity is protected and enhanced from the mountains to the sea (ki uta ki tai) by an <u>engaged</u> community that values and cares for it.*

19. All changes to the content of the draft strategy can be seen in red text in the Appendix 1 - final Biodiversity Strategy 2024.

[1] A National Policy Statement (NPS) represents national direction for matters of national significance relevant to sustainable management

Māori and tangata whenua participation

20. The draft strategy has been prepared in partnership with Te Rūnanga o Arowhenua via the Aoraki Environmental Consultancy (AEC) who shared the acknowledgement of the Rūnaka to work with the Council on this project together and expressed their support for the strategy.

Options analysis

Option one – adopt the final Biodiversity Strategy 2024 (recommended option)

21. The project team has incorporated the changes in the final strategy that were indicated by Council at the deliberations on 14 December 2023.

22. Under this option, Council adopts the updated final strategy and provide direction for the community, stakeholders, partners and Council working on the Vision, Goals and Action Plan included in the strategy.

23. An interim review of the Action Plan is scheduled after the first 12 months and could reflect potential changes required following government direction. A full review of the entire Strategy will be undertaken every five years.

Advantages:	***Disadvantages:***
• This option will re-enforce Council's obligation to biodiversity outcomes and relationship with the community, partners and stakeholders. • Clarify opportunities and roles for our community, iwi, landowners and stakeholders to assist and input into indigenous biodiversity planning and actions. • This will set the pace for active protection of biodiversity in the district and future implementation of the NPS-IB at the territorial authority level. • Provide a framework for implementing the protection, maintenance and restoration of Ashburton's indigenous biodiversity (through identified actions).	• No disadvantages have been identified.
Risks: No risks identified.	

Option two – Adopt the final strategy with amendments.

24. If Council feels that further changes are necessary, Council could decide to adopt an amended version of the strategy. Depending on the nature and significance of the changes, another community consultation could be required.

25. If the proposed changes are considered to be significant, it will require another consultation with the community.

Advantages:	***Disadvantages:***
• Council could make further changes if they were considered to improve the strategy	• When applicable - resourcing required for consultation • The review process would be prolonged and this would have an impact on work programmes.
Risks: No risks identified.	

Legal/policy implications

Resource Management Act 1991

26. The Resource Management Act 1991 under s31 summarises TAs' functions as it relates to indigenous biodiversity and land use management:

    - *Every territorial authority shall have the following functions for the purpose of giving effect to this Act in its district:*

      - *the control of any actual or potential effects of the use, development, or protection of land, including for the purpose of*

      - *the maintenance of indigenous biological diversity*

27. The strategy objectives and actions have been worded to reflect s31 of the RMA 1991.

National Policy Statement on Indigenous Biodiversity (NPS-IB)

28. The National Policy Statement on Indigenous Biodiversity commenced on August 4, 2023, with a mandate to complete significant Natural Area (SNA) survey in the next five years by the territorial authorities.

29. The Policy Statements also advocates for increasing vegetation cover, establishing ecological connectivity and providing awareness and education to the landowners on restoration of indigenous biodiversity.

30. The Council biodiversity strategy would be used to meet the requirement of the NPS-IB policies at the territorial authority level.

Ashburton District Plan

31. Ashburton District Plan objective 3.2 stated to p*rotect, maintain and/or enhance indigenous biodiversity and ecosystems by controlling and managing activities that have the potential to affect the life-supporting capacity of soils, and water quality in the lakes, rivers and wetlands and significant nature conservation values."*

32. This objective in the ADC District Plan would be achieved fully within the Biodiversity Strategy.

Climate change

33. Ashburton District Council's **Climate Resilience Plan 2022** emphasises continuing investment in biodiversity.

34. The Biodiversity Strategy also recognises indigenous biodiversity's role in mitigating the adverse effects of climate change.

Canterbury Regional Policy Statement (Under review)

35. The Canterbury Regional Policy Statement provides an overview of the resource management issues in the Canterbury region, and the objectives, policies and methods to achieve integrated management of natural and physical resources.

36. Its first two objectives are to halt the decline of and protect significant ecosystems and indigenous biodiversity in Canterbury.

37. Canterbury Regional Policy Statement (Under review) states that "*Territorial authorities will be solely responsible for specifying the objectives, policies and methods for the control of the use of land for the maintenance of indigenous biological diversity on all land outside of wetlands, the coastal marine area, and beds of rivers and lakes. "*

Other associated legislations and non-statutory

38. The Biodiversity Strategy has potential implications for other wide range of legislation and national strategies including the Local Government Act (LGA) 2002 and *Te Mana o te Taiao* – Aotearoa New Zealand Biodiversity Strategy.

Review of legal / policy implications	
Reviewed by In-house Counsel	*Tania Paddock; Legal Counsel*

Strategic alignment

39. The recommendation relates to Council's community outcome of A balanced and sustainable environment (*He taiao toitū*).

Wellbeing		Reasons why the recommended outcome has an effect on this wellbeing
Economic	✓	We value our District's natural assets in supporting economic Development. Both agricultural productivity, food security and human health depends on functions biodiversity provides.
Environmental	✓	The project values our indigenous biodiversity and signals the need to protect them.
Cultural	✓	The project values Māori culture, the *Mātauranga* Māori and *Whakapapa* that described the interconnectedness of land, water and biodiversity thereof.
Social	✓	Increased abundance of native biodiversity can provide opportunities for learning, enhance people's personal development, physical and mental wellbeing while promoting social interactions and connections with nature.

Financial implications

Requirement	Explanation
What is the cost?	The strategy implementation has budget implications that are incorporated in the relevant budgets in the annual plan.
Is there budget available in LTP / AP?	Yes
Where is the funding coming from?	There is a budget approved by the elected members during strategy funding deliberation for implementation of some aspect of the strategy starting from 2024/2025 FY. These include: - Yr 1: $30,500 - Yr2: $45,500 - Yr3: 45,500 - Yr4: $35,500 - Yr5: $45,500 - Yr6 onward: $35,500 p/a The above numbers have been included in the draft budget figures going out to consultation late March 2024, and are subject to Council adopting them as part of the 2024-34 Long-term Plan in June 2024.
Are there any future budget implications?	Yes. There will be a future budget implication if the central government does not fund SNA assessment under the current NPS-IB provision.
Reviewed by Finance	Leanne Macdonald, Group Manager – Business Support

Significance and engagement assessment

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Medium
Rationale for selecting level of significance	N/A
Level of engagement selected	1. Inform – one way communication, via the via the regular communication channels.
Rationale for selecting level of engagement	This represents the final step in the strategy development process. Extensive consultation was undertaken with the community, stakeholders and mana whenua and the attached strategy is the final version, which takes into account council's decisions after hearing the community's feedback.
Reviewed by Strategy & Policy	Mark Low; Strategy and Policy Manager

Our Natural Place

~~Draft~~ Ashburton District Biodiversity Strategy

2024~~3~~

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From the Mayor - to be updated following adoption

It's my pleasure to introduce *Our Natural Place*, the draft Ashburton District Biodiversity Strategy.

Land and water are the lifeblood of our district. Farming and industries associated with agriculture underpin our local economy, and the natural environment provides us with exciting places to explore, tourism opportunities and space for recreation.

While the landscape has been modified over the decades, it's important to ensure our district's special flora and fauna is protected and improved where possible for the generations to come.

It's taken a big effort to get the strategy to this point. It has been developed in partnership with local ecological groups, landowners, regional and national agencies and manawhenua.

Te Rūnaka o Arowhenua have been integral to the drafting of this document and we're immensely grateful for their input. You can read further about manawhenua's connection to the land and biodiversity on page ~~XX~~.

This strategy is for everyone. As Council, we certainly have a leadership role to play, but as you will see in the following pages, looking after our district's biodiversity will require all parts of the community to work together.

We need to build on the good work that's already been done, from our local ecological groups who spend their weekends planting trees, to the farmers who plant native shelter belts and riparian margins, and protect their wetlands. We gratefully acknowledge these contributions, and now we look towards the future to plan what else will be required to preserve and enhance our district's biodiversity.

The actions in this plan contain a mix of what our stakeholders think is important, what Council wants to do and what has to be done under direction from Government. The release of the National Policy Statement - Indigenous Biodiversity in August 2023 introduced new requirements for Councils, and you'll find these clearly identified later in this document. We're aware that some of these required actions, such as the identification of Significant Natural Areas, may raise concerns for landowners. However, I want to assure you that we'll work closely with landowners, in a spirit of openness and collaboration throughout every step of the process.

We know that biodiversity in our district is facing significant challenges, whether that be from urban intensification, land use, predators or our changing climate. These are long-

term issues that will require a mix of short-term and long-term solutions, so you'll find the strategy's actions range from those that can be achieved almost immediately to others that may take place over many years.

As with any strategy, putting words on paper is easy. Implementation is everything and we need everyone in our district to take ownership for the health of our natural environment. I know that the people of Mid Canterbury care deeply about the environment and I have no doubt that together, we'll be successful.

Sincerely,

Mayor Neil Brown

Note

This document uses the Kāi Tahu dialect where “k” replaces the use of “ng” in words, for example “kaitiakitanga” becomes “kaitiakitaka”.

Part 1: The Strategy

Introduction

The Ashburton District is bordered by the Pacific Ocean in the east, Southern Alps in the west, the Rakaia River in the north and the Rakitata (Rangitata) River in the south. It is a district that identifies itself with these special natural environments and at the same time relies on them as the backbone of our economy. While parts of the district are rich in biodiversity, our indigenous biodiversity remnants on the plains are acutely threatened. Managing these threats requires a collective action to ensure that the processes for species survival are in place and biodiversity is thriving.

This strategy, *Our Natural Place* (***add Te reo translation***), is a community-led initiative to preserve the remnants of indigenous biodiversity in Ashburton District, which provide us with ecosystem services and functions. It also contributes towards Council's wider community outcome of "He taiao toitū - A balanced & sustainable environment", sustaining people's connection with nature and our climate change resilience initiatives.

The purpose is to ensure that our current and future biodiversity is protected, restored and enhanced; and to encourage people to value, care and respect it.

We can achieve these objectives by connecting people to the natural environment and by introducing indigenous species for ecosystem restoration, new greenfield development, township landscape design, stormwater channel enhancement and shelterbelt planting. This strategy shares ownership for protecting our district's environment equally among the community.

This shared ownership requires us to work together. Whether that's volunteers helping at a planting day, Manawhenua sharing their knowledge on taoka species, Council funding projects through biodiversity grants and stakeholders collaboratively engaging with schools to improve environmental education. Urban residents, farmers, developers, agencies, Council and community groups all have an important role in implementing the actions of this strategy.

What is Biodiversity?

Biodiversity is a short term for "biological diversity". Biodiversity describes the level of diversity in natural life. This includes the variety of different species (micro-organisms and fungi, trees, plants and animals), the genes they comprise, and the ecosystems they are a part of.

Indigenous biodiversity refers to those species that occur naturally anywhere in New Zealand, including migrant species. It includes New Zealand's ecosystem functions and processes, indigenous vegetation, endemic fauna and their habitats.

The Ashburton District is home to indigenous plant and animal species, and rare ecosystems such as limestone rocks, coastal dongas, wetlands, lakes, and braided rivers. These 'he awa whiria' (braided rivers) are unique to us.

The strategy is mostly concerned with the protection and management of these indigenous species and habitats; but also acknowledges species, habitats and systems that support indigenous biodiversity and our communities.

Biodiversity protection for non-native, introduced species in Ashburton District is addressed in this strategy where it serves as a buffer or corridor for indigenous value protection, is a protected tree in the district plan or used for urban forest initiatives for climate change resilience. This exotic vegetation provides habitat for native animals (highly mobile fauna), helps to connect people with nature (e.g. Rhododendron dell in Awa Awa rata reserve), is used as street trees or is located within the town domains and rural reserves. The strategy recognises the important biological role now played by some introduced species, while acknowledging that indigenous biodiversity remains our priority.

Why is biodiversity important?

Biodiversity contributes to important natural processes that are necessary for ecosystems to sustain life. These are called ecosystem functions or services. Ecosystem services are the benefits people derive from nature. In a functioning environment, we need a stable and resilient ecosystem to sustain all our activities. Examples include the provision of pollen and nectars to attract beneficial insects, berries and plants for native lizards and birds, improved soil fertility and productivity through naturally enriched nitrogen sources, weed suppression, nutrients recycling, and control of plant and animal pests.

Biodiversity is connected with our culture and heritage and represented in the symbols of our national identity. Our economic development relies on the raw materials, clean air and water that biodiversity provides, for consumption and production. Healthy environments also provide tourism and recreational opportunities.

The loss of biodiversity disrupts natural systems and can have irreversible consequences such as species loss, land degradation, erosion, declining soil structure and salinisation.
Pests (plant and animal) are threats to biodiversity in the district and Council expresses its support to Environment Canterbury in its responsibility to manage these pests in the district (amongst others – possum, stoat, goat, deer, rat, hedgehog, feral cat etc). This loss is increasingly recognised as a significant environmental issue which requires our immediate action, underlining the relevance and urgency of this strategy.

New Zealand Biodiversity

Globally, the natural processes that are supported by biodiversity are becoming strained, because of increasing levels of human consumption and industrial production. The situation has reached critical levels, and biodiversity loss is now occurring on an immense scale. The Convention on Biological Diversity was adopted in 1992 and has become one of the world's most significant agreements with 180 countries, including Aotearoa New Zealand, ratifying the agreement.

New Zealand is unique because our indigenous biodiversity includes an extraordinary number of endemic species – species that only occur naturally in New Zealand.

This includes:

- 80% of all vascular plants
- 70% of all native terrestrial and freshwater birds
- all our bats, native amphibians and reptiles
- 90% of freshwater fish.

There are 34 global biodiversity 'hotspots' - regions with a high level of endemic species, as well as high habitat destruction and biodiversity loss. New Zealand is one of these hotspots, with the declining biodiversity regarded as our "most pervasive environmental issue[1]".

New Zealand has a wide range of unique ecosystems, including terrestrial ecosystems (kauri, kahikatea, pohutukawa, podocarp, mixed broadleaved and red beech forests) or tussock grasslands and scrubs, freshwater ecosystems and marine ecosystems like seamounts, estuaries and coral reefs.

Other New Zealand ecosystems include wetlands, riparian areas, coastal donga, dunelands, indigenous forests, shrublands, lowland tussock grasslands, and alpine and mountain ranges. These ecosystems perform significant environmental functions. For example, wetlands help the moderation of run-off and the provision of consistent water flow in dry conditions while also trapping sediment and filtering nutrients and heavy metals.

Biodiversity in the Ashburton district

The Ashburton District is rich in biodiversity and outstanding landscapes. We host three braided river systems and several lowland streams, Ō Tū Wharekai (Ashburton) lakes and wetlands, coastal dongas, the marine environment of the Canterbury Bight, and outstanding mountain ranges. The district is home to a variety of native fish, birds, lizards and vegetation, some of which are rare or threatened.

Historically, Ashburton District was once referred to as a monotonous expanse of tussock grasslands extending to the mountain range from the coast, with a "rugged and romantic appearance". The plain was divided using vegetation characteristics. It included the alpine grasslands, montane and subalpine tussock grasslands, subalpine scrub, beech forests, and lowland and upland scrub. The tussock grasslands were somewhat distinctive covering almost the entire Ashburton plains, with the brown grasslands contrasting sharply with the green beech forest of the foothills.

[1] Willis, G (2017). Addressing New Zealand's Biodiversity Challenge: A Regional Council Thinkpiece on the Future of Biodiversity Management in New Zealand. Published by Local Government New Zealand.

Within the district are some rare and uncommon ecosystems supporting native biodiversity. Some of these uncommon ecosystems include coastal dongas, tarns, braided riverbeds, lake margins, cliffs tors of acidic rocks, inland outwashed gravels and sand dunes, moraines and shingle beaches etc[2].

Today, the district is considered a highly modified environment with few native vegetation remnants left on the low plains and around 25% native vegetation in the high country. There is an ongoing significant loss of habitat in our lowland streams, and our unique braided river habitats are threatened by weeds, pests, and human behaviour.

The Plains

Within the Ashburton District, the plains are the most highly modified natural landscape, as is the case across New Zealand. The Ashburton plains vary in species composition, with extensive and conspicuous stands of vegetation on riverbeds and wetland areas, most of which were burnt before-European settlement. In the past, vegetation on the plains consisted mainly of matagouri and kanuka/manuka with silver tussock ferns, and danthonia grassland undergrowth. Kanuka/manuka scrub formed a large dark-coloured cover resembling a low forest. Whereas kanuka was found on alluvial-rich soils, matagouri inhabits a great variety of sites including stony and well-drained sites with constant water flow. Matagouri thrived as they were able to colonize shingly areas due to its root-nodule-forming fungus-like features that fix nitrogen. Exotic grasses and rock shingles support a few populations of Southern grass skinks and native gecko species.

The indigenous vegetation cover remaining on the Canterbury plains is low, and fragmentation has occurred with most remnants too small and isolated to survive without assistance. Indigenous biodiversity remnants on the plains are acutely threatened, with threats including land use changes, the loss of roadside remnants of significant indigenous vegetation, animal and plant pests, urban growth and intensification.

Outstanding biodiversity sites in the Ashburton plains include the Harris Scientific Reserve (remnant of kanuka dry grassland), Wakanui Beach, Ashton Beach and vegetation remnants around the ADC Ocean Farm, numerous patches of kowhai trees and matagouri shrubs along Rakaia River berms, undeveloped plantation road with remnants of original Canterbury plain vegetation, coastal dongas on the Ashburton coastline, and numerous roadside vegetation remnants (e.g. Swamp, Timaru Track, Upper Downs and Shepherd Bush Roads).

Foothills

The foothills are situated between the low and high plains and extend along the inland scenic route. They are highly modified in some parts with patches of native beech forests in private farmlands. The foothill forests are dominated by the beech trees, pokaka, broadleaf, lancewood, totara, matai,

[2]Wiser SK, Buxton RP, Clarkson BR, Richardson SJ, Smale MC, West C, Williams PA 2007. New Zealand Naturally Uncommon Ecosystems factsheets. www.landcareresearch.co.nz/publications/naturally-uncommon-ecosystems/. Accessed 9 January 2024

ribbonwood, kowhai and lemonwood, with an understorey of scrub vegetation such as ferns, sedges, coprosma, kiokio, rautahi and several others. Notable examples are the Department of Conservation Pudding Hill Scenic Reserve Forest and Awa Awa Rata Reserve forest. The soil type in the foothills is moist and deep with natural springs seeping through the ground to support plant growth.

Threats to the foothill's biodiversity are animal and plant pests, such as wilding conifers and including weeds that originate from domestic gardens. Land use changes have led to a loss of wetlands, tussock grasslands and indigenous cover. Fire is also a threat to biodiversity in this area.

High Country

Ashburton District's high country is an iconic landscape with high biodiversity values and the only area with up to 20% remaining indigenous biodiversity. The high country includes areas of the Hakatere, Armoury, Arrowsmith, Mathias, Browning and Mt Hutt Ecological District. Despite extreme weather patterns and vegetation modification through burning, grazing and agricultural development, there are still large areas of indigenous vegetation remnants. Significant indigenous forest exists at the boundaries of the foothills. Other native vegetation in the high country includes extensive areas of tussock grassland in public conservation lands and on some private land, patches of beech forests and shrubland vegetation.

Ongoing threats to the high country include pest plant invasions such as wilding conifers and animals such as rabbits, possums, hares, deer, mountain goats, ~~and~~ pigs and feral cats. Significant land use changes, intensification and subdivision have also led to the loss of wetlands, tussock grasslands and shrubland.

Braided Rivers and Lowland Streams

Three braided rivers are connected with the Ashburton District. The Hakatere (Ashburton) River flows through the middle of the district while the Rakitata and Rakaia rivers form its northern and southern boundaries. These rivers are rare and internationally significant features with national priority for protection. Most of the lowland streams in the Ashburton District are spring-fed and empty into the braided rivers or to the ocean. These include small ephemeral streams running through farmland.

These rivers and lowland streams form wildlife corridors and are unique habitats for many indigenous fish, animals and plants, significant habitats for over 39 threatened and endangered bird species.

Significant loss of habitat has occurred in streams and riparian areas. Continued biodiversity decline is likely due to factors including flood events, plant and animal pests, human behaviour, land use intensification, water abstraction, channelisation and changes in flow levels, declining water quality (e.g due to stock access and contaminant discharge), and vegetation clearance. Didymo and other invasive aquatic species also pose a threat, along with barriers to fish passage and habitat disturbance from gravel extraction and recreational threats such as uncontrolled vehicle access. However, several projects, like weed control and riparian plantings to restore riverbeds are ongoing.

Estuaries and river mouths associated with the braided rivers provide a network of significant habitats for invertebrates, fish, birds and plants. Continuing agricultural and urban development poses further threats, while other challenges affecting this environment include coastal erosion, recreational use, sediment load changes, climate change, weed encroachment, pests, changing river flows and ocean swells.

Wetlands and Lakes

Wetlands include shallow water and water margins in and around swamps, bogs, lakes, rivers, streams and estuaries. Wetlands (waterlogged sites) exist because the topography prevents water from draining freely away and water is supplied continuously from upslope springs or streams. Although wetlands are an ecosystem with one of the highest levels of species diversity, they are now rare in New Zealand and have been identified as a national priority for protection. In Ashburton District, over 90% of historical wetlands have been drained and lost, and many remaining wetlands are threatened.

Wetlands are characterised by distinctive vegetation and include plants that are capable of coping under anaerobic conditions where water lies above, at or not far below ground level. These obligate plant species include sedges *Eleocharis acuta*, mingimingi, tussock sedge, bog-rush *Schoenus pauciflorus*, raupo and *Potamogeton cheesemanii*.

A notable wetland system in Ashburton District is Ō Tū Wharekai in the high country of the district. The Ō Tū Wharekai wetlands system includes the 12 Ashburton lakes, streams, swamps and bogs, and ephemeral turfs. Ō Tū Wharekai is also home to several rare native plants, such as endangered marsh arrowrush (*Triglochin palustris*), pygmy forget-me-not (*Myosotis pygmaea* var. minutiflora), and pygmy clubrush (*Isolepis basilaris*). The area has one of the largest known populations of the native lily, *Iphigenia novae-zelandiae.* The Lakes provide habitat to endangered crested grebes, New Zealand freshwater mussels and numerous bird and fish populations.

Wetlands perform vital functions by improving water quality and providing important habitat for many species, particularly migrant birds. Wetlands can also mitigate carbon impacts, in some cases at higher rates than our native forests. Several remaining wetlands have been mapped by Environment Canterbury, but there are still others in private properties yet to be mapped.

Continued threats to wetlands across the district include a lack of awareness of the values of wetlands, vegetation clearance, land drainage, channelising and impoundment. Further issues include stock grazing, predators, pest invasion and agricultural practices. The Ashburton wetland system and lakes are part of a Department of Conservation-led initiative that focuses on the protection and enhancement of water quality, habitat and species diversity, as well as monitoring and research efforts.

Marine Environment

The district's marine environment runs along the Canterbury Bight with high deposition of shingle gravel washed down to the coast from the Southern Alps. Our coastal marine environment supports relatively few native species due to its vigorous high tides and shingly nature. However, it contains fish migratory paths that link the marine environment to the freshwater bodies.

In recent times, there has been occasional sightings of marine mammals including the New Zealand fur seal and hector dolphins. The low occurrence of native biodiversity may be due to the nature of the coastal areas, vehicle access to beaches, coastal erosion and the effect these factors have on water quality. All of these pose challenges to marine biodiversity.

Manawhenua relationship to biodiversity

Manawhenua have lived on the fertile coastal plains of mid and south Canterbury for hundreds of years, venturing up the river valleys into the mountains of the takiwā, crossing the passes inland to the many lakes or over to Te Tai Poutini/the West Coast and out into the ocean. The Indigenous flora and fauna of these environments have sustained Manawhenua for hundreds of years, providing food, fibre, building materials, fuel, medicine and other necessities. The relationship between Manawhenua and indigenous biodiversity has evolved over centuries of close interaction. We continue to put considerable effort into preserving, restoring and enhancing our relationships ki uta ki tai (from the mountains to the sea) through the practice of mahika kai.

Manawhenua have a strong sense of 'tūrangawaewae' where one belongs and has a right to stand as their ancestors stood before them. Whakapapa bestows us our identity, rights and responsibilities. It defines our relationship with the land and waters – how they should be used, how to move across them safely and how to care for them as kaitiaki. In return, our takiwā provides physical and spiritual nourishment for our whānau, with plentiful food, medicine, water and natural resources for survival.

Prior to 1840 and the implementation of the new colonial order, mana and kaitiakitaka were often synonymous. Manawhenua traditionally invoked and exercised kaitiakitaka over the resources of the land and sea and Kāti Huirapa collectively protected to the fullest extent their territory and its resources. They maintained and developed their tikaka for the well-being of the people. It was the kaitiaki duty to protect and sustain the resources mō ā mātou mokopuna ake tonu ake (for us and our children after us). The bottom line for all decisions therefore was the sustainable management of the resource and the continuing well-being of the hau kāika. For Kāti Huirapa, kaitiakitaka is not only about the physical resources, but also about being Manawhenua and maintaining a relationship to the spiritual dimension and influences, including the primary principle of protection of the mauri of an ecosystem from desecration.

Mauri is imbued in all things and is a special power derived from the supreme being. At birth the two parts of body and wairua are joined together as one by the mauri. On death, the mauri is no longer able to bind these elements together and the physical and spiritual parts are separated. The forest, waters, the life supported by them, together with natural phenomena such as the mist, wind and rocks, possess a mauri.

Mahika kai is a contemporary philosophy that lies at the heart of Kāti Huirapa culture and takes place throughout whole catchments. For us, mahika kai is a way of life; it is both traditional and contemporary. Mahika kai refers to interests in traditional food and other natural resources and includes the species, related habitats and conditions required to support our mahika kai practices. Mahika kai is at the heart of Kāti Huirapa culture, identity and practice. The lakes, lagoons, rivers and wetlands

throughout the takiwā of Kāti Huirapa are of paramount importance for our continuing practice of mahika kai. Taoka and kai species today are wide ranging and include tuna, kanakana, īnakawai kōura, birds and many species of plants, like harakeke, ti kōuka and pīngao. Species gathered have changed over time as new species have become available or traditional species become unavailable and may change again in the future.

However, our ability to continue mahika kai practices in the catchments of Ashburton has greatly diminished in the last 150 years. We have restricted or no access to mahika kai resources due to changes in land tenure and management (including draining of wetlands), water use and tenure, the introduction of pests, and development of land for primary production or urbanisation. This has meant that our mahika kai practices in the catchments of Mid and South Canterbury have had to adapt. Where we can continue the practices of our tūpuna, in the places they used, we treasure this greatly.

Our mahika kai sites do not stand in isolation. They are at the heart of treasured landscapes that support and enable the processes of whakawhanaukataka (the process of establishing relationships and relating well to others).

provided by Te Rūnaka o Arowhenua

The progress so far- Biodiversity achievements by the Council and the Community

In 2010, Council introduced the Biodiversity Working Group, and through collaboration and the combined effort of stakeholders especially the Forest and Bird Ashburton Branch, important progress has been made for biodiversity in the district. Our actions towards native vegetation have improved and there is an increased awareness of the need to enhance and restore the environment.

Two notable achievements are the development of the Biodiversity Action Plan and subsequent review in 2017, and surveys to identify remnants of indigenous native vegetations on the plains, especially on roadsides (Plantation and Ferryman Road), two private farms along the Rakaia River berm and Council's Ocean Farm. There remains more work to do in this space, as the extent of biodiversity remnants on private land and other public land are not yet fully known.

Other accomplishments include the introduction and administration of Biodiversity Grant funding, improved Rūnaka engagement, appointment of a full-time Council Ecologist and Biodiversity Advisor, increased awareness of biodiversity values in regards to Council's operations, regular biodiversity media briefings, increased education around native vegetation clearance rules , and biodiversity projects on Council land such as the Wakanui Beach Restoration Initiative and Lake Camp/Clearwater Landscape Management Plan.

The Ashburton Community Conservation Trust that was constituted in 2010 continues to manage the Harris Scientific Reserve, a dryland kanuka remnant, with biannual planting in the last five years to extend the kanuka forest and other native vegetation plant coverage.

The Council, through its Biodiversity Grant program, has funded biodiversity restoration planting projects, weed controls and environmental education programs. These include Sycamore control at Mt Hutt Road, a pest control program at Alford Forest and Maori Lakes, Galloway wetland restoration, the Beginners Guide to Biodiversity in Mid Canterbury project, sycamore weed control (Rakaia Gorge), and Upper Rakitata Landcare Group weed control.

Private landowners and farmers have also contributed to increasing native vegetation enhancement in the district through wetland restoration projects and native shelterbelt planting.

Climate Change and Biodiversity

Climate change is an important driver of biodiversity loss in New Zealand. Biodiversity is affected by every aspect of climate change which includes more frequent and intense droughts, storms, heatwaves, rainfall, increasing bushfires, changes in ocean currents and water temperatures, estuary and ocean acidification and sea level rise. These events can result in changes to ecosystem services and species biology.

Biological changes include shifts in some species range, bird migration, changes in plant phenology such as flowering time and earlier timing of leaf-unfolding, and changes in gestation length in some species[3] are being observed locally and globally. Climate change can also encourage changes in predator behaviour and weed proliferation.

Locally, the 2021 flooding event resulted in the loss of an important lizard species and habitat. Landslides led to vegetation loss in the high country and foothills, and flooding contributes to the loss of aquatic animals and their breeding sites. Other noticeable impacts of recent climate events are changes to land ecosystem productivity, and disruption of freshwater ecosystems due to warmer water and lower flows in rivers and streams.

Our strongest natural defence against climate change lies in biodiversity[4]. Biodiversity acts as a natural carbon sink, sequestrating carbon from the atmosphere and acting as a nature-based solution to global warming. Biodiversity helps provide stability and resilience to our environment as we adapt to the fluctuations and disturbances brought about by extreme weather events.

With current and future climate predictions for the district[5], these changes and events will continue. Further research is necessary to identify what this means for the biodiversity of our district and what actions need to be taken.

Council has a Climate Resilience Plan which guides the actions and decisions of ADC to meet the goals of our Climate Change Policy, and this includes continued investment in biodiversity.

[3] Macinnis-Ng et al., 2021
[4] United Nation (2023) https://www.un.org/en/climatechange/science/climate-issues/biodiversity#:~:text=Conserving%20and%20restoring%20natural%20spaces,as%20forests%20or%20coral%20reefs.
[5] Macara et al (2020). Climate change projections for the Canterbury Region. National Institute of Water & Atmospheric Research Ltd Wellington.

Why do we need a strategy?

Despite the existence of biodiversity action plan, the regulations in the RMA and the Council's awareness, the threats to Ashburton District's Biodiversity remain. These include but are not limited to, changes in land use, lack of habitat corridors and declining water quality, increasing native vegetation clearance, and plant and animal pests[6]. The increasing threat of a changing climate is also likely to aggravate the existing pressures.

As a result, Council adopted the recommendation of the Ashburton District Biodiversity Advisory Group to develop a Biodiversity Strategy. This living document identifies the biodiversity pressures, has included stakeholder, Manawhenua and community input, and contains measurable and achievable actions that will help to halt /reverse the decline of indigenous species in the Ashburton District.

The timing of the strategy development has also coincided with the release of the National Policy Statement on Indigenous Biodiversity (NPS-IB) and the strategy will be used to help implement the NPS. The NPS-IB commenced on 4 August 2023, and mandates the Council to undertake a district-wide assessment of significant natural areas for the protection and restoration of biodiversity within the Ashburton District. Ashburton District's current and future responsibility under the NPS-IB, as currently understood has been captured in the Action Plan.

What does this strategy include?

The strategy provides specific guidance that will help us, together as a community, to achieve the shared vision for our district.

It describes how we will:

1. Identify the remaining biodiversity values in the district and protect and maintain these values.
2. Restore indigenous biodiversity.
3. Gather and share knowledge on biodiversity with our stakeholders and community.
4. Have communities and stakeholders work together to encourage wider participation in the conservation and enhancement of indigenous biodiversity.

The goals, objectives and actions sit within a regional and national framework for biodiversity protection. The document showcases the local stakeholders and partners, and activities that have been identified as important, including those already underway or that need to happen in the future.

The Action Plan sets out how we intend to achieve each objective over the next 20 years. It is intended to be a living document and the progress of actions and projects outlined in the Action Plan with be monitored.

[6] Harding, 2022

How has this strategy been prepared?

This draft strategy was prepared in partnership with Te Rūnaka o Arowhenua. It builds on an initial workshop with the Biodiversity Advisory Group and a review of the Biodiversity Action Plan (BAP) progress to date, consideration of other Council's plans and strategies, integrating the latest legislation and the outcome of the SWOT analysis from a workshop with key stakeholders in the district held in May 2023.

The key stakeholders included representatives from:

- -Environment Canterbury
- ,-QEII National Trust
- ,-Department of Conservation,
- Ministry of Primary Industry,
- Federated Farmers,
- Ashburton Community Conservation Trust,
- Fish and Game,
- Fonterra,
- Foothills Landowners,
- Synlait,
- Forest and Bird,
- Awa Awa Rata Reserve Society,
- Ashburton Water Zone Committee,
- Foothills Landcare Group,
- Kanuka Trust,
- Mt Somers Walkway Society,
- Mid-Canterbury Catchment Collective (MCCC),))
- Whitcombe Landcare Group,,
- Lake Heron Conservation Society
- and Farmers.

We also work with other Councils (Timaru District and Selwyn District) along the two major rivers through stakeholders' collaborative projects.

Alignment with other Strategies and Plans

The Biodiversity Strategy aligns with national, regional and local strategies and plans. Its central purpose is to give effect to the National Policy Statement on Indigenous Biodiversity and Canterbury Regional Policy Statement at the district level, and align with other relevant Canterbury Regional Strategies.

These policies, strategies and legislation include:

National

- National Policy Statement on Indigenous Biodiversity 2023
- Aotearoa NZ Biodiversity strategy – *Te Mana o te Taiao* 2020
- Resource Management Act (RMA) 1991
- New Zealand Biodiversity Action Plan 2016

- New Zealand Coastal Policy Statement (NZCPS) 2010
- Aotearoa New Zealand's Biosecurity System Strategy
- Local Government Act (LGA) 2002
- Statement of National Priorities 2007
- Predator-Free 2050

Regional:

- Canterbury Regional Policy Statement 2013 (under review)
- Biodiversity Strategy for the Canterbury Region 2008
- Canterbury Land and Water Regional Plan 2018
- Canterbury Water Management Strategy (CWMS) 2009
- Canterbury Regional Pest Management Plan (CRPM) 2018 - 2038

Ashburton District:

- Long-Term Plan (LTP): specifies Council's intentions for the next 10 years and how we will fund them. One of the four Community Outcomes is 'A balanced & sustainable environment "He taiao toit¬ū', referring to biodiversity.
- Ashburton District Plan 2014: provides the land use planning framework for our district.
- Climate Change Policy 2022/ Climate Resilience Plan 2022
- Ashburton District Biodiversity Action Plan 2017 – 2022/23

Part 2: Our Vision, Goals and Action Plan

Our vision:

A district where biodiversity is protected and enhanced from the mountains to the sea (ki uta ki tai) by an engaged community that values and cares for it.

This vision links to all four Community outcomes as envisioned in our current Long-Term Plan:

Our GOALS AND OBJECTIVES

Goal 1: The remaining indigenous biodiversity in the Ashburton District is protected and maintained.

This means (objectives):

- 1.1 Ecological values within the district are identified and protected.
- 1.2 Taoka species and sites with takata whenua cultural values are identified and protected.
- 1.3 Further loss of ~~threatened and at risk~~ indigenous species is prevented by the control or eradication of pest species (fauna and flora)
- 1.4 Impacts of development and human activity on significant ecological values are properly managed.

Goal 2: The indigenous biodiversity in the Ashburton District is restored, enhanced and ecologically interconnected for the benefit of the community.

This means (objectives):

- 2.1 Indigenous vegetation cover within the district has increased over time.
- 2.2 Biodiversity sites and habitats of indigenous species and taoka are interconnected.
- 2.3 Community projects that aim to restore and ecologically link indigenous biodiversity sites and habitats in the district are identified and supported (support: time / expertise / biodiversity grant)
- 2.4 Eco-tourism through biodiversity is encouraged and promoted in Ashburton District while ensuring that impacts are avoided, remedied or mitigated.

Goal 3: Knowledge on biodiversity is gathered and shared, informing and empowering the stakeholders and the community.

This means (objectives):

- 3.1 Research into and collection of data on the state of biodiversity in the district is improved.
- 3.2 Knowledge of Manawhenua world view /Biodiversity within the district is documented and shared.
- 3.3 Knowledge of Ashburton indigenous biodiversity is shared with the community and stakeholders (landowners, industry groups, environmental protection groups, local and regional government agencies).
- 3.4 School environmental programmes are sustained and improved.

Goal 4: Collaboration and participation among Council, Rūnaka and Stakeholders in the wider community for conservation and enhancement of indigenous biodiversity is encouraged.

This means (objectives):

- 4.1 Cooperation and collaboration among stakeholders is encouraged.
- 4.2 Council takes a leadership role in working together and encouraging conservation and enhancement.
- 4.3 The general public is encouraged to participate in conservation and enhancement of indigenous biodiversity.

- 4.4 Community projects that aim to protect, maintain and enhance indigenous biodiversity are supported.

Implementation timeframe

The lifespan for the strategy is expected to be 20 years. However, some actions may be achieved sooner. Achievement is also dependent on financial availability, legislative changes and commitment. As a guide, we have split the timeframes into the four categories below. Actions that run for the entire life of the strategy are designated as "ongoing" and actions associated with NPS-IB statutory provisions or implementation are designated in bold.

Short-term (ST) : 1-3 years
Medium-term (MT) : 3-10 years
Long-term (LT) : 10+ years
Ongoing : Actions that are already happening and that will run throughout the life of the strategy.

Reporting and review

We will report annually on the progress of the Action Plan's implementation. An interim review of the Action Plan is to be undertaken after the first 12 months and a full review, to ensure it remains current and meets the needs of our community, every three years.

A full review of the entire Strategy will be undertaken every five years.

Role of Ashburton District Council

The role of Council in the Strategy and Action Plan is defined in broad terms below:

- **No role** – not an issue, role of other agencies and organisations.
- **Advocate** – collecting and sharing community views with government, agencies or organisations to help improve the district. This can be active or passive.
- **Influence** – educate and work to change people's perceptions or behaviour to provide positive community outcomes.
- **Support** – support agencies leading the work (e.g. research, funding or bringing stakeholders together).
- **Plan and Resource** – take direct lead and involvement to achieve specific outcomes (e.g. developing plans, consultation, funding, resourcing).

Partners and organisations involved

This draft strategy was prepared in partnership with Te Rūnaka o Arowhenua.
The "Who" column in the Action plan table indicates the organisations involved in the action with the first named organisation being the lead agency.

Resource and Funding

Commented [CC1]: Add: Council has provided xx in the LTP for implementation of some parts of the strategies.

Resourcing will come from a range of sources, with significant contributions to the success of the strategy coming from other agencies and the community. ~~Reference is made in the Action Plan as to whether resources and f~~ Funding ~~are~~ is available within the existing Council operations or budgets (staff time or operational budget) or may come from specific ~~NPS-IB funding~~ central government support to local councils, external contractors or other sources. There will also be a potential to seek external grants/funding from other agencies involved with biodiversity and conservation. Community will be supported through the Council Biodiversity Grant ($15,000) available per year for community projects. ~~This is described further below:~~

~~**NPS-IB funding**: central government funding and ECan resource support expected. At time of writing the actual costs are unknown.~~

- ~~**Biodiversity Grant:** $15,000 available per year for community projects (ADC funded).~~
- ~~**No new resource:** means that the action is currently already being done within an ADC staff role and will continue without the requirement to reserve any new resource.~~

The Action Plan

Protect and maintain

***Goal 1:** the remaining indigenous biodiversity (rare, threatened, taoka and other significant species and their habitats) in the Ashburton District are protected and maintained.*

	Objectives	Actions (bold = NPS-IB)	Role of ADC	Who	When
1.1	Ecological values within the district are fully identified and protected.	**A. Complete assessment of the district's ecological values, including significant natural areas (SNA's)**	Plan & resource	ADC, ECan, DOC, Rūnaka, community	Medium Term 5 years from 4 August 2023
		B. Encourage covenants and other forms of land protection in private properties and Council reserves with ecological values	Influence	ADBAG, QEII, Landowners	Ongoing
		C. Identify and protect Ashburton District's special features with ecological values (e.g. coastal dongas)	Plan & Resource	ADC, ECan, DOC, community	Short term
		D. Undertake ecological assessment of the ~~Hinds~~ drains and make recommendations on protecting the values	Support	Rūnaka, ECan, MCCC, ADC	Short term

	Objectives	Actions (bold = NPS-IB)	Role of ADC	Who	When
		E. Prepare for plan changes to protect SNA and recognise land covenants	Plan & Resource	ADC or Regional Planning Committee	MT-LT
1.2	Taoka and their habitats are identified and protected	A. Undertake an assessment of Manawhenua cultural/ heritage sites and determine taoka species present in the district	Support	Rūnaka, ADC	ST
		B. Develop a joint plan to ensure the protection and restoration of the cultural sites	Support + Plan & Resource	Rūnaka, ADC	MT
1.3	Further loss of ~~threatened~~ indigenous species is prevented by the control, or eradication, of pest species (fauna and flora).	A. Support pest management approach with other stakeholders to control plant and animal pests.	Support	ECan, DOC, LINZ, Rūnaka, ADBAG, MPI, ADC	ST (develop) MT (implement)
		B. Continue pest management program in all Council reserves and Open Spaces.	Plan & Resource	ADC	Ongoing
		C. Promote weed prevention, for instance, by engaging with nurseries and garden centres	Advocate	ECan, ADC, Stakeholders	ST

	Objectives	Actions (bold = NPS-IB)	Role of ADC	Who	When
		throughout the district.			
		D. Continue implementation of Lake Camp/Clearwater Management plans for the eradication of wilding trees in the area.	Plan & Resource	ADC, Hut holders, ECan, DOC, ADBAG.	Ongoing
1.4	Impact of use and development and human activity on biodiversity is properly managed	A. Promote collaborative response to degradation of Ō Tū Wharekai	Advocate	ECan, ADC, Rūnaka/Iwi, DOC, Stakeholders	Ongoing
		B. Review ADC vegetation clearance rule for Rural zones to provide better protection for indigenous biodiversity.	Plan & Resource	ADC	ST – MT
		C. Ensure existing biodiversity is conserved and enhanced in new subdivisions and development projects.	Plan & Resource	ADC	ST – MT

Restore and interconnect for the benefit of the community.

Goal 2: The indigenous biodiversity in the Ashburton District is restored, enhanced and ecologically interconnected for the benefit of the community.

	Objectives	Actions (bold = NPS-IB)	Role of ADC	Who	Date
2.1	Indigenous vegetation cover has increased over time within the district.	A. Advocate to increase the indigenous vegetation cover target as set in the NPS-IB or by the regional council at the local level.	Advocate	ADC, Rūnaka, ECan	ST – MT (NPS-IB stated 10%, final target dependent on ECan)
		B. Promote integration and use of appropriate indigenous species for shelterbelt planting and replacement on private farmland within the district to increase vegetation cover.	Influence	ADC, Federated Farmers, MCCC, ADBAG	ongoing
		C. Investigate the use of stormwater swales, MAR (Managed Aquifer Recharge) sites, rivers and stockwater race networks to improve native vegetation cover in the district.	Plan & Resource	ADC, Rūnaka, Irrigation Companies, ECan, Landowners, MCCC	ST
		D. Encourage the use of native vegetation for council planting	Plan & Resource	ADC	ongoing

	Objectives	Actions (bold = NPS-IB)	Role of ADC	Who	Date
		projects (street trees, reserves and berms)			
		E. Investigate the ecologically suitable riparian buffer and promote it to the community	Plan & Resource	Rūnaka, ECan, ADC	ongoing
2.2	Biodiversity sites and threatened species habitats are interconnected.	A. Investigate and develop a plan to establish biodiversity corridors from the mountains to the sea to sustain its functions[7].	Plan & Resource	ADC, Rūnaka, Irrigation Companies, ECan, Landowners, MCCC	MT
		B. Prioritise areas for restoration that provide important connectivity or ecological buffering functions.	Plan & Resource	ADC, Rūnaka, ADBAG	MT-LT
		C. Support landowners' biodiversity projects that will improve ecological corridors.	Support	ADC	MT
2.3	Supporting projects that aim	A. Investigate incentives to landowners with	Plan & Resource	ADC	ST-MT

[7] Linking reserves, stockwater races, 3 major rivers, unproductive farm blocks, MAR sites and irrigation channels

	Objectives	Actions (bold = NPS-IB)	Role of ADC	Who	Date
	to restore and interconnect indigenous biodiversity sites in the district (*support = time / expertise / biodiversity grant / funding)*	indigenous native vegetation sites on their farmlands.			
		B. Provide incentives to landowners with indigenous native vegetation sites on their farmlands.	Plan & Resource	ADC	MT-LT
		C. Continue to support biodiversity projects undertaken by other stakeholders in the district	Support	ADC, Water Zone Committee, Dairy (Synlait/Fonterra) and Irrigation Companies.	Ongoing
2.4	Eco-tourism through biodiversity is encouraged in Ashburton District while ensuring that impacts are avoided, remedied or mitigated (Economic benefit of biodiversity).	A. Investigate and implement how biodiversity can contribute to eco-tourism in the district. (E.g. Harris Reserve, Rakaia Gorge and Ashton Beach)	Plan & Resource (Economic Development collaboration)	Stakeholders, Community, ADC	LT
		B. Address the barriers that could hinder eco-tourism through biodiversity	Influence	ADC, Stakeholders, Community	LT

Educate and enhance awareness

Goal 3: Knowledge on biodiversity is gathered and shared, informing and empowering the stakeholders and the community.

	Objectives	Actions (bold = NPS-IB)	Role of ADC	Who	Date
3.1	Research into and collection of data on the state of biodiversity in the district is improved. *Knowledge gathering*	A. Compile general biodiversity information on the Ashburton District and its characteristic features and make it available to the public.	Plan & Resource	ADC, ADBAG	ongoing
		B. Investigate climate change implications for Ashburton district Biodiversity to plan for future resilience programs.	Plan & Resource	ADC, ECan, Stakeholders	ST
		C. Undertake a desktop assessment of native species groups within the district and make predictions on their adaptability for future climate change scenarios.	Plan & Resource	ADC, ECan, Universities, Stakeholders	MT
		D. Complete GIS mapping of Ashburton District ecosystems and make it available to the public.	Resource	ADC, DOC, ADBAG	Ongoing / ST
		E. Initiate and support biodiversity research within Ashburton District to foster relationships and increase the	Support + Influence	ADC, Universities, Rūnaka/Iwi, Stakeholders, ADBAG	MT

	Objectives	Actions (bold = NPS-IB)	Role of ADC	Who	Date
		knowledge base and available information.			
3.2	Knowledge of Manawhenua world view /Biodiversity within the district is documented and shared. *Knowledge sharing*	A. Collate information on sites of cultural/heritage values and taoka and make it available to the community.	Support	Rūnaka, ADC	MT
		B. Promote the mahika kai concept to share knowledge and increase awareness.	Influence	Rūnaka, ADC, ADBAG	MT
3.3	Knowledge of Ashburton indigenous biodiversity is shared with communities. (Landowners, industry groups, environmental protection groups, Council local and regional government agencies)	A. Advocate and distribute information to landowners regarding biodiversity values.	Advocate	ADBAG, ECan, Stakeholders, ADC	Ongoing
		B. Initiate citizen science programs to involve communities in data gathering on Ashburton Biodiversity	Plan & Resource	ADBAG, ECan, Stakeholders, ADC	ST
		C. Initiate and support regular media publication of Ashburton District Biodiversity information on external media channels.	Plan & Resource	ADC, ADBAG	Ongoing

	Objectives	Actions (bold = NPS-IB)	Role of ADC	Who	Date
		D. Maintain relevant biodiversity updates on ADC website and use it as an information portal.	Plan & Resource	ADC	Ongoing
		E. Provide accessible knowledge and professional services to landowners when required.	Influence	ADC	Ongoing
		F. Create greater awareness of the importance of biodiversity and native vegetation across the primary industry.	Influence	ADC, Stakeholders	ST
		G. Organise seminars and workshops for landowners, stakeholders and primary sectors on environmental issues and outcomes.	Plan & Resource	ADBAG, ECan, Stakeholders, Community	ST-MT
3.4	School environmental programmes are sustained and improved.	A. Support and extend school environmental programmes and biodiversity projects to more schools in Ashburton District.	Support	ADC, ECan, ADBAG, Stakeholders	Ongoing
		B. Celebrate International Biodiversity (22 May) and Conservation Days (28	Support	ADBAG, Stakeholders, Community	ST

	Objectives	Actions (bold = NPS-IB)	Role of ADC	Who	Date
		July) with the schools and community			

Cooperate, encourage and celebrate community participation.

Goal 4: Collaboration and participation among Council, Rūnaka and Stakeholders in the wider community for conservation and enhancement of indigenous biodiversity is encouraged.

	Objectives	Actions (bold = NPS-IB)	Role of ADC	Who	Date
4.1	Cooperation and collaboration among stakeholders are encouraged.	A. Strategic partnerships with stakeholders and relationships are fostered through regular ADBAG meetings.	Influence	ADBAG, Stakeholders	Ongoing
		B. Maintain appropriate Council representation in stakeholders with an interest in biodiversity.	Influence	ADC	Ongoing
4.2	Council takes a leadership role in working together and encouraging conservation and enhancement.	A. Advocate for biodiversity protection and enhancement within Council as an organisation and communicate these principles regularly to staff.	Advocate	ADC	Ongoing
		B. Investigate and support the review of project code/standard to reflect biodiversity protection and enhancement (e.g. culvert allowing fish passage and migration, sediment protection and floodplain repairs and enhancement using native plantings)	Influence + Support	Rūnaka, ECan	ST
		C. Foster active partnership with the manawhenua at all levels of	Influence	ADC, Rūnaka	Ongoing

	Objectives	Actions (bold = NPS-IB)	Role of ADC	Who	Date
		decision-making in biodiversity management.			
		D. Integrate biodiversity principles across Council activities. For example, increasing the percentage of native planting used in Council reserves, street trees and road berms.	Advocate	ADC	Ongoing
		E. Support implementation of Council surface water strategy to improve biodiversity.	Influence	ADC	Ongoing
		F. Investigate and develop an urban/residential zone forest plan to increase tree cover for the district as a mitigation for climate change.	Plan & Resource	ADC, ECan	MT-LT
4.3	General public is encouraged to participate in conservation and enhancement of and celebrate biodiversity	A. Continue collaboration of stakeholders and volunteer networks for biodiversity projects within the district	Influence	ADBAG, Stakeholders	Ongoing
		B. Investigate and establish biodiversity funding/resource pool (Community Natural Environment fund) to support biodiversity and sustainability projects in the community.	Advocate	ADBAG, Stakeholders	ST
		C. Introduce the Environment Champions Award to celebrate local biodiversity achievements.	Plan & Resource	ADC	ST

	Objectives	Actions (bold = NPS-IB)	Role of ADC	Who	Date
4.4	Community projects that protect and maintain indigenous biodiversity are supported	A. Support projects that aim to protect and maintain biodiversity in the district.	Support	ADC, ADBAG	Ongoing

Glossary

- **Adaptability** – ability to adjust to changes in the environment.
- **Biodiversity 'hotspots'** – an area with at least 1,500 species of vascular plants found nowhere else on Earth and have lost at least 70 percent of its primary native vegetation
- **Biodiversity**- the variety of animals, plants, fungi, and even microorganisms like bacteria that make up our natural world.
- **Ecosystem** - A community or group of living organisms that live in and interact with each other in a specific environment.
- **Ecological values - level of benefits that biotic or abiotic components that make up natural ecosystems provides for the maintenance of organisms[8] or to support native life forms.**
- **Indigenous Biodiversity** - the living organisms that occur naturally in New Zealand, and the ecological complexes of which they are part, including all forms of indigenous. flora, fauna, and fungi, and their habitats.
- **NPS-IB** - National Policy Statement for Indigenous Biodiversity
- **Phenology –** timing of biological events or activity. e.g. plant flowering or fish spawning events.
- **Project code/standard - set of guidelines and best practices designed for infrastructure development.**
- **Riparian -** relating to or living or located on the bank of a natural watercourses; rivers, stream or stockwater races.
- **SNA** – Significant natural area –
  a) an area that has significant indigenous vegetation or habitat of indigenous fauna. A SNA may include remnant native bush or native forests, wetlands, frost flats, lakes and rivers, or geothermal vegetation.
  b) any area that is notified or included in a district plan as an SNA following an assessment of the area in accordance with a above[9].
  c) an area identified in a policy statement or plan as an area of significant indigenous vegetation or significant habitat of indigenous fauna.

- **Species range –** where plants or animals can be found in their lifetime.
- **SWOT analysis** – analysis of the strengths, weaknesses, opportunities and threats
- **Terrestrial** - living or growing on land
- **Vascular plants** - Any plant, which have specialised vascular tissues for the transport of water, minerals and food. All plants are vascular except algae, bryophytes (moss, liverworts and hornworts) and fungi.

[8] H.K. Cordell, J.C. Bergstrom, J.M. Bowker (Eds.), The Natural Ecological Value of Wilderness, Venture Publishing Inc, Alberta, Canada (2005), pp. 205-249.
[9] National Policy Statement for Indigenous Biodiversity (NPSIB). Ministry of Environment 2023.

Te reo

Hau kāika	Home, true home
Harakeke	New Zealand Flax
Īnaka	Whitebait
Kai	Food / meal
Kaitiaki	Guardian
Kaitiakitaka	The exercise of customary custodianship, in a manner that incorporates spiritual matters, by takata whenua who hold Manawhenua status for particular area or resource.
Kanakana	Lamprey
Kati Huirapa	Reference to "Kāti Huirapa" and "Manawhenua" should be interpreted as including the whānau who whakapapa to Te Rūnaka o Arowhenua and whānau of other Papatipu Rūnaka who share interests with Te Rūnaka o Arowhenua
Ki uta ki tai	Mountains to sea
Kōrua	Crayfish
Mahika kai	Places where food is produced or procured
Mana	Authority, prestige, influence
Manawhenua	Those who exercise customary authority or Rakatirataka (Chieftainship, decision making rights).
Mauri	Essential life force or principle; a metaphysical quality inherent in all things both animate and inanimate. (Ngāi Tahu Fresh Water Policy)
Pīngao	golden sage sedge
Rūnaka	Local representative group or community system of representation.
Takiwā	Area, region, district
Taoka	Treasure

Tapu	sacred
Tikaka	Customary values, practices
Ti kōuka	cabbage tree
Tuna	Eel
Tupuna	Ancestors
Turakawaewae	Place of belonging through ancestral rights linked to land, place to stand
Wairua	Life principle, spirit
Whakapapa	Genealogy
Whanau	Family
Whakawhanaukataka	The process of establishing relationships and relating well to others

10. Stockwater Closure – SKW/008/23 – Ashburton River Road

Author *Crissie Drummond, Infrastructure Services Support Lead*
General Manager *Neil McCann, Group Manager Infrastructure Services*

Summary

- The purpose of this report is for the Council to consider an application to close a section of local stockwater race starting on PN: 25334 – Ashburton River Road, Methven to a junction on PN: 379 – 50 McNeill's Road, Methven.
- The total distance to be closed is 9,623 metres.
- There are seven (7) affected properties.

Recommendation

1. **That** Council approves the closure of the stockwater race starting on PN: 25334 – Ashburton River Road, Methven to a junction on PN: 379 – 50 McNeill's Road, Methven, being a total of 9,623m.

2. **That** the closure be effective from 21 September 2024.

Attachment

Appendix 1 Map of proposed closure

Background

The current situation

1. An application has been made by ADC to close a local stockwater race running through seven properties. The closure is being initiated given the ongoing issues with getting water to the bottom end of the race.

2. The proposal is to close a local stockwater race from a junction on the Methven Auxiliary main located on PN: 25334 – 1170 Ashburton River Road, Methven to a junction on PN: 379 – 50 McNeills Road, Methven.

3. Council's Water Ranger has confirmed the exact location of the race, and there are seven parties affected by this proposal.

4. The Asset Manager has advised that there is no strategic value in retaining this race system, it is within the Ashburton Lyndhurst Irrigation Ltd (ALIL) command area and Council has appointed ALIL as the preferred supplier of stockwater in this area.

5. There are five road crossings affected by this closure. The roading team have request that the race is not to be filled in and the road crossing culverts be retained/not filled in to allow overland flow during rain events.

6. The closure consent conditions will suggest that the race/drains/culverts do not get filled in and be retained for stormwater purposes.

7. A Rapid Field Ecological Assessment undertaken at Longfords Road showed no evidence of ecological significance.

Consultation

8. All seven affected property owners were consulted on the proposed closure.

9. All property owners completed and returned the required Water Race Closure Affected Parties Consent Survey.

10. The results of the surveys forms are outlined below:

Support closure	Do not support closure
4	3

11. The three property owners who do not support the closure provided the following:

PN	Survey Form feedback	Race length	Staff Comment
24804	The property runs sheep and beef. The survey form indicated they found the open race	1,727m	This property has an active domestic/stockwater groundwater bore on the land to the west of the RDR (well depth < 20m).

	'good' in meeting their needs. They indicate they do not have a reticulated irrigation or stockwater system. They indicated they wish to retain the race for stock use, fire-fighting and ecological values. *"Only water source on 80ha which is nearly half our farm. Cost of installing alternative water system.* *Existing house well goes dry if hose left on for more than half an hour.* *Stock health is better for having running water. Stock = 2,100 ewes plus lambs & hoggets"*		ALIL confirm they will be able to get stock water to the land above the RDR. ALIL already has a stockwater supply line to the land below the RDR.
14029	The property is a dairy farm. The survey form indicated they found the open race 'adequate' but 'unsatisfactory' due to it being an unreliable supply. They indicated they have a reticulated stockwater trough system on the property and use in combination with the open race. They indicate they have a permanently reticulated irrigation system. They indicate they wish to retain the race for stock use and ecological values. "*If power goes off -rely on existing 'gravity' to supply water to 600 dairy cows as key back up when hot north westerlies arrive.* *The current stockwater race infrastructure provides*	1,300m	This property is connected to the Methven/Springfield water scheme. The property is an ALIL shareholder receiving irrigation water. It can connect for stockwater which can be put through their reticulated trough system. There are 2 active groundwater bores - 1 domestic, and 1 domestic/stockwater on the property.

	excellent reliable water when a 'power' failure occurs. This is a fundamental back-up to our 600-cow welfare for minimum cost. We would be prepared to pay more for this animal welfare insurance. (look at Cyclone Gabrielle effect on power infrastructure) Our Mid Canterbury location makes us prone to power failure from high wind events and these events could become more intensive"		
379	The property runs sheep, deer and dairy grazing. The survey form indicated they found the open race 'adequate/unsatisfactory' in meeting their needs - 'unsatisfactory' due to it being an unreliable supply and high maintenance. They indicate they have a permanently reticulated irrigation system. They indicated they have a reticulated stockwater trough system on some of the property. They indicated they wish to retain the race for stock use, domestic, firefighting, irrigation (gardens) and ecological values. *Run off from excessive rain etc. Power off can use as alternate water supply.* *Generally water is of good quality. Raceman needs to be more active on those who don't clean their races as this race has been dry at my place often when there is water going in the race at Longfords Road.*	1,290m	The property is a ALIL shareholder. While ALIL currently do not supply all the land on this property, they have confirmed they have the ability to supply water to the top of the property (above Springfield Road East) via their irrigation network. This property has an active groundwater bore located on the block below Springfield Road (which is understood to supply the house located above Springfield Road). ALIL have several rural fire hydrants located in the immediate area including Reynolds Road, Flemings/McNeills Road and Dip Road.

12. Council's Assets Manager has advised that there are no impediments to the closure of this race. It was noted that two of the non-consenting properties are current customers of ALIL and are citing retention of the race system primarily as back up supply if the power goes out. This does not justify Council continuing to operate an inefficient open race network.

13. Ashburton Lyndhurst Irrigation have confirmed they can supply stockwater to those properties that require an alternative supply.

Māori and tangata whenua participation

14. Aoraki Environmental Consultancy provided a cultural assessment of the proposal to close the race. This assessment advised that no cultural values are impacted by this closure.

Options analysis

Factors to be considered:

a	Length and location of section of race to be altered or closed	A total of 9,623 metres will be closed as a result of this application to close a race commencing on PN: 25334 – Ashburton River Road, Methven to a junction on PN: 379 – 50 McNeill's Road, Methven
b	Number of properties that will be affected	There are seven (7) parties affected by this closure
c	Current use of the section of race proposed to be altered or closed	The race is an operational local race running through larger rural properties.
d	Percentage of landowners/occupiers in support of the closure	57.2% support (4 properties) 42.8% do not support (3 properties)
e	Economic analysis of race closures and alterations, including the operating and capital costs and benefits for all affected parties, and the equitable distribution of those costs and benefits.	Once the race is closed there will be no further associated maintenance costs for the landowners.
f	Cost-effective water sources available to properties, including costs of in-farm infrastructure, such as wells, pumps, tanks and reticulation	ALIL have confirmed that they can provide stockwater to all properties who require an alternative stockwater supply.
g	Whether the race is a main race or a local race	The race is a local race.

h	Cultural values affected by the alteration or closure	A Cultural Assessment received from Te Runanga O Arowhenua advised no cultural values are impacted by this closure.
i	Ecological values affected by the alteration or closure	A Rapid Field Assessment was undertaken and showed there was no evidence of ecological significance.
j	Land/storm water drainage values affected by the alteration or closure	Stormwater drainage could be affected should the closed races be filled in. The closure conditions will suggest the races be retained and swaled through all properties to provide stormwater drainage.
k	Fire-fighting values affected by the alteration or closure, such as the availability of water within that section of the race to provide a source for fire-fighting	No water will be available for firefighting purposes once the races are closed. ALIL have several rural fire hydrants located in the immediate area including Reynolds Road, Flemings/McNeills Road and Dip Road. The RDR is also in close proximity which could be accessed for firefighting.
l	Physical effects of closure on other network infrastructure	The race will be closed at a turnout/junction on the Methven Auxiliary main race. This turnout will remain in situ. It will be suggested that properties along the closed race leave the race as is or swale it for stormwater during rain events. The culvert at road crossings will be left as open race.
m	Impacts of mitigation measures that may reduce the effects of race closures or alterations	No mitigation measures required or proposed.
n	Achievement of the objectives of the Surface Water Strategy, the Ashburton Water Zone Implementation Programme, and the Canterbury Water Management Strategy and the Council meeting its obligations under the Canterbury Land and Water Regional Plan	The closing of this section of stockwater race will contribute to a more efficient race network, which is entirely consistent with the Surface Water Strategy and Ashburton ZIP.

Options and Risks Considered:

Option one – Decline the closure of the stockwater races (Not recommended)

15. Under this option, the race will remain open.

Advantages:	***Disadvantages:***
All properties will continue to be serviced by the race.	Those properties who no longer need or want the race will have to continue paying stockwater rates and maintaining the race through their property.
Risks: 1. There may be ongoing issues with getting stockwater to the bottom end of the race.	

Option two – Approve the closure of the stockwater races (Recommended)

16. Under this option, the race which four of the seven property owners no longer require would be closed.

Advantages:	***Disadvantages:***
The properties will have access to stockwater via their own on-farm supply or from the ALIL network. This will provide a more efficient and reliable service. There will be no more periods of no water flow at the bottom end of the race.	Properties who use the open race for stockwater will need to install pipework and troughs to distribute stockwater provided by ALIL.
Risks: 1. Property owners may not wish to cover the cost of new infrastructure for an alternative supply.	

17. Analysis of the 14 bylaw criteria supports the position that closure of this race can proceed.

Legal/policy implications

Legislation

18. The Water Races Bylaw, under which the closure process sits, meets the bylaw requirements under the Local Government Act 2002.

Bylaw

19. Council adopted the Water Race Bylaw in 2019. At the time of this being developed, officers also received the Standard Operating Procedure for Water Race Alterations (including Closures). The recommended option is compliant with the Bylaw and SOP.

Strategies

20. Council adopted the Surface Water Strategy in 2018. This ten-year strategy includes Council's water race network. The recommended option also aligns with the direction of the Strategy.

Strategic alignment

21. The recommendation relates to Council's community outcomes of 'A district of great spaces and places', 'A prosperous economy based on innovation and opportunity' and 'A balanced and sustainable economy' because the closure of unused/needed water races supports the long-term goal of leaving water in rivers.

Wellbeing		Reasons why the recommended outcome has an effect on this wellbeing
Economic	✓	The recommended option to close the water race supports these three wellbeings by improving the efficiency of the race network and ultimately leaving water at its source.
Environmental	✓	
Cultural	✓	
Social		

Financial implications

Requirement	Explanation
What is the cost?	There will be no cost associated with the closure of the race.
Is there budget available in LTP / AP?	N/A
Where is the funding coming from?	N/A
Are there any future budget implications?	The amount of stockwater rates currently received will cease on 30 June 2025. This equates to a reduction in revenue of approximately $8,100 which will either need to be met the next year from all other stockwater ratepayers or saved through cost efficiencies.
Reviewed by Finance	Erin Register; Finance Manager.

Significance and engagement assessment

22. All property owners were consulted as part of the application process.

23. One external stakeholder, Te Runanga O Arowhenua was consulted as part of the application process.

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Low
Rationale for selecting level of significance	Applying the technical thresholds set out in the Standard Operating Procedure for Stockwater closures, five criteria scored LOW, and the sixth scored MED, for an overall score of LOW. Reviewing this assessment "in the round" it remained LOW overall.
Level of engagement selected	Level 3. Consult - All affected parties have been formally engaged with.
Rationale for selecting level of engagement	This is consistent with Council's bylaw and SOP and Council's S&E Policy.
Reviewed by Strategy & Policy	Mark Low; Strategy & Policy Manager

Appendix 1

Location of non-consenting properties
Methven Auxilliary
Montgomery Pipe
PN: 24804
PN: 14029
PN: 379

11. Stockwater Closure – SKW/010/23 – Wilkinsons Road

Author *Crissie Drummond, Infrastructure Services Support Lead*
General Manager *Neil McCann, Group Manager Infrastructure Services*

Summary

- The purpose of this report is for the Council to consider an application to close a section of local stockwater race starting on PN: 24668 – Wilkinson Road, Chertsey to two points on PN: 20140 – Chertsey Kyle Road, Chertsey.
- The total distance to be closed is 5,220 metres.
- There are 12 affected properties.

Recommendation

1. **That** Council approves the closure of the stockwater race starting on PN: 24668 – Wilkinson Road, Chertsey to two points on PN: 20140 – Chertsey Kyle Road, Chertsey, being a total of 5,220m.
2. **That** the closure be effective from 21 June 2024.

Attachment

Appendix 1 Map of proposed closure

Background

The current situation

1. An application has been received to close a local stockwater race running through 12 properties.

2. The proposal is to close a local stockwater race from a junction on PN: 24668 – Wilkinson Road, Chertsey to two points on PN: 20140 – Chertsey Kyle Road, Chertsey.

3. Council's Water Ranger has confirmed the exact location of the race, and there are 12 parties are affected by this proposal.

4. The Asset Manager has advised that there is no strategic value in retaining this race system.

5. There are five road crossings affected by this closure. The roading team request that the race is not to be filled in and the road crossing culverts be retained/not filled in to allow overland flow during rain events.

6. The closure consent conditions would suggest that the race/drains/culverts do not get filled in for stormwater purposes.

7. Rapid Field Ecological Assessments undertaken at 20 Wilkinsons Road and Wilkinsons Road/SH 1 showed no evidence of ecological significance.

Consultation

8. All 12 affected property owners were consulted on the proposed closure.

9. All property owners completed and returned the required Water Race Closure Affected Parties Consent Survey.

10. The results of the surveys forms are outlined below:

Support closure	Do not support closure
9	3

11. The three property owners who do not support the closure provided the following:

PN	Survey Form feedback	Race length	Staff Comment
2347	The survey form indicated they found the open race 'good' in meeting their stockwater needs. They indicated they do not have a groundwater bore,	208m	This property is 1.3ha and pays the minimum stockwater rate charge. The property is connected to the Chertsey Water Supply which allows for domestic

	reticulated irrigation or stockwater. They indicated they wish to retain the race for stock use, water of gardens/veges and ecological values.		purposes but not for stock water. The property is metered, is read quarterly and its allowance is 1m^3 per day
2351	The survey form indicated they found the open race 'adequate' in meeting their stockwater needs. They indicated they do not have a groundwater bore, reticulated irrigation or stockwater. They indicated they wish to retain the race for stock use and firefighting purposes.	194m	This property is 8.09ha and pays the minimum stockwater rate charge. This sized property could require up to 2,000L/day if grazing >20 cattle. A BCI pipeline is approximately 1km (as the crow flies) from the property's southern boundary. BCI would look to recover costs in terms of any infrastructure and/or any hydraulic modelling/design required. This cost would be on the property owner, and not ADC.
2350	The survey form indicated they found the open race 'adequate' in meeting their stockwater needs. There is no groundwater bore, reticulated irrigation or stockwater. They indicated they wish to retain the race for stock use and firefighting purposes.	101m	This property is 2.02ha and pays the minimum stockwater rate charge. This bare block is owned by the Ashburton District Council and is leased by the owner of PN: 2351 which adjoins this land.

12. Given PN: 2351 does not currently access an alternative supply, investigation work has been undertaken to identify options that would be available to this property:

Available Options	Cost (estimates)	Comments
Additional water storage	Circa $5,000	The property has a tank collecting rainwater from a shed roof. Additional storage

		tanks could be added for collecting rainwater or storing water tankered to the property.
Connection to the Chertsey Water Supply	$46,000 to install a water main pipeline along SH 1 from Wilkinsons Road to the property boundary. There would be additional cost for the property owner to install the pipeline from the property boundary to the house and to connect to the supply. $773 application fee applies to connect to the Chertsey water supply.	The pipeline cannot be installed across any other neighbouring properties therefore, it being installed/drilled along the verge of SH 1 is the only option available.
Drill a groundwater bore on site	$70-80,000 This includes drilling a bore 120m deep, supplying a submersible pump and riser column. The supply of a tank & electrical supply/controls/connection are additional costs.	Groundwater wells in this area are usually between 80m and 120m deep.
Connect to the BCI Irrigation scheme	Circa $25,000 for pipework excluding land access and easements to get water to the property boundary. There would be additional cost for pipework from the property boundary and to reticulate the water.	Would require the owner to obtain water from BCI and gain land access and easements across neighbouring properties to the property boundary.

Māori and tangata whenua participation

13. Aoraki Environmental Consultancy provided a cultural assessment of the proposal to close the race. This assessment advised that no cultural values are impacted by this closure.

Options analysis

Factors to be considered:

a	Length and location of section of race to be altered or closed	A total of 5,220 metres will be closed as a result of this application to close a race commencing on PN: 24668 – Wilkinson Road, Chertsey to two points

		on PN: 20140 – Chertsey Kyle Road, Chertsey.
b	Number of properties that will be affected	There are twelve (12) parties affected by this closure
c	Current use of the section of race proposed to be altered or closed	The race is an operational local race running mostly through lifestyle blocks and two larger rural properties.
d	Percentage of landowners/occupiers in support of the closure	75% support (9 properties) 25% do not support (3 properties)
e	Economic analysis of race closures and alterations, including the operating and capital costs and benefits for all affected parties, and the equitable distribution of those costs and benefits.	Once the race is closed there will be no further associated maintenance costs for the landowners.
f	Cost-effective water sources available to properties, including costs of in-farm infrastructure, such as wells, pumps, tanks and reticulation	Three alternative water supply options have been outlined in this report.
g	Whether the race is a main race or a local race	The race is a local race.
h	Cultural values affected by the alteration or closure	A Cultural Assessment received from Te Runanga O Arowhenua advised no cultural values are impacted by this closure.
i	Ecological values affected by the alteration or closure	A Rapid Field Assessment was undertaken and showed there was no evidence of ecological significance.
j	Land/storm water drainage values affected by the alteration or closure	Stormwater drainage could be affected should the closed races be filled in. The closure conditions will suggest the races be retained and swaled through all properties to provide stormwater drainage.
k	Fire-fighting values affected by the alteration or closure, such as the availability of water within that section of the race to provide a source for fire-fighting	No water will be available for firefighting purposes once the races are closed. The properties are in close vicinity to the Chertsey township.
l	Physical effects of closure on other network infrastructure	No other network infrastructure affected by the works.

m	Impacts of mitigation measures that may reduce the effects of race closures or alterations	No mitigation measures required or proposed.
n	Achievement of the objectives of the Surface Water Strategy, the Ashburton Water Zone Implementation Programme, and the Canterbury Water Management Strategy and the Council meeting its obligations under the Canterbury Land and Water Regional Plan	The closing of this section of stockwater race will contribute to a more efficient race network, which is entirely consistent with the Surface Water Strategy and Ashburton

Options and Risks Considered:

Option one – Decline the closure of the stockwater races (Not recommended)

14. Under this option, the race will remain open.

Advantages: All properties will continue to be serviced by the race.	***Disadvantages:*** Those properties who no longer need or want the race will have to continue paying stockwater rates and maintaining the race through their property.
Risks: 2. There could be dissatisfied property owners who requested and supported the closure as they no longer require it.	

Option two – Approve the closure of the stockwater race (Recommended)

15. Under this option, the race which nine of the 12 property owners no longer require would be closed. There are alternative options available to the three properties who have said they want the race retained.

Advantages: The properties will have access to stockwater via their own on-property supply or from one of the outlined alternative supplies. This will provide a more efficient and reliable service than the open race.	***Disadvantages:*** Properties who wish to retain the open race for stockwater will need to obtain an alternative supply from one of the options outlined in this report.
Risks: 1. Affected property owners do not wish to cover the cost of installing an alternative supply and associated infrastructure.	

16. Analysis of the 14 bylaw criteria supports the position that closure of this race can proceed.

Legal/policy implications

Legislation

17. The Water Races Bylaw, under which the closure process sits, meets the bylaw requirements under the Local Government Act 2002.

Bylaw

18. Council adopted the Water Race Bylaw in 2019. At the time of this being developed, officers also received the Standard Operating Procedure for Water Race Alterations (including Closures). The recommended option is compliant with the Bylaw and SOP.

Strategies

19. Council adopted the Surface Water Strategy in 2018. This ten-year strategy includes Council's water race network. The recommended option also aligns with the direction of the Strategy.

Strategic alignment

20. The recommendation relates to Council's community outcomes of 'A district of great spaces and places', 'A prosperous economy based on innovation and opportunity' and 'A balanced and sustainable economy' because the closure of unused/needed water races supports the long-term goal of leaving water in rivers.

Wellbeing		Reasons why the recommended outcome has an effect on this wellbeing
Economic	✓	The recommended option to close the water race supports these three wellbeings by improving the efficiency of the race network and ultimately leaving water at its source.
Environmental	✓	
Cultural	✓	
Social		

Financial implications

Requirement	Explanation
What is the cost?	There will be no cost associated with the closure of the race.
Is there budget available in LTP / AP?	N/A
Where is the funding coming from?	N/A
Are there any future budget implications?	The amount of stockwater rates currently received will cease on 30 June 2024. This equates to a reduction in revenue of $3,818.92 which will either need to be met next year from all other stockwater ratepayers or saved through cost efficiencies.
Reviewed by Finance	Erin Register; Finance Manager.

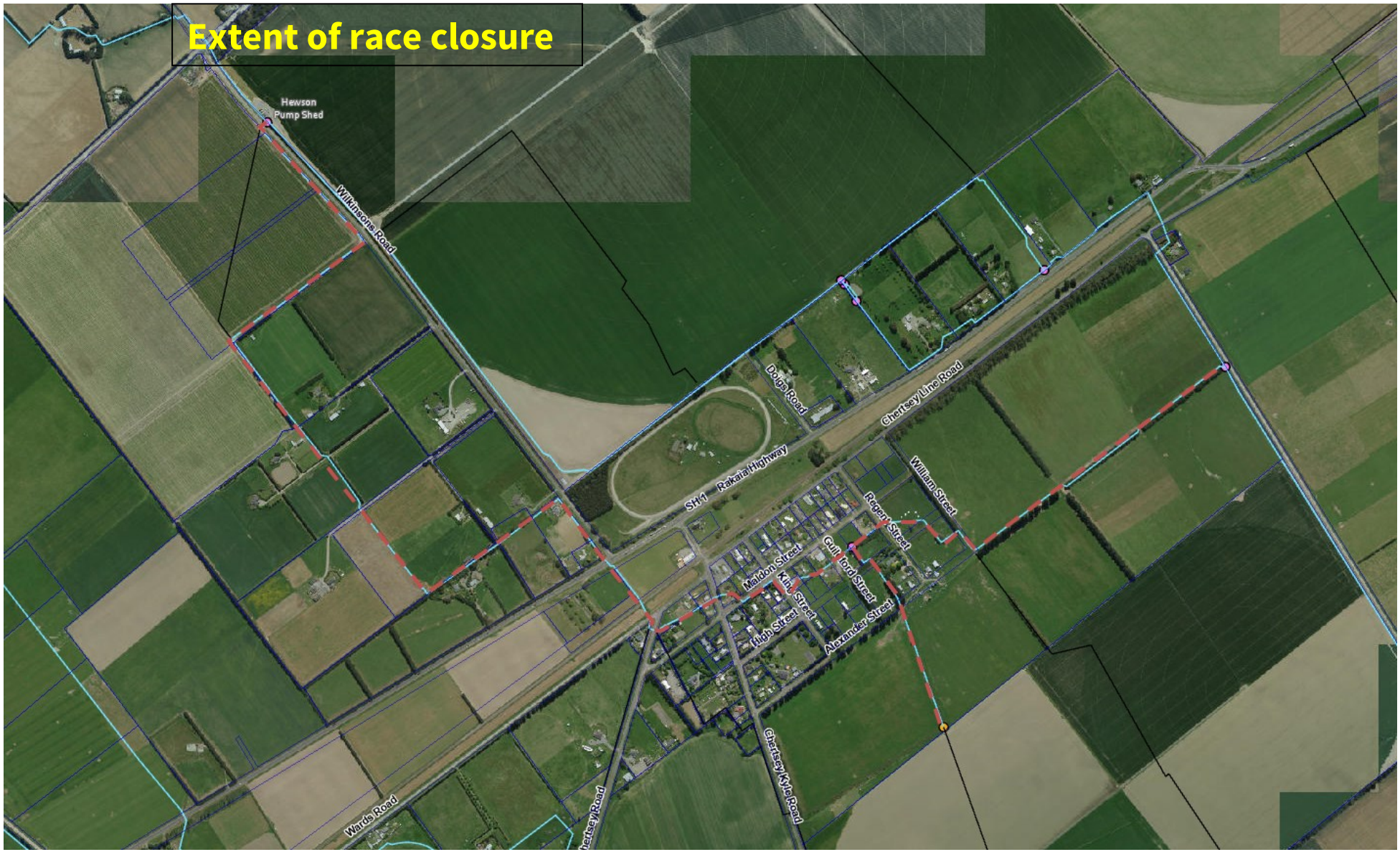
Significance and engagement assessment

21. All property owners were consulted as part of the application process.

22. One external stakeholder, Te Runanga O Arowhenua was consulted as part of the application process.

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Low
Rationale for selecting level of significance	Applying the technical thresholds set out in the Standard Operating Procedure for Stockwater closures, five criteria scored LOW, and the sixth scored MED, for an overall score of LOW. Reviewing this assessment "in the round" it remained LOW overall.
Level of engagement selected	Level 3. Consult - All affected parties have been formally engaged with.
Rationale for selecting level of engagement	This is consistent with Council's bylaw and SOP and Council's S&E Policy.
Reviewed by Strategy & Policy	Mark Low; Strategy & Policy Manager

Appendix 1


Extent of race closure
Hewson
Pump Shed
Wilkinsons Road
Doigs Road
Chertsey Line Road
SH1
Rakaia Highway
William Street
Regent Street
Guilford Street
Maldon Street
Kilty Street
High Street
Alexander Street
Chertsey Kyle Road
Wards Road

Location of non-consenting properties
Hewson Pump Shed
Wilkinsons Road
Dromore Hatfield Road
PN: 2347
PN: 2350
PN: 2351
BCI Pipe to here
Dolgis Road
Chertsey Line Road
SH 1 Rakaia Highway
William Street
Regent Street
Maldon Street
Guildford Street
Kyle Street
High Street
Alexander Street
Chertsey Kyle Road
Chertsey Road
Ward's Road

12. Road Closure - Ashburton Car Club Street Sprints

Author *Gabby Sloan; Applications Officer - Roading*
Activity Manager *Mark Chamberlain; Roading Manager*
Executive Team Member *Neil McCann; Group Manager – Infrastructure & Open Spaces*

Summary

- This report considers an application from the Ashburton Car Club for temporary road closures of sections of Smallbone Drive, Robinson Street, Watson Street, McNally Street from Friday, 26 April 2024 to Sunday, 28 April 2024 to hold the Street Sprint Event.
- Range Street will be open during the day to allow access to the resource recovery park and other surrounding businesses. Range Street will close in the evening from 6.00 pm on Saturday, 27 April 2024 until 6.30 am on Sunday, 28 April 2024.
- This report outlines the benefits and risks to be taken into consideration regarding whether to approve or decline the road closure.

Recommendation

1. **That** Council permits the temporary road closure of Smallbone Drive, Robinson Street, Watson Street and McNally Street from 7.00 pm on Friday, 26 April 2024 until 8.00 pm on Sunday, 28 April 2024 and the temporary road closure of Range Street from 6.00 pm Saturday, 27 April 2024 until 6.30 am on Sunday, 28 April 2024 to allow the Street Sprint Meeting to be held.

Attachment

Appendix 1 Road closure diagram

Background

The proposal

1. The Ashburton Car Club has applied for a road closure to hold the Street Sprint Event. The period of closure is from 7.00 pm on Friday, 26 April 2024 until 8.00 pm on Sunday, 28 April 2024.

2. Range Street is also to be closed overnight from 6.00 pm on Saturday, 27 April 2024 until 6.30 am on Sunday, 28 April 2024. Range Street will be open during the day to allow access to the resource recovery park and other surrounding businesses.

3. The affected road sections are:

   - **Smallbone Drive** from River Terrace to Robinson Street
   - **Robinson Street** from Smallbone Drive to McNally Street
   - **Watson Street** from Range Street to Robinson Street
   - **McNally Street** from Range Street to Robinson Street
   - **Range Street** from Robinson Street to end

4. The event has been advertised with a period for objections to be submitted. No objections have been received with the objections period closing on Friday, 16 March 2024.

5. The required insurance and traffic management plan have been received.

6. This application must be considered by Council under clause 11(e) of the Tenth Schedule of the Local Government Act 1974, because New Zealand Motorsport, of which the Ashburton Car Club is a member, requires roads to be closed for motorsport events under the Local Government Act, as event participants may be under 18 years of age.

7. The Ashburton Car Club has run car racing events safely and successfully for over 18 years. Their events are well organised, and every risk and precaution is taken by the organisers to ensure that the highest levels of safety are maintained. Their events are highly supported by the local community and are a valued attraction to the district.

8. Council is not obliged to approve any road closures. Our practice has been to approve such requests, subject to being confident that the event organisers can manage the event safely, and that the road will be restored to pre-race condition.

9. Officers are satisfied that the Ashburton Car Club can meet these expectations, as they have repeatedly done so for many years. This event requires a detour and two of the roads concerned do experience high traffic volumes. Full detour signage will be in place and this event will be well advertised for these reasons.

Options analysis

Option one – Approve road closure (recommended option)

10. Our practice has been to approve such requests, subject to being confident that the event organisers can manage the event safely, and that the road will be restored to pre-race condition.

11. Ashburton Car Club has a strong record of safe and successful management of these events in the district for over 18 years.

12. The responsibility for risk-free operation lies with the organisers and all contingencies are covered in the conditions of closure.

13. The road condition will be inspected by Roading staff before and after the event. Staff are confident that the asset will be returned to its pre-existing condition after the event.

Advantages:	***Disadvantages:***
Ashburton Car Club events are supported by the local community. They have been running without issue for many years.	If an incident occurs this could prevent access to the road for a period of time.
Risks: Safety issues due to it being a motor vehicle event. Travel impact on residence, road users, spectators, and local businesses. The impact on the condition of the road. These risks are considered LOW overall as they can all be successfully managed.	

Option two – Decline road closure

14. As per option 1 our practice has been to approve such requests, subject to being confident that the event organisers can manage the event safely, and that the road will be restored to pre-race condition.

15. Ashburton Car Club has proven they can run this event with no issues so declining the temporary closure is not recommended by officers.

Advantages:	***Disadvantages:***
Any safety, travel delay or impact on road condition are avoided.	Many people look forward to these types of events and they provide positive attraction to the district.
Risks: Reputational risk to Council to hold motorsport events within the district.	

Legal/policy implications

16. Clause 11 of the Tenth Schedule of the Local Government Act 1974 provides –

17. "That Council may, subject to such conditions as it thinks fit… close any road or part of a road to all traffic (e)… for any exhibition, fair, market, concert, film making, race or other sporting event or public function."

18. As noted previously, our practice is to enable these events to proceed subject to ensuring the safety of road users, residents, and spectators

Review of legal / policy implications	
Reviewed by In-house Counsel	*Tania Paddock; Legal Counsel*

Strategic alignment

Wellbeing		Reasons why the recommended outcome has an effect on this wellbeing
Economic	✓	Events attract visitors from outside the district.
Environmental		
Cultural		
Social	✓	Connect communities to enable business, leisure and social activities (social, cultural wellbeing).

Financial implications

Requirement	Explanation
What is the cost?	No costs to Council
Is there budget available in LTP / AP?	N/A
Where is the funding coming from?	All costs associated with this event are being paid by the organisers (Ashburton Car Club)
Are there any future budget implications?	N/A
Reviewed by Finance	Erin Register; Finance Manager.

Significance and engagement assessment

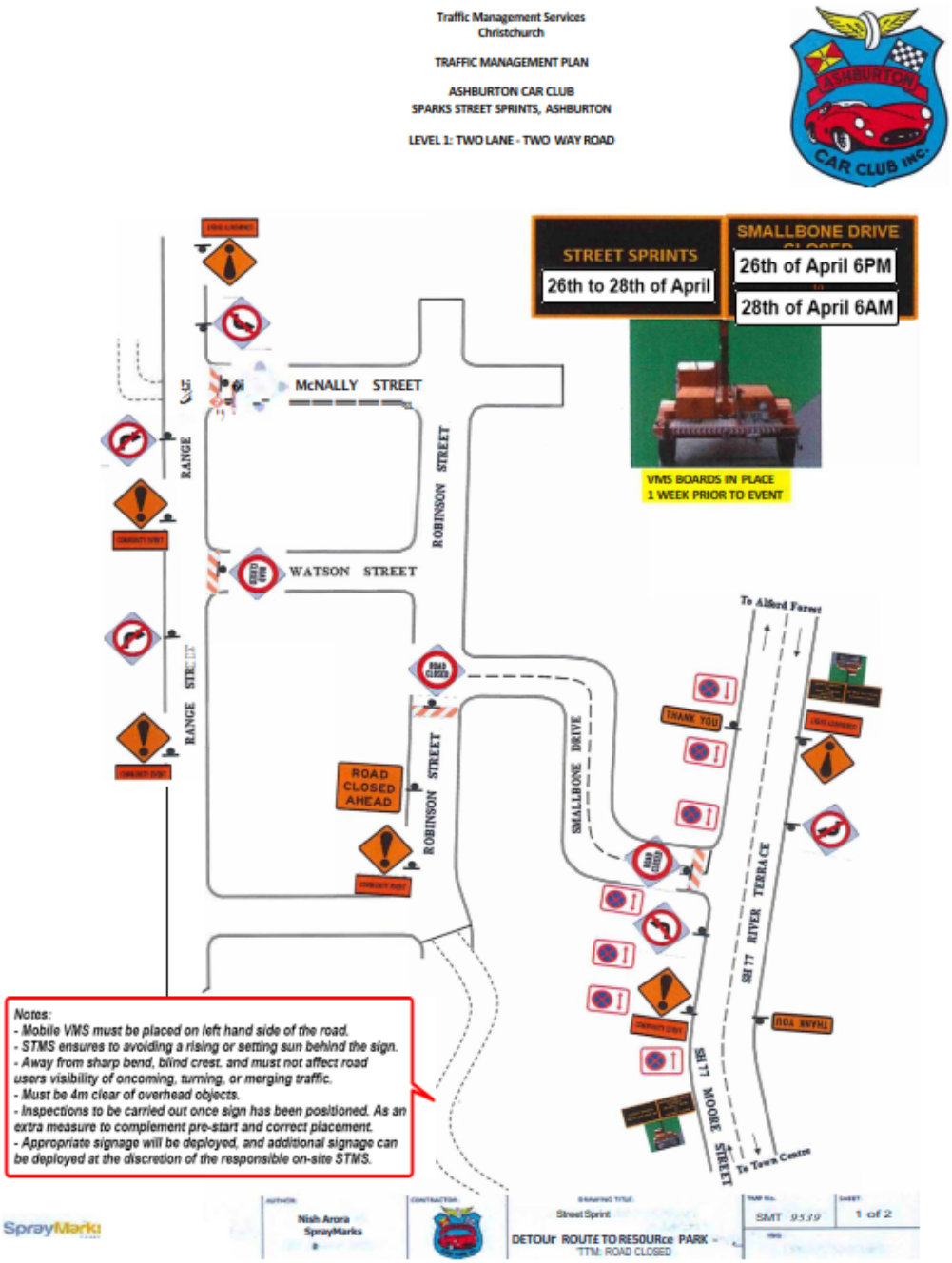
19. There will be a letter drop to the business owners in the affected areas so they are aware of the event and road closures.

20. The event has been publicly notified.

21. Emergency services are provided with a copy of road closure information after approval has been given.

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Medium
Rationale for selecting level of significance	N/A
Level of engagement selected	Level 3 – Consult. Council must advertise the closure and consider objections if any are received.
Rationale for selecting level of engagement	This level of engagement is required to meet statutory requirements.
Reviewed by Strategy & Policy	Mark Low; Strategy and Policy Manager

Appendix one – road closure diagram



13. *Mayor's Report*

13.1 Wastewater site visits

On Wednesday 13 March myself and the Councillors undertook visits to the Wilkins Road and Ocean Farm sites. It was good to get out in the field and do an inspection of Ashburton's sewerage treatment and disposal systems and to see what capital works are required to keep the system up to date with today's environmental standards and consenting conditions.

These visits are a good way to keep elected members connected with the 'on the ground work' that happens.

13.2 Leave of absence

I have received a request for an extended leave of absence from Cr Rob Mackle which I have approved. Elected members, unlike paid employees, do not have entitlements to prescribed holiday or sick leave, and from time to time extended leave is required.

While on formal extended leave of absence, payment of remuneration to the elected member will cease. As the period of leave requires total absence, Cr Mackle won't be undertaking any duties, formal or informal (including Council meetings), and won't be speaking on behalf of Council or representing it on any issue.

Cr Mackle will continue to be provided with all Council meeting and LTP consultation documentation and he will resume duties from 6 May.

13.3 Meetings

- **Mayoral calendar**

March 2024

- 7 March: Rakitata Revival Environment Canterbury Council briefing (via MS Teams)
- 7 March: LGNZ Rural and Provincial sector meeting (via MS Teams)
- 8 March: David Matthews, Waitaha Health Board representative
- 11 March: Martin Nordqvist, Mt Hutt Memorial Hall Board
- 11 March: Ruth Kibble, Te Whatu Ora
- 13 March: Councillor wastewater site visits (Wilkins Road and Ocean Farm)
- 13 March: Road Reference Group workshop
- 14 March: CDEM workshop
- 15 March: Onno Mulder and Andrew Barlass, EA Networks
- 15 March: Hekeao Hinds Water Enhancement Trust
- 16 March: Methven A&P Show

- 18 March: Canterbury Regional Transport Committee Regional Land Transport plan hearings
- 19 March: Library and Civic Centre, Te Whare Whakatere PCG meeting
- 19 March: Braided Rivers Trust/Lion Foundation
- 20 March: Council meeting.

Recommendation

That Council receives the Mayor's report.

Neil Brown
Mayor