
Christchurch City Council
ATTACHMENTS - UNDER SEPARATE COVER

Date: Tuesday 24 June 2025
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Venue: Boardroom, Fendalton Service Centre, Corner Jeffreys
and Clyde Roads, Fendalton

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Christchurch City Council

Draft Development Contributions Policy 2025

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Draft Development Contributions Policy 2025

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PART 1 INTRODUCTION

1.1 About development and financial contributions

Christchurch has a growing population and business sector. The Council needs to provide infrastructure and facilities to cater for growth in a timely fashion and development and financial contributions are key to funding this investment.

Development contributions are a funding source available under the Local Government Act 2002 (LGA) that enables the Council to levy a fair charge on those who benefit from the provision of infrastructure to service growth. Development contributions are used to help fund infrastructure required to service growth development, including pipes, roads, parks and community facilities.

Financial contributions are provided for under section 77E of the Resource Management Act 1991 (RMA) and the Christchurch District Plan. Financial contributions enable the Council to charge a developer for the cost of work required to mitigate the effects of a development on the natural and physical environment caused by the new development.

Charging development and financial contributions enables the Council to recover a fair, equitable, and proportionate share of the cost of the capital investment needed to sustainably service growth development from those who cause and/or benefit from that investment.

1.2 Policy objectives

1. To ensure that developers contribute fairly to the funding of infrastructure and facilities to service growth over the long term.

2. To provide predictability and transparency regarding assets to be provided to service growth development and how those assets are funded.
3. To ensure development contribution revenue is part of the Council's overall revenue mix that funds the provision of infrastructure and facilities for new development.
4. To reflect the purpose of development contributions provisions as set out in section 197AA of the LGA and the development contributions principles set out in section 197AB of the LGA.

1.3 Reasons for requiring development contributions

1.3.1 Strategic reasons

The Council's vision statement, community outcomes and strategic priorities constitute the Council's Strategic Framework and guide decisions made by Council with a focus on improving overall community wellbeing.

The Council considers its provision of infrastructure is an essential part of its leadership and facilitation roles that support public health and safety, growth management and sustainable development.

To fulfil this role the Council must invest in additional assets to provide new or additional infrastructure in anticipation of growth. Development contributions help the Council to meet those needs.

1.3.2 Fairness and equity

Christchurch City Council has decided to use development contributions as the primary method of funding growth-related infrastructure. This approach enables the cost of providing growth infrastructure to be funded primarily by those who cause and/or benefit from that investment.

Current residents have made considerable investment in existing infrastructure, some of which has capacity to cater for growth and can service new dev

elopment at no cost to developers. It is appropriate that additional or new infrastructure required to service growth requirements should be funded primarily by those who benefit from it, while recognising the community as a whole can also benefit.

Capital expenditure incurred for reasons other than to provide for growth is funded from rates rather than development contributions.

1.4 Financial contributions

The Council can require developers to pay financial contributions under section 77E of the Resource Management Act 1991 (RMA) and the Christchurch District Plan.

Financial contributions enable the Council to charge a developer for the cost of work required to mitigate the impact of a specific development on the environment. A financial contribution charge will therefore reflect the cost to address adverse effects on the natural and physical environment caused by the new development.

The Council cannot collect both financial contributions and development contributions for the same purpose (asset) from the same development.

1.5 Delegations

Implementation of this policy and the charging of development contributions is delegated to the Chief Executive or his/her sub-delegates. Specific delegations are provided in the Council's Delegations Register.

1.6 Policy review

The LGA requires a development contributions policy to be reviewed at least every three years. A review of the policy must include consultation that gives effect to the requirements of section 82 of the LGA (which sets out principles for consultation).

A development contribution charge may be increased at any time, without community consultation, if that increase complies with the requirements of section 106 of the LGA. Any change of this type must use the Statistics New Zealand Producers Price Index Outputs for Construction as the basis for change. The Council must also make explanatory information, required under section 106 (2C)(b) of the LGA, publicly available before an increase takes effect.

PART 2 DEFINITIONS

Terms may be used or applied differently in the Development Contributions Policy than in other Council documents. Where possible consistency has been sought, however some differences are unavoidable.

Accessory building means a building separate from the principal building or buildings on the site, the use of which is incidental to the use of the principal building or buildings on the site or (where there is no principal building) the use of the site. In respect of land used for residential activity "accessory building" extends to include a sleep out (but not a family flat) garage or carport (whether free standing or attached to any other building), shed, glasshouse, fence, swimming pool, or similar structure.

A 'potentially habitable accessory building' is one that can be lived in or could be lived in with some alterations made.

Active travel means walking, cycling and other non-motorised forms of transport.

Activity means the provision of community facilities by the Council, as grouped within the following capital programmes:

Reserves:

- Regional parks
- Garden and heritage parks
- Sports parks
- Neighbourhood parks

Network infrastructure:

- Water supply
- Wastewater collection
- Wastewater treatment and disposal
- Stormwater and flood protection
- Road network
- Active travel
- Public transport

Community infrastructure:

- Cemeteries
- Playgrounds
- Public toilets
- Aquatic centres
- Sports halls
- Libraries

Allotment means an allotment as defined by section 218 of the Resource Management Act 1991.

Backlog means the portion of a project that is required to meet the agreed level(s) of service for the existing community.

Bulky (large format retail) means large retail activities and includes the retail sale of bulky goods including furniture and whiteware.

Business unit means a separately leased area used for non-residential purposes.

Business zone means zones for non-residential purposes as described in the Christchurch District Plan.

Catchment means a separately identified geographical area for which a development contribution is set.

Child-Care (pre-schools) means the use of land and/or buildings for early childhood education.

Community facilities means reserves, network infrastructure or community infrastructure for which development contributions may be imposed.

Community infrastructure is defined in the Local Government Act 2002 as:

- a) land, or development assets on land, owned or controlled by the territorial authority for the purpose of providing public amenities; and
- b) includes land that the territorial authority will acquire for that purpose

Examples of community infrastructure assets for which development contributions might be required include, but are not limited to, aquatic centres, sports halls, libraries, playgrounds and public toilets.

Commercial means a business providing personal, professional, administration, property, financial, household, or other services to the general public.

Complete application means an application for consent or connection to Council infrastructure that the Council considers is complete including applications that are prescribed in Section 88 of the RMA and/or Section 45 of the Building Act 2004.

Cost allocation means the allocation of the capital costs of a project to the various drivers for the project, such as renewal, backlog and additional capacity to meet growth.

Council means the Christchurch City Council.

DC means development contribution.

DCP means Development Contributions Policy.

Developed means land on which physical improvements have been made or where development to land has occurred (refer to the definition of 'development').

Developer means an individual or firm, or a group of individuals or firms, who apply for a consent or service connection for which a development contribution is assessed under this policy.

Development means:

- a) any subdivision, construction of a building, change in land use or other development that generates additional demand for reserves, network infrastructure, or community infrastructure; but
- b) excludes the pipes and lines of a network utility operator.

Examples include residential development, being the creation of additional lots and/or household units, and non-residential development, being the creation of additional lots and/or an increase in gross floor area (GFA), water usage, impervious surface area (ISA) and traffic movements (VKT), including through a change in land or building use.

Development Contribution means a contribution –

- a) provided for in a development contribution policy adopted under section 102(1) of the LGA 2002; and
- b) calculated in accordance with the methodology set out in schedule 13 of the LGA 2002; and comprising:
 - i. money; or
 - ii. land, including a reserve or esplanade reserve (other than in relation to a subdivision consent), but excluding Māori land within the

- meaning of Te Ture Whenua Māori Act 1993, unless that Act provides otherwise; or
- iii. both.

District Plan means the Christchurch District Plan.

District / District-wide means applicable within the territorial boundaries of Christchurch City Council.

Drive-in fast food restaurants means any land and/or buildings, or part thereof, principally used for the sale of meals to the general public where the meals are sold to a customer while remaining within their vehicle.

Encumbrance instrument means a legal instrument registered against a property by agreement between the developer and the Council which contains legally enforceable covenants.

Equivalence refers to the process of ensuring that both residential and business demands are expressed in a common unit – the Household Unit Equivalent (HUE). The equivalence is based on typical measures derived from the Council’s understanding of the existing and planned mix of business uses permitted by the District Plan and by observed development patterns.

Existing demand credits means a credit against development contributions required that reflects the demand on infrastructure from the property prior to the new development.

Financial Contribution has the same meaning as in Section 108(9) of the Resource Management Act 1991.

Fitness Centre means a building or room/s used for individual or organised or instructed indoor exercise.

Funding period means the period over which a capital asset is to be funded (usually by borrowing). Otherwise, it is the lesser of the asset capacity life, asset useful life or 30 years.

Garden and Heritage Parks means small to large, predominantly urban reserves intended to provide distinct ‘garden city’ landscapes and protect heritage features, such as Victorian heritage gardens, fountains, clocks and statues.

Gross Floor Area (GFA) means the total area of all floors of all buildings, measured from the exterior faces of the exterior walls, or from the centre line of a shared wall separating two buildings or tenancies, including mezzanine floors and internal balconies, plus garaging, storage areas and potentially habitable accessory buildings. For the avoidance of doubt, gross floor area includes exterior cladding.

Growth model means the methodology used by Christchurch City Council to forecast future population and development growth.

GST means Goods and Services Tax.

Guest accommodation means land and/or buildings used for accommodating visitors, subject to a tariff being paid, and includes any ancillary activities. It includes, but is not limited to, hotels, resorts, motels, bed and breakfasts, motor and tourist lodges, backpackers, hostels and camping grounds.

Habitable room means an area of a residential unit that is capable of being used as a bedroom, including any ancillary rooms, but excluding the following rooms or spaces:

- Kitchen or pantry
- Bathroom or toilet
- Laundry

- Corridor, hallway or lobby
- Garage (but including any portion of a garage used as a sleep-out)
- A room smaller than 6m²

One living or dining space in a residential unit, whether open plan with the kitchen or not, will be assessed as a living space. Any additional living or dining spaces capable of being partitioned or closed for privacy will be assessed as a habitable room.

Hardware means a site where the primary activity is the retail sale of a range of building materials, households and garden hardware, and other DIY goods.

Household Unit Equivalent (HUE) means the typical demand on infrastructure exerted by an average household unit.

Industrial means the use of land, infrastructure and buildings for the manufacturing, fabricating, processing, packing or storage of goods, substances, energy or vehicles; the servicing and repair of goods and vehicles whether by machinery or hand; or any other similar activities.

Infrastructure Design Standard (IDS) means the Council's Infrastructure Design Standard, operative 1 July 2009, including as amended or substituted.

Impervious Surface Area (ISA) means the area of a lot that is covered by a hard surface that does not allow water to penetrate to ground and therefore must have drainage to allow water to be removed from the site. This includes all areas of impervious surface as defined in the Christchurch District Plan, including roof area and any areas that are or will be compacted gravel.

Kitchen or kitchenette means a part of a building with any equipment used for cooking (including but not limited to an oven, rangehood or stove) and/or a sink or tap connected to potable water that is capable of being used as a cooking area.

Level of service means the standard of service the Council has committed to provide for each activity. Levels of service are detailed in the Council's Service Plans, Long Term Plan and Annual Plan.

LGA means Local Government Act 2002 and its amendments.

Lot means the same as 'Allotment' in the Christchurch District Plan, with the additional requirement that the lot is 'developable'. A lot is considered undevelopable if it does not meet the density requirements and/or the minimum lot size for the zone it is in or it cannot contain a fully complying development under the city plan effective at the date the assessment is undertaken.

LTP means the Council's Long Term Plan.

Manufacturing industries means the use of land and/or buildings for manufacturing, processing, servicing and repair activities. It includes the activities set out in Division C: Manufacturing in the Australian and New Zealand Standard Industrial Classification (ANZSIC).

Businesses in the Manufacturing Division are often described as plants, factories or mills and characteristically use power-driven machines and other materials-handling equipment. Activities undertaken that are incidental to their manufacturing activity, such as selling directly to the consumer products manufactured on the same premises from which they are sold, are also included in the division.

Medical centre means a building with a subdivision of rooms being used by legally qualified general medical practitioners, veterinarians, dentists, and registered health care professionals.

Mixed business and industrial warehouse means the use of land and/or buildings for manufacturing, processing, servicing and repair activities.

Neighbourhood park means a small to medium sized reserve to provide informal local, passive and active recreation and open space. Development of a neighbourhood park can include play equipment, seating, paths and plants.

Network infrastructure means the network of assets required to provide roads and other transport, water, wastewater, and storm water collection and management.

Non-residential means any development of land or buildings that does not fall under the definition of 'residential.' It may otherwise be termed business or commercial.

NZTA means New Zealand Transport Agency Waka Kotahi.

Offices means any of the following:

- administrative offices where the administration of an organisation, whether trading or non-trading, is conducted, including bank administration offices
- professional offices where professional services are available and carried out. This includes, but is not limited to, accountants, solicitors, architects, surveyors, engineers and consultants.

Private development agreement (PDA) has the same meaning as a development agreement in the LGA and means any private agreement relating to a development that is assessed for development contributions and signed between a developer and the Council.

Public transport infrastructure means bus priority systems and bus stop infrastructure.

Regional park means a large, predominantly rural reserve, including coastal areas, the plains, wetlands and the Port Hills. Regional parks are primarily intended to protect and conserve natural, cultural and heritage landscapes and

features while providing for passive recreation with a visual relief and remoteness from urbanity.

Renewal means that portion of project expenditure that is to replace an existing asset on a like for like basis.

Repair and maintenance means activities set out in Subdivision S94: Repair and Maintenance in the Australian and New Zealand Standard Industrial Classification (ANZSIC). It includes automotive repair and maintenance, machinery and equipment repair and maintenance and other repair and maintenance (furniture, sporting equipment, musical instruments, jewellery, watches and clocks).

Reserves means land acquired or purchased for a reserve, including the cost of providing improvements necessary to enable that land to function as a reserve useable for its intended purpose as defined in the Reserves Act 1977.

Residential means the use of land and buildings for living accommodation purposes, including residential units and unit/strata developments, but excludes guest accommodation and prisons.

Residential care room means a room within a facility providing rest home care, retirement village, or other care facility, or a room within a home for the residential care of older persons. This also includes care rooms in a residential facility.

Residential unit means a self-contained building, part of a building, or group of buildings used for a residential activity, that includes a kitchen and bathroom facilities, and is physically separated, or capable of being separated, from any other residential unit.

Retail centres and shops (excluding supermarkets) means the use of land and/or buildings for displaying or offering goods for sale or hire to the public.

This includes store-based retailing (clothing, footwear, and personal accessories, electronic goods, floor coverings and textile goods, recreational goods, food and beverage, department stores and pharmaceuticals), motor vehicle parts retailing and non-store retailing and retail commission-based buying and/or selling.

Retail units generally operate from premises located and designed to attract a high volume of walk-in customers, have an extensive display of goods, and/or use mass media advertising designed to attract customers.

Retirement unit means any self-contained residential unit within a retirement village but does not include aged or residential care rooms.

Retirement village means a development that contains two or more residential units and shared-use community facilities for the residential accommodation of people who are predominantly retired and/or require residential care. Retirement villages are the only residential development type assessed for development contributions using a HUE equivalence method.

RMA means the Resource Management Act 1991.

Road network means the public road network, including traffic services and safety programmes, road infrastructure (including bridges, walls and culverts), road drainage facilities (kerbs and channels) and road amenity (including street lighting and landscaping).

Rural means land or buildings outside the urban areas that are used for the purposes of agricultural, horticultural or pastoral farming; intensive livestock management; boarding or training of animals; outdoor recreation activity; or forestry; or any other similar activities; and may include a residential unit.

Service connection means a connection to Council infrastructure to enable a property to use a service provided by, or on behalf of, the Council.

Service Plan means the detailed plan for each activity provided by the Council that details planned capital and operating expenditure, levels of service and contribution to achieving community outcomes. These plans are available on the Council website.

Service stations with retail means any site where the primary activity is the retail sale of motor vehicle fuels.

Short-Term accommodation means land and/or buildings used for short term rental purposes (less than 90 days). It does not include hotels, resorts, backpackers, bed and breakfasts and other forms of guest accommodation.

Site means the area covered by the development being assessed for development contributions, being made up of one or more lots or part lots.

Small residential unit means a residential unit with one habitable room.

Sports park means a large park to provide for active recreation (sporting activities and events) and open space.

Stormwater and flood protection means the network of pipes, streams and other assets that make up the surface water management system.

Subdivision means the same as a 'subdivision' under the RMA.

Supermarkets means the sale of groceries or specialised food lines (including convenience stores), whether or not the selling is organised on a self-service basis.

Unallocated means that proportion of the cost of a capital project that cannot be attributed to backlog, growth or renewal.

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Undeveloped means land on which development, as defined in this policy, has not been undertaken and includes lots deemed to be undeveloped.

Unit of demand means a HUE, being the typical demand placed on an infrastructure type by an average household.

VKT means vehicle kilometres travelled per day.

Warehousing means the use of land and/or buildings for storage and sorting of materials, goods or products. It includes activities set out in the following divisions of the Australian and New Zealand Standard Industrial Classification (ANZSIC): Division F: Wholesale Trade; Division I: Transport, Postal and Warehousing; Subdivision L66: Rental and Hiring Services.

Wastewater collection means the network of wastewater pipes and pumps.

Wastewater treatment and disposal means wastewater treatment plants and associated discharge facilities.

Water supply means the network of bores, pipes and pumping stations needed to provide potable water.

Wet industries means an industry that utilises water in its manufacturing or service processes other than providing mess and ablution facilities for its staff and customers.

PART 3 CALCULATING DEVELOPMENT CONTRIBUTIONS

Development contribution assessment

Table 1 summarises the steps required to assess whether a development contribution is required and, if so, to calculate the charge.

Table 1. Process for determining development contribution charge

Step 1 – Development test	Does the development meet the criteria for being a "development" for which development contributions are assessed?
Step 2 – Assess demand on infrastructure from the new development	How much growth capacity for each activity will the development require?
Step 3 – Determine any existing demand credits	If replacing previous development(s), how much capacity was previously used? What is the net increase in capacity required to service the development?
Step 4 – Calculate the net increase in demand from the new development	The net increase in demand for each activity is calculated by subtracting Step 3 (credits) from Step 2 (demand).
Step 4 – Apply the relevant catchment charges	Apply the relevant catchment development contribution charge for each activity
Step 5 – Calculate the total development contribution required	Aggregate the development contribution charges required for each activity

3.1 Step 1 - Development test

Section 197(1) of the LGA defines a "development" as "any subdivision, building (as defined in section 8 of the Building Act 2004), land use, or work that generates a demand for reserves, network infrastructure, or community infrastructure".

Section 198 of the LGA provides for a development contribution assessment to be made at multiple points within the development process (subdivision consent, land use consent, building consent, certificate of acceptance or authorisation for service connection). To avoid doubt, if the Council does not require a development contribution at the first opportunity, it does not forfeit its right to do so at a later opportunity.

3.1.1 Exemptions and exceptions

3.1.1.1 Crown development

Section 8 of the LGA does not bind the Crown meaning the Crown is exempt from paying development contributions.

Crown entities such as Kāinga Ora and charter or integrated schools are not the "Crown" and are assessed for development contributions.

In accordance with section 8(4) of the LGA, private developments on Crown-owned land are not exempt from paying development contributions.

3.1.1.2 Council development

Council developments are subject to applicable development contributions except for any required for the same activity as the development itself. For example, a new wastewater facility is not required to pay development contributions for wastewater but will pay all other applicable development contributions.

3.1.1.3 Parking buildings

The parking component of parking buildings and other pay to park facilities are not assessed for development contributions for transport activities. This avoids double collecting for transport activities. Non-parking components of these developments are assessed as for development contributions under this policy.

3.2 Step 2 - Assess the demand on infrastructure

The demand the development places on the relevant infrastructure types is quantified. The demand is measured as a proportion of the demand placed on infrastructure by an average residential unit, referred to as a Household Unit Equivalent (HUE).

3.2.1 Household Unit Equivalent (HUE)

A HUE is the average demand a household places on Council infrastructure. It is assumed that all single households place this level of demand on Council infrastructure. This is an efficient method of assessing development contributions for residential development.

Non-residential developments are assessed as a proportion of the HUE.

Table 2. Assumed residential demand on infrastructure per Household Unit Equivalent (HUE)

Activity	Base unit measure	Demand per HUE
Water supply	Litres per day	644.80
Wastewater collection /treatment and disposal	Litres per day	572.00
Stormwater and flood protection	Impervious surface area m ²	367.00
Transport	Vehicle trips per day	6.35

¹ See Definitions section for definition of 'habitable room'

3.2.2 Residential development

For resource consent (subdivision) applications, it is assumed that every lot created will contain one HUE. If, at a future time, more than one residential unit is developed on a lot, a development contribution assessment is undertaken for each additional residential unit.

A lot will be assessed as containing more than one household unit if it contains more than one kitchen that creates a self-contained residential unit. In these cases, each residential unit will be assessed at a base rate of 1 HUE.

3.2.2.1 Small residential unit adjustment

A small residential unit adjustment is applied to a residential unit with one habitable room¹. A residential unit with one habitable room will be assessed at 0.6 HUE for all activities.

If development contributions have already been paid at the time of resource consent for subdivision and then building consent application is received for a residential unit with one habitable room, no refund will be provided.

3.2.2.2 Large residential unit adjustment

A large residential unit adjustment is applied to a residential unit with seven or more habitable rooms.

Residential units with seven or more habitable rooms will be assessed at 1.4 HUE for all activities other than stormwater and flood protection, which will be assessed at 1 HUE.

3.2.2.3 Subsequent redevelopment

If a residential unit has previously received a small residential unit adjustment and is later the subject of a consent application which will result in an increase

in the number of habitable rooms, a development contribution assessment will be made, recognising the development contributions previously paid.

3.2.2.4 Short term accommodation

All residential units consented as short term accommodation will be assessed using residential development HUE rates, as outlined in section 3.2.2.

3.2.2.5 Multi-unit stormwater and flood protection

Developments of two or more attached residential units on a single lot will be assessed for stormwater and flood protection based on the HUE rates outlined in section 3.2.1 and 3.2.2. If assessed HUEs result in ISA that is more than double the area of the development site, the development site will instead be assessed as though it is 100% impervious.

3.2.3 Non-residential development

Development contributions required for non-residential development are calculated as a multiple of the HUE.

For the transportation, water supply, wastewater collection and wastewater treatment and disposal activities the development contribution is calculated according to the average demand on infrastructure per square metre of GFA by business type.

For stormwater and flood protection the development contribution is calculated according to the ISA of the development.

The HUE multipliers are detailed in Part 8 of this policy.

Where additional public floor area, not included in the initial assessment of GFA, later becomes part of the GFA then an assessment for development contributions will be undertaken for the new area. An example of where this could arise is the covering in of an outdoor public floor area to become part of

the total floor area used by the business. An assessment triggered by an application to extend a non-residential building, will use the same demand assumptions as are used to assess a new development.

For reserves and community infrastructure activities, non-residential development is assessed as 1 HUE per additional new lot at subdivision or when creating a new business unit regardless of scale or land use associated with the development

3.2.3.1 Timing of assessment

An assessment for development contributions for a non-residential development is undertaken when the Council is ready to grant resource consent or building consent, noting the Council may choose not to assess for development contributions under the first consent application received.

This assessment will assume demand of 1 HUE per lot for each activity for which development contributions are required.

A further assessment may be undertaken at the time of subsequent resource consent, building consent or application to connect to Council infrastructure if it is found the subsequent development will increase demand on Council infrastructure. Any subsequent assessment will credit development contributions already paid.

3.2.3.2 Rural accessory buildings

Non-residential buildings accessory to rural activities that do not place additional demand on infrastructure are not assessed for development contributions.

3.2.4 Special assessments

Where a development is not consistent with the land use or business type as detailed in Part 8 of the policy the Council may require a special assessment for

development contributions for the activities considered to be outside the expected demand. Situations where this may be required include:

1. Where the type of development proposed is not adequately covered by Tables 4, 6 and 8.
2. Where the demand for an activity from the development is expected to be more than double the value identified as average for that type of development as set out in Tables 4, 6 and 8.
3. The development is complex or unique and the Council believes it will place significantly different demand on infrastructure from that expected for the business type.
4. The development provides infrastructure to be vested with the Council, which reduces the impact of the development's demand on Council stormwater infrastructure, prior to discharge into the Council network.
5. The development provides for a significant reduction² of its demand on Council stormwater infrastructure at the owner's cost, prior to discharge into the Council network.

Developments for which the Council requires a special assessment, for some or all activities, include education facilities, wet industry facilities, hospitals, sports stadiums, airports, and other developments at the Council's discretion.

A developer may ask the Council to consider undertaking a special assessment if:

1. The development is expected to place less than half the assumed demand on infrastructure for the value identified as average for that type of development as set out in Tables 4, 6 and 8.
2. The request is made within 10 working days of the initial assessment for development contributions being issued.

² Significant reduction means a reduction of more than half the assumed demand. The determination of impact on the Council's network is at the sole discretion of the Council.

The decision on whether demand is expected to be less than half the assumed demand, and whether a special assessment will be completed, is at the Council's sole discretion.

3.2.4.1 Scope of special assessment

A special assessment is only completed for the activities the Council considers a special assessment is required. All other activities will be assessed using the normal provisions of this policy.

A special assessment will always be undertaken on the assumption that the development will operate at its full capacity. No adjustment will be considered for the development operating at a level below full capacity. This is because the Council must provide infrastructure appropriate for peak demand.

3.2.4.2 Council may require developer to provide information

The Council may require a developer to provide technical information relating to the demand the development will place on Council infrastructure.

The decision to accept the accuracy of the information provided by the developer is at the sole discretion of the Council.

3.2.4.3 Disputes regarding technical information

In instances where the developer and Council cannot agree on the technical information required under 3.2.4.2, the developer may request a third-party consultant be engaged to provide advice to support completion of a special assessment. The decision to engage a third-party consultant is at the Council's discretion.

If the developer requests and the Council agrees, a consultant will be chosen from the Council's Professional Services Panel and the developer will be

responsible for all costs associated with engaging the consultant. The consultant's advice will be used in the special assessment unless both developer and Council object, in this instance, the Council has discretion regarding the final technical inputs.

3.2.5 Retirement villages

Residential units and care suites in retirement villages are assessed for development contributions as set out in Table 4.

3.2.6 Non-serviceable development

A development outside the areas serviced for one or more of water supply, wastewater collection, and wastewater treatment and disposal will not be assessed for development contributions for a non-serviceable activity. If the property is later able to connect to the network in the future, it will be assessed for a development contribution for the relevant activity at that time.

3.2.7 No connection required

If a development does not connect to Council infrastructure for water supply, wastewater collection or wastewater treatment and disposal or stormwater, and places no demand on Council infrastructure, then no development contribution is required for that activity. If the development later requires connection to services it will be assessed for development contributions at that time.

3.2.8 Temporary buildings

Temporary buildings are those permitted or consented under section 6.4 of the Christchurch District Plan.

The Council will not require development contributions for a temporary building for up to five years or until an application is received to make the building permanent, whichever comes first. An extension of up to two years (but not beyond the limit of the District Plan) may be considered. The Council may require an encumbrance or memorandum of agreement to be registered on the title.

When an application for resource consent or building consent is made for a permanent development on the site, development contributions will be assessed taking into account any financial or development contributions paid for the temporary development and any applicable existing demand credits.

3.3 Step 3 - Determine existing demand credits

The Council has decided it will provide developers with existing demand credits to recognise that a development may replace previous development on the same site and therefore may not place additional demand on infrastructure and facilities.

3.3.1 Life of existing demand credits

Existing demand credits expire 10 years after the previous development on a site last exerted demand on infrastructure. The Council considers this a reasonable time within which a developer can redevelop a previously used site. If, over the preceding 10 year period, a lot has not been used for either residential or non-residential purposes, the land will be regarded as undeveloped and deemed to have 1 HUE existing demand credit.

3.3.2 Limitations to existing demand credits

Existing demand credits cannot be used to reduce the development contribution for any activity below zero.

Credits from one activity cannot be used to offset development contributions required for another activity.

Lots that have been or are being used by a network utility operator for utility purposes are deemed to have no existing demand credits.

3.3.3 Considerations when assessing existing demand credit for residential development

A credit of 1 HUE per activity per previously existing residential unit or lot is provided. If there is an encumbrance or other legal instrument on the title recognising credits or arrangements associated with amalgamation or amalgamation reversal these will be taken into account.

A residential development on an undeveloped lot created after 1 July 2004, will receive a credit of the greater of 1 HUE per lot or the HUEs assessed if development contributions were paid at time of subdivision.

If an existing residential unit previously received a small residential unit adjustment at the time of initial development, the existing demand credit will reflect the greater of the adjustment applied at the time of initial development or the number of consented habitable rooms. If the Council has no record of a small residential unit adjustment being applied at the time of initial development, a credit of 1 HUE per unit will apply.

3.3.4 Considerations when assessing existing demand credit for non-residential development

Where a new non-residential development replaces a non-residential development, or for subdivision of a site containing previous development, credits will be assessed for each activity by applying the equivalences in Tables 4, 6, 8 and 13 and to the GFA and/ or impervious surface area of the previous development.

Credits will be assessed based on the previous use of the site using the highest level of actual or otherwise verifiable demand from the past 10 years.

A non-residential development on an undeveloped lot created prior to 1 July 2004 will receive a credit of 1 HUE per lot.

A non-residential development on an undeveloped lot created after 1 July 2004, will receive a credit of the greater of 1 HUE per lot or the HUEs assessed if development contributions were paid at time of subdivision.

3.3.5 Other considerations when assessing existing demand credit for any development

No transfer of credits between titles can occur, except where the titles relate to the same development site (e.g. new titles created on subdivision).

Where amalgamation of titles occurs, a memorandum of agreement will be registered on the title/s associated with the amalgamation detailing the existing use credits available from the previous titles and when they expire.

Where an amalgamation of titles is reversed, an encumbrance will be registered on the title/s associated with the amalgamation reversal. The existing use credits may be reassigned by the owner of the previously amalgamated titles or their successor.

No existing demand credits will be given for a lot that cannot legally be developed, or where, following a boundary adjustment with a neighbouring lot, the previously undevelopable lot is then of a size that can legally be developed.

If a lot has not previously been connected to Council infrastructure for one or more of water supply, wastewater collection, or stormwater no existing use credits will be given for that activity.

A special assessment can be used at the Council's discretion to establish the existing demand credits applicable.

3.3.6 Unlawful development

If development has been undertaken without the required consents, and a development contribution has not been paid, the property will not receive an existing demand credit.

3.4 Step 4 - Calculate net increase in HUEs (demand) from the development

The net increase in demand (for each activity in HUEs) is calculated by subtracting Step 3 (credits) from Step 2 (demand).

3.5 Step 5 - Apply the relevant catchment charge

Development contribution charges are applied on a catchment basis. Some activities use a district-wide catchment (the charge per HUE is the same anywhere in the district) while other activities use defined catchments (the charge per HUE varies depending on which catchment the development is located in).

3.6 Step 6 – Calculate the development contribution

For each activity, multiply the net assessed HUEs by the charge per HUE for each activity for the relevant catchment.

3.6.1 Limit on amount of reserves development contribution

The total amount of the development contribution for the reserves group of activities is subject to a statutory maximum under section 203(1) of the LGA. Development contributions for reserves must not exceed the greater of:

1. 7.5% of the value of the additional lot created by subdivision; or
2. The value of 20m² of land for each additional household unit created by the development.

All land valuations for this purpose are undertaken by the Council based on an assessment that identifies the average value of 20m² of land on the same valuation roll and in the same District Plan zone as the development land. This

approach has proven to provide good quality valuation data in an efficient and cost-effective way.

For developments of four or more residential units the Council will have a bespoke land valuation carried out if the initial valuation indicates the statutory maximum development contribution for reserves will not be exceeded.

For larger residential subdivisions the Council will have a bespoke land valuation carried out.

3.6.2 Minimum charge

For administrative efficiency, the Council will not require development contributions where the total charge is \$50 or less.

3.8 Amended assessments

The Council reserves the right to amend a development contribution assessment if an error has been made in the assessment and the development contribution has not been paid.

3.9 Other charges may apply

3.9.1 Works and services

Nothing in this policy prevents the Council from requiring the provision of works and services that are required to service that development, to connect it to existing infrastructure services or to avoid, remedy or mitigate the environmental effects of the development.

3.9.2 Service connection fees

The Council may require a service connection fee before agreeing to a connection to Council network infrastructure. This fee is separate to and in addition to any development contribution charge.

3.9.3 Development Impact Fee

In situations where the Council will not be granting a resource consent, building consent or authorisation to connect to Council infrastructure, but where a development will place additional demand on Council infrastructure, the Council will levy a development impact fee equal to the development contribution that would otherwise be required.

The purpose of the payment is to ensure that an applicant contributes to ensuring the capacity of Council's assets is maintained in the same way as an applicant under a consent/ authorisation would be required to contribute.

Examples of situations when this may arise include:

- Where the Council is asked to exercise its discretion under Schedule 1(2) of the Building Act 2004 to exempt an applicant from the requirement for a building consent, but the work to be undertaken will increase demand on Council's assets. In this situation, the Council will charge a development impact fee as a condition of the exemption being granted.
- Where a variation to a consent to discharge an increased volume of trade waste is applied for. In this situation, the Council will require the applicant to enter into a Trade Waste Agreement with the Council as referred to in clause 18 of the Christchurch City Council Trade Waste Bylaw 2015, with a provision that the applicant must pay a development impact fee.

Development impact fees paid are treated as though they are development contributions. This means;

- The infrastructure capacity the fee relates to is recorded as it is for development contributions to ensure the Council does not charge twice for the same capacity;
- Development contributions credits will apply for the capacity the fee relates to.

PART 4

ASSESSMENT AND CHARGING OF DEVELOPMENT CONTRIBUTIONS

4.1 Development contributions assessment

4.1.1 Event triggering the timing of assessment

The Council may undertake a development contributions assessment in conjunction with the granting of:

- resource consent (subdivision or land use)
- building consent or certificate of acceptance
- authorisation for a service connection.

The Council will seek to undertake the assessment at the earliest opportunity possible. However, the Council reserves the right to assess at any stage of the development.

The Council will provide the developer with an assessment notice at the time a consent is granted that details the assessed development contributions required by the Council but which is not an invoice for payment.

The Council may, in certain circumstances and at its discretion, grant a consent or service connection before a development contribution assessment is completed. This will normally only be if the Council has requested further information to undertake the assessment and there are valid reasons for that information not being provided in time.

The Council may reassess the development contributions requirement if, following initial assessment, the development changes in scale or intensity or

there are other factors which mean the initial assessment does not accurately reflect the development, including errors in the initial assessment.

4.1.2 Estimate of development contributions requirement

Developers can use the provisions of this policy to estimate their own development contributions requirement. Alternatively, an estimate of development contributions can be requested prior to the lodging of an application for consent. The accuracy of the estimate will depend on the detail of information provided by the developer. The charge for the estimate service is set out in the Council's schedule of fees and charges.

4.1.3 Staged development

4.1.3.1 Subdivision and land use development

For subdivision or land use development undertaken under a single consent, the development contribution requirement for each stage of development will be assessed using the policy in force at the time the complete application for resource consent is received by the Council.

For staged subdivision or land use development undertaken under multiple consents, each consent is subject to assessment using the policy in effect at the time the complete application for that consent was received.

For subdivision development, the assessment for each stage of development will be undertaken upon receipt of a section 223 certificate issued under the RMA.

4.1.3.2 Building development

For staged building development undertaken for a single building, the development contributions for each stage will be assessed using the policy in effect at the time the first consent was lodged.

4.1.3.3 Previous assessments for staged development

Assessments for staged developments will recognise development contributions already assessed or paid under earlier stages of the development.

4.1.4 Variation to consent or conditions of consent

An application to vary a consent may result in changes to information used to assess a development contributions requirement, in which case a new assessment will be undertaken. An application for a new or varied consent will not limit the Council's ability to collect development contributions owing in relation to an existing development under section 208 of the LGA.

4.1.5 Transitional provision – 2021 policy

The Development Contributions Policy 2025 may result in lower development contributions charges for some developments compared to the 2021 policy.

Section 198 (2A) of the LGA requires the Council to undertake its assessment of development contribution requirement under the development contributions policy in place at the time it receives a complete application for resource consent, building consent or authorisation to connect to Council infrastructure.

The Council wishes to avoid developers surrendering consents and then reapplying for the consent in order to trigger a new development contribution assessment under the 2025 policy. This practice could create a significant draw on the Council's consenting resources and favours developers who are aware of the option to do this.

The Council will therefore remit the difference in cost between a development contributions assessment undertaken under a previous policy and under the 2025 policy where this is less under the 2025 policy. A remission is only available where the developer could lawfully surrender a resource consent or building consent and reapply for consent and thereby trigger a requirement for a new development contribution assessment under the 2025 policy.

The decision to provide this remission is at the sole discretion of the Council.

4.2 Invoicing and payment

An invoice for development contributions will be issued at one of the following points :

- **Resource consent (subdivision)** –prior to the release of a section 224(c) certificate.
- **Resource consent (land use)** – prior to commencement of the development.
- **Building consent** – prior to issue of the code compliance certificate or for building work where no consent was obtained, prior to issue of the certificate of acceptance. In the event of a staged development, prior to the release of the code compliance certificate for each stage.
- **Service connection** – prior to authorisation for connection is granted.
- **At any time prior to the above triggers** if requested by the developer or at the Council's discretion.

“Prior to” in the above situations means any time between the consent or service connection being granted and the final approval step.

The Council may issue an invoice, at its discretion, if it considers the development is using Council infrastructure for which development contributions are required.

Payment of development contributions must be made within 30 days of the invoice being issued (or later if specified on the invoice). The Council may prevent the commencement of a land use consent and will not issue a section 224(c) certificate, code compliance certificate or certificate of acceptance or authorise a service connection until required development contributions are paid.

4.2.1 Fee for development contribution assessment

Under section 12 of the LGA the Council can charge fees. At the time of invoicing, a fee to cover the cost for the Council to administer the development contribution assessment will be invoiced alongside the development contribution requirement.

The development contribution assessment fee is set out in the Council's schedule of fees and charges.

4.3 Land in lieu of cash payment for development contributions

The Council does not accept land in lieu of cash payment for development contributions. All development contributions should be paid, and any land accepted by the Council will be purchased and paid for under a sale and purchase agreement or private development agreement.

4.4 Enforcement powers

4.4.1 Debt recovery

Debt recovery action commences when the Council sends a letter of demand for the debt, or sends the debt to a debt collector or a lawyer to be recovered, whether or not any court proceedings are issued.

If the Council commences debt recovery action in respect of an unpaid development contribution, interest will be charged, and is payable from the date the debt became due. Interest will be calculated in accordance with, or on a basis that ensures it does not exceed interest calculated in accordance with Schedule 2 of the Interest on Money Claims Act 2016.

Where an encumbrance instrument or memorandum of agreement is entered into and payment is not made as required, the Council may pursue recovery under and on the terms of that document.

The Council reserves its right to recover the costs incurred in pursuing recovery of the debt on a solicitor/client basis.

4.4.2 Other enforcement powers

The Council may use powers detailed in Section 208 of the LGA, which enables the following action(s) if development contributions required are not paid:

- (a) in the case of a development contribution required under Section 198(1)(a) of the LGA, withhold a certificate under Section 224(c) of the RMA, and/ or prevent commencement of a resource consent under the RMA.
- (b) in the case of a development contribution required under Section 198(1)(b) of the LGA, withhold a code compliance certificate under Section 95 of the Building Act;
- (c) in the case of a development contribution required under Section 198(1)(c) of the LGA, withhold a service connection to the development.

In each case, the Council may register the development contribution under the Land Transfer Act 2017, as a charge on the title of the land in respect of which the development contribution is required.

PART 5 POSTPONEMENTS, REMISSIONS AND REVIEWS

5.1 Postponement of payment

The Council may, in extraordinary circumstances and at its sole discretion, agree to postpone payment of development contributions following written request from a developer that explains why a postponement of payment should be considered.

The terms of any postponement shall be at the discretion of the Council and may, without limitation, provide for the payment of interest by the developer. In agreeing to a postponement, the Council may require an encumbrance to be registered on the title or memorandum of agreement entered into. Any costs associated with the application of a legal instrument shall be paid by the developer.

5.1.1 Security instruments

5.1.1.1 Encumbrance

An encumbrance enables the Council to enter into an agreement with a developer to postpone payment of development contributions while ensuring the Council has a call on the land in the event of non-payment.

The encumbrance will be prepared by the Council's solicitors at the developer's cost and will be on terms satisfactory to the Council. The Council may require payment of interest by the developer.

While the Council's preference is to use an encumbrance instrument, the Council may consider the use of a memorandum of agreement if appropriate security is available.

5.1.1.2 Bank Bond

Where the value of postponed or deferred development contributions is \$1,000,000 or more, or the Council is otherwise of the view that such security is required, the Council may require a Bank Bond as security against the development contributions payable. This may be in addition to, or as a condition of, a memorandum of agreement, encumbrance or a PDA.

5.2 Rebate of development contributions

The Council may have development contribution rebate policies in place to advance strategic objectives. Any such policy will sit outside this development contributions policy.

5.3 Development of Māori land within a Papakāinga/ Kāinga Nohoanga zone of the District Plan

The LGA requires a policy on development or financial contributions to support the principles set out in the Preamble to Te Ture Whenua Māori Act 1993.

In summary, those principles are to:

- recognise that land is a taonga tuku iho of special significance to Māori people
- promote the retention of that land in the hands of its owners, their whānau, and their hapū, and to protect wāhi tapu
- facilitate the occupation, development, and utilisation of that land for the benefit of its owners, their whānau, and their hapū

The Council believes it has a role to encourage owners of Māori land to retain that land and to develop it in ways that benefit its owners, their whānau, and their hapū.

The Council has a development contributions rebate scheme, provided for under the Development Contributions Rebate Policy, which applies to residential development and non-residential development for social or cultural purposes

on Māori land within a Papakāinga/ Kāinga Nohoanga zone of the Christchurch District Plan. The rebate provides that qualifying developments do not pay development contributions.

5.4 Refund of development contributions

A refund of cash development contributions or return of land taken in lieu of cash will occur in accordance with Sections 209 and 210 of the LGA, in the following circumstances:

1. the development does not proceed
2. the consent lapses or is surrendered
3. the Council does not provide reserves, network infrastructure or community infrastructure for which a development contribution was required and does not apply the funds to providing alternative infrastructure to service growth demand
4. the Council does not apply money, or use land required for a specified reserve purpose within 10 years of that contribution being received

For the avoidance of doubt, and except in relation to any money or land taken for a specified reserves purpose, the Council will not refund a development contribution where a specific infrastructure project does not proceed, so long as the funds are applied to providing infrastructure to service growth development associated with the activity for which the funds were initially required.

Any refund of development contributions will be to the consent holder and/or title holder of the affected property at the time the refund is made. The refund will be for the development contribution paid, less any costs incurred by the Council in relation to the development and its discontinuance, including costs incurred administering the refund.

5.5 Reconsiderations and objections

5.5.1 Reconsideration of assessed development contributions

Section 199A of the LGA provides for a developer to request that the Council reconsiders the development contribution assessment.

A request for reconsideration must be made within 10 working days of the date on which the person lodging the request received the development contributions assessment.

A request for reconsideration form must be completed and lodged with the Council. The form is available from the Council website www.ccc.govt.nz or from Te Hononga Civic Offices at 53 Hereford Street, Christchurch.

If the Council believes further information is required before it can make a decision, it will request further information in writing from the applicant as soon as possible after the Reconsideration Request form is received.

A request for reconsideration will not be accepted by the Council if it is received after the 10 day period, or if an objection has been lodged under section 199C of the LGA.

5.5.1.1 Grounds for reconsideration

Section 199A of the LGA provides that a request for reconsideration may only be made on the following grounds:

1. the development contribution was incorrectly calculated or assessed under the Council's development contributions policy; or
2. the Council incorrectly applied its development contributions policy; or
3. the information used to assess the development contribution, or the way the Council has recorded or used it when requiring a development contribution, was incomplete or contained errors

A developer retains the ability to lodge a request for reconsideration even if a third-party consultant was engaged to provide technical information to support completion of a special assessment under 3.2.4.3.

5.5.1.2 Reconsideration decision

If the request for reconsideration meets one or more of the grounds for reconsideration the Council will undertake a new assessment taking into account the findings of the reconsideration.

The Council will provide written notice of the outcome of the reconsideration within 15 working days of receiving all relevant information

5.5.2 Formal objection to assessed development contributions

A developer required to pay a development contribution may object to the assessment. Only developments for which application for resource consent, building consent or service connection was lodged on or after 8 August 2014 can enter into the objection process.

5.5.2.1 Grounds for objection

Under section 199D of the LGA an objection can be made on the grounds that the Council:

1. failed to take into account features of a development that, on their own or cumulatively with other developments, would substantially reduce the impact of the development on requirements for community facilities;
2. required a development contribution for community facilities not required by, or related to, the objector's development;
3. was in breach of section 200 of the LGA (limitations applying to requirement for development contribution); or
4. incorrectly applied its development contributions policy to the development

An objection must be lodged within 15 working days from the date on which the person lodging the objection receives notice from the Council of the development contribution requirement, or notice of a decision on a request for reconsideration.

A developer retains the ability to lodge an objection even if a third-party consultant was engaged to provide technical information to support completion of a special assessment under 3.2.4.3.

An Objection to Assessed Development Contributions form is available from the Council website www.ccc.govt.nz or from Te Hononga Civic Offices at 53 Hereford Street, Christchurch.

5.5.2.2 Development contributions commissioners

Objections are decided by development contributions commissioners selected by the Council from a register of commissioners appointed by the Minister of Local Government. The Council is responsible for administering the objections process.

5.5.2.3 Recovery of costs

The Council is able to recover costs it incurs it from the objector, including the costs of:

1. selecting, engaging, and employing development contributions commissioners;
2. secretarial and administrative support of the objection process; and
3. preparing for, organising and holding the hearing

5.5.3 Reassessment does not trigger reconsideration or objection rights

The initial assessment is the requirement for a development contribution to which the reconsideration and objection provisions apply. A reassessment does not trigger the ability to seek a formal reconsideration or review, except at the Council's discretion.

5.6 Private development agreement (PDA)

A PDA is defined in section 197 of the LGA 2002 as: "... a voluntary contractual agreement made under sections 207A to 207F between 1 or more developers and 1 or more territorial authorities for the provision, supply or exchange of infrastructure, land, or money to provide network infrastructure, community infrastructure, or reserves in 1 or more districts or part of a district".

The Council will use a PDA for any agreement between a developer and the Council where the developer will provide land, infrastructure and/or money in lieu of development contributions.

For the avoidance of doubt, if an agreement between the Council and a developer does not include an offset of development contributions an agreement other than a PDA will be entered into.

A PDA is subject to the Council's financial delegations as though it were a cash transaction.

5.6 Remissions

The Council considers that there may be a development that is so unique it has not been anticipated by the policy, so much so that the Council considers the full development contribution assessment to be unfair and unable to be remedied under the provision of a special assessment.

The development, itself, must be sufficiently distinct from other developments that remitting a development contribution requirement would not create a new precedent in terms of the Council's current interpretation and application of the policy.

In these cases, the Council may, at its sole discretion, consider and grant a full or partial remission of development contributions in cases where it is satisfied this threshold has been met.

The developer must write to the Chief Executive seeking a remission and explaining how the development has met this threshold and why the Council should grant a full or partial remission in the interest of fairness. The explanation must be specific to the development (not the developer or intended future occupier) and the features of the development that make it unique.

PART 6

ALLOCATING THE COSTS OF DEVELOPMENT

Under section 199 of the LGA, development contributions can be required if the effect of a development means new or additional assets or assets of increased capacity are needed and, as a consequence, the Council incurs capital expenditure to provide appropriately for reserves, network infrastructure and community infrastructure. These effects include the cumulative effects a development may have in combination with other developments.

6.1 Assessment of method of funding

The Council's decision to use development contributions to fund infrastructure to service growth development has been made following consideration of factors outlined in the Council's Revenue and Financing Policy and those required by the LGA including the matters set out under section 101(3);

- the community outcomes to which the activity primarily contributes
- the distribution of benefits between the community as a whole, any identifiable part of the community, and individuals
- the period in or over which those benefits are expected to occur; and
- the extent to which the actions or inaction of particular individuals or a group contribute to the need to undertake the activity
- the costs and benefits, including consequences for transparency and accountability, of funding the activity distinctly from other activities
- the overall impact of any allocation of liability for revenue needs on the community

6.1.1 Contribution to achieving community outcomes

Community outcomes describe the future state the Council is aiming to achieve for community wellbeing. Capital expenditure to meet demand for infrastructure from growth development contributes to achievement of the following community outcomes:

A collaborative confident city

Our residents have the opportunity to actively participate in community and city life, have a strong sense of belonging and identity, and feel safe.

A green, liveable city

Our neighbourhoods and communities are accessible and well-connected, supporting our goals to reduce emissions, build climate resilience and protect and regenerate the environment, especially our biodiversity, water bodies and tree canopy.

A cultural powerhouse city

Our diverse communities are supported to understand and protect their heritage, pursue their arts, cultural and sporting interests, and contribute to making our city a creative, cultural and events powerhouse.

A thriving prosperous city

Our city is a great place for people, business, and investment where we can all grow our potential, where enterprises are innovative and smart, and where together we raise productivity and reduce emissions.

Table 3. Activity contribution to achieving community outcomes

Community outcome	Reserves	Network Infrastructure	Transport	Community Infrastructure
Collaborative and confident				✓

Community outcome	Reserves	Network Infrastructure	Transport	Community Infrastructure
Green and liveable	✓	✓	✓	
Cultural powerhouse	✓			✓
Thriving and prosperous		✓	✓	✓

6.1.2 Distribution of benefits

The Council considers using development contributions to fund growth-related infrastructure (rather than rates or other funding options) is appropriate for the following reasons:

- A fair share of the cost of providing infrastructure capacity to service growth is allocated to the person(s) that generally create the need for that capacity.
- A fair share of the cost of providing growth capacity is allocated to the beneficiaries of the additional capacity.
- The cost of providing infrastructure to support growth is transparently identified.
- A fair and proportional approach to cost allocation avoids over-recovery of funding for assets provided to service growth

6.1.3 Period of benefit

The economic life of an asset is the period over which it will provide benefit to the community before needing to be replaced. The types of assets that development contributions are used to fund usually have a long economic life (often 30 – 75 years or more).

The period of benefit forms part of the calculation made on the period over which development contributions will be collected. This is generally the lesser of:

- the capacity life of the asset (when there is no capacity to service further new development)
- the economic life of the asset (when the asset will be renewed)
- the period over which the asset is funded (when the asset is fully paid for)

The Council usually borrows over a 30 year term to fund the cost of new capital assets. This promotes intergenerational equity as today’s ratepayers are not required to fully fund an asset that future generations will benefit from.

6.1.4 Actions or inaction of particular individuals or a group

This is often referred to as “the exacerbator pays” principle, whereby if someone’s actions cause the Council to incur cost – such as a developer(s) causing the Council to need to invest in growth infrastructure – then the person causing that cost to be incurred should pay. This principle is considered separate to but in conjunction with an assessment of the distribution of benefits.

6.1.5 Funding by activity

The requirement for development contributions is assessed and charged at an activity level. This groups the assets required to provide the relevant activities in a way that balances efficiency, transparency and accountability. The activities and groups of activities used are:

Network infrastructure

- **Water supply** – includes bores, water treatment facilities, network pumps and pipes.
- **Wastewater collection** - includes network pumps and pipes.
- **Wastewater, treatment and disposal** - includes wastewater treatment plants and residual waste disposal assets.

- **Stormwater and flood protection** - includes detention areas, network pumps and pipes, treatment facilities and outfall pipes.
- **Road network** - includes roads and traffic management and safety assets.
- **Active travel** - includes footpaths and cycle ways.
- **Public transport infrastructure** - includes bus terminals, shelters and bus lanes.

Reserves

- **Regional parks** – normally large park areas with particular ecological, environmental or amenity values. Many regional park areas are on the Port Hills and Banks Peninsula.
- **Garden and heritage parks** – open space areas devoted to gardens and/ or heritage features.
- **Sports parks** - park areas for which the primary purpose is to enable sport to be played. They may also be used for passive recreation out of the relevant sports season.
- **Neighbourhood parks** – small parks, often with playgrounds, that are primarily for residents in the local neighbourhood to enjoy.

Community infrastructure

- **Cemeteries** – acquisition and development of land for use as a cemetery
- **Playgrounds** - provision of playgrounds, normally located within neighbourhood parks
- **Public conveniences** – provision of public convenience facilities including public toilets, restrooms, public seating, picnic tables etc.
- **Aquatic centres** – public swimming pools, splash pads, paddling pools etc.
- **Sports courts** – indoor and outdoor venues for court sports

6.1.6 Impact of development contribution funding on community wellbeing

The Council must consider how its funding choices impact on the wellbeing of the community as a whole. The Council believes using development contributions to help fund the cost of assets provided to service growth development is fair and equitable for both developers and the wider community.

If the Council believes a high development contribution charge will have a negative effect on community wellbeing it can decide to reduce the charge through imposing a cap or using a rebate or remission.

6.2 Allocating benefits and costs through catchments

6.2.1 What are catchments and why are they used?

Catchments are defined geographic areas. Allocating the costs of providing growth infrastructure on a catchment basis enables the Council to recover the costs of providing infrastructure to service growth more fairly and accurately from new development in each catchment.

The Council has used the following principles to guide decisions on development contribution catchments (in conjunction with the LGA principles).

- Wherever possible, development contributions should fund the full capital cost to the Council of providing infrastructure to service new growth development.
- Variations in development contribution charges by catchment reflect the costs of servicing growth demand in different catchment areas.
- Intentional cost sharing will be avoided where feasible to support fair and reasonable charges (while recognising that some cost sharing is inevitable and potentially desirable in terms of reflecting community benefit).

Using catchments to determine development contributions enables the following benefits:

- Allocating the cost of providing infrastructure to service growth development to those that benefit from, or create the demand for, that infrastructure is fair and reasonable.
- Allocating the cost of providing infrastructure to service growth provides price signals to developers regarding the cost of providing infrastructure that could promote more efficient development decisions.
- Cost sharing (or shifting) across the district is reduced, although some cost sharing may be inevitable and even desirable in certain circumstances.
- Development is normally less costly, and therefore more attractive, in areas where infrastructure capacity able to service growth already exists.

5.2.2 Catchment configuration

Catchments have been configured to reflect the characteristics of each activity and in a manner that balances practical and administrative efficiencies with fairness and equity. Characteristics taken into account include similarities or differences in:

- development patterns – e.g. low or medium density greenfield residential development areas
- demand placed on infrastructure – e.g. geographical areas that exclusively use specific infrastructure
- network design and connectivity – parts of a network that operate somewhat independently or that share key infrastructure components. It can be more efficient to allocate costs to areas that share key infrastructure components
- physical geography and topography – particularly geographic separation between towns, villages and city
- level of service provision

- the need to protect environmental and human health and differences in the drivers and behaviours of those using the activities across the district.

Catchment boundaries may be reviewed in conjunction with a review of the policy to ensure the approach remains fair and efficient.

6.2.2.1 Catchment maps not to be considered exact

Catchment boundaries shown on maps are as accurate as possible but may not reflect exactly where a particular lot is serviced from for a particular activity. To avoid doubt, the catchment from which a property is serviced is the catchment that applies to that particular property.

6.2.3 District-wide catchments

District-wide catchments have the same development contribution charge per HUE regardless of location. In general, the Council uses district-wide catchments if:

- The impact of growth in terms of demand on Council infrastructure is independent of where the growth occurs.
- A capital project benefits both a specific catchment and the district as a whole (although the demand may be location specific). In this case a cost sharing approach between the district as a whole and particular catchment(s) may be used to reflect the distribution of benefits.
- Using multiple area-specific catchments is impractical or inefficient.

6.2.4 Determining charge by catchment

The development contribution charge is allocated by the cost of the asset to the catchment(s) serviced. These costs are aggregated by activity to identify the cost of servicing forecast growth demand in the catchment for the relevant activity. This cost is then divided by the forecast future growth development in that

catchment (in HUEs) to derive the development contribution by activity and catchment.

For example, if the cost of providing growth infrastructure for a catchment is \$1,000,000 and the future growth forecast in that catchment is for 1,000 additional new HUEs then the development contribution charge per HUE will be $\$1,000,000 / 1,000 = \$1,000$.

The cost of providing new or increased capacity infrastructure to service growth demand is allocated to the catchment(s) it benefits. This may mean that costs are allocated to more than one catchment if the benefits are available to developments in multiple catchments.

Growth infrastructure provision in one catchment may benefit another catchment. This is particularly relevant for infrastructure networks that radiate out from a central location – more capacity may be needed close to the centre of the network to service growth at the periphery.

6.3 Cost allocation methodology

6.3.1 Cost allocation for residential demand and development

The cost allocation methodology used to allocate the share of capital expenditure to be funded from development contributions is referred to as 'Modified Shared Drivers'. This methodology is applied to past, current and future investment in infrastructure assets that provide capacity to service growth development. The analysis to determine the cost to service growth is undertaken at a project or programme level as appropriate.

The Modified Shared Drivers methodology allocates a share of the cost of providing an asset to one or more of the various drivers. Those drivers are:

- **Renewal** - the programmed replacement of assets as they reach the end of their useful life - funded from rates.

- **Backlog** – the provision of assets to raise the service provided to meet agreed levels of service to the current community - funded from rates.
- **Changed (increased) levels of service** - provision of assets to increase the levels of service to an agreed new standard - funded from rates.
- **Growth** – the provision of assets required to provide the agreed levels of service to growth development - funded from development contributions.
- **Unallocated** - provision of assets required to provide the agreed levels of service but which don't fit into any of the above categories – funded from rates.

The cost of the growth component of an asset is established and allocated as a development contribution charge as follows:

1. The scope and gross cost of the project is determined. Any non-capital costs are deducted.
2. Any third party funding (e.g. from NZTA) is identified and deducted.
3. The value of any asset renewal component of the project is deducted, taking into account the scope of assets being renewed and their remaining life at the time of renewal. Early replacement of existing assets to provide new additional capacity for growth requires the residual value of the asset to be allocated to growth.
4. Capacity and demand information based on current levels of service is used to allocate shares to backlog and growth.
5. Any remaining share is defined as unallocated.

Only the net cost of the growth component of any asset is funded from development contributions.

The cost of providing infrastructure to service growth then needs to be allocated to those that will benefit from the investment.

6.3.2 Funding period

Capacity and useful life information is used to determine the period over which development contributions are to be collected for the project. The period of collection will be the lesser of:

- the expected capacity life of the asset (when all capacity is taken up)
- the useful life of the asset (before the asset needs replacing) and
- when the asset is fully funded

6.3.3 Cost allocation for non-residential demand and development

The cost allocation methodology used for non-residential development uses the same 'modified shared drivers' process detailed above but converts demand into a ratio of residential demand. The methodologies used vary by activity and are explained in detail in Part 8 of this document.

PART 7 PLANNING FOR GROWTH

7.1 Growth model

Growth assumptions underpin the Council's asset management plans and capital expenditure budgets. Growth is projected for the following:

- population
- residential households
- non-residential floor area (m²)

The growth assumptions used are based on the Statistics NZ (Stats NZ) medium household projections for Christchurch City. Actual growth in Christchurch has historically tracked very closely to the medium level growth projected by Stats NZ, making them a reliable indicator of future growth in the city. The latest projections produced by StatsNZ are population projections from December 2022. Recent advice from StatsNZ suggests that the March 2021 household projections are now a better indication of future growth, especially in the short-term and medium (through to the end of the 2020's). In the longer term (2030's onwards) StatsNZ suggest that the December 2022 projections are the best indications of growth. The projections used for the development of this policy reflect this advice.

The Council's growth models provide growth forecasts at Statistics New Zealand meshblock level which is aggregated to catchment level for asset planning and development contribution calculation purposes.

Growth forecasts are subject to uncertainty regarding the amount, timing and location of growth. There will be periods when actual growth is above or below forecast growth, however, it is expected these average out close to the forecast

trend over time. Monitoring of actual versus forecast growth is used to adjust the growth model over time.

7.1.1 Population and household growth

The population of Christchurch is projected to reach around 432,900 by June 2034. The number of households in the district is projected to reach 167,400 over the same period.

Infrastructure demand per household calculations used in this policy have been based on an assumed average household size of 2.6 people. Around 2048 the average household size is projected to be 2.5 people per household.

7.1.2 Non-residential growth

Non-residential growth estimates for this policy are based on historic development patterns derived from non-residential building consent records and historic employment rates from Stats NZ's Annual Business Frame Update. Employment forecasts are from the Council's business growth model, which are translated into land demand using the Council's land demand model. The Council's "business floor-space model" allocates employment to commercial and industrial areas of the city.

7.2 Impervious surface area

Changes in impervious surface area are based on modelling provided by Lynker Analytics Ltd. Impervious surface growth projections use non-residential growth forecasts to identify the scale and location of future change.

PART 8 NON-RESIDENTIAL DEVELOPMENT DEMAND EQUIVALENCES

8.1 Summary of non-residential HUE equivalents by land use and activity

Table 4. Summary of residential and non-residential HUE equivalents by land use and activity

Land use classification ³	Measure	Water supply	Wastewater collection	Wastewater treatment and disposal	Stormwater & flood protection	Transport-related	Reserves	Community Infrastructure
All non-residential development	Per business unit						1.0000	1.0000
All non-residential development	m ² ISA				0.0044			
Retirement villages - residential unit only ⁴	Per residential unit	0.5000	0.5000	0.5000		0.3000	0.100	0.1000
Retirement villages – care suite only ⁵	Per room	0.4000	0.4000	0.4000		0.2000	Nil	Nil
Commercial premises/offices ⁶	m ² GFA					0.0093		

³ Non-residential HUE equivalents by business type for water supply and wastewater can be found on Table 6 and Table 8

⁴ Stormwater and flood protection development contributions for residential units in retirement villages are assessed using non-residential HUE equivalences for ISA.

⁵ Community facilities within a retirement village for the predominant use of residents and their guests are not subject to a development contribution requirement.

⁶ Mechanics and other workshop will be assessed for transport-related demand using the commercial premises HUE equivalence.

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Retail centres & shops (ex Supermarkets)	m ² GFA					0.0348		
Supermarkets	m ² GFA					0.0372		
Service Stations with retail facilities	m ² GFA					0.0215		
Hardware	m ² GFA					0.0222		
Bulky goods (large format retail)	m ² GFA					0.0114		
Drive-in fast food restaurants	m ² GFA					0.0728		
Fitness centres	m ² GFA					0.0121		
Medical centres	m ² GFA					0.0224		
Mixed business & industrial warehousing	m ² GFA					0.0020		
Manufacturing industries	m ² GFA					0.0112		
Motel accommodation within Central City and Central City Edge Zones	m ² GFA					0.0002		
Motel accommodation within other zones	m ² GFA					0.0020		
Childcare (pre-schools)	m ² GFA					0.0022		
Car showroom	m ² GFA					0.0041		

Boarding houses/student hostels	Per occupant	0.4000	0.4000	0.4000		0.3846		
Household (residential)	Per residential unit	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	

8.2 Development contribution calculation methodology - water supply

8.2.1 Residential development

The average demand for water per residential unit, or Household Unit Equivalent (HUE), is 644.80 litres per day. Table 5 shows how the HUE demand for water supply is derived.

Table 5. Average residential demand for water supply - residential

Average demand per person	248 litres per day	(1)
Average household occupancy	2.6 persons per household	(2)
Assumed demand per household (1 HUE)	644.80 litres per day	(3)

Notes:

- (1) Residential consumption per person – CCC 10 year average residential water consumption.
- (2) Average occupancy per household - Statistics New Zealand Christchurch population forecast data.
- (3) Per person demand multiplied by average household occupancy.

8.2.2 Non-residential development

Non-residential development demand for water is calculated as a proportion of the HUE demand based on assumed demand by business type. The average demand by business type per square metre of gross floor area is used for the calculation.

Table 6 shows the assumed demand by business type.

It is assumed that water demand is driven by employee requirements by business type (column 2). This is divided by the average gross floor area per person for the type of business (column 1) to derive the average demand for water per square metre of floor area (column 3). The average demand per square metre is then divided by the assumed demand per household from Table 5 to calculate the HUE demand per square metre of floor area (column 4).

The Council will undertake a special assessment for businesses where water demand is significantly more than normal employee requirements.

Table 6. Assumed non-residential demand for water supply per square metre of developed building by business type(1)

Business type	Average gross floor area per person (m ² per FTE)	Average demand for water per worker (litres per FTE per day)	Average demand for water by gross floor area (litres per day per m ²)	HUE demand per m ²
Accommodation	60	244	4.07	0.0063
Commercial	19.43	56	2.86	0.0044
Retail	7.5	56	7.41	0.0115
Industrial (dry)	101	56	0.55	0.0009
Warehouse	103	33	0.32	0.0005
Childcare (per child)	N/A	56	N/A	0.0862

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(1) Christchurch City Council Infrastructure Design Standard and the AS/NZS 1547:2002.

8.3 Development contribution calculation methodology - wastewater collection and wastewater treatment and disposal

8.3.1 Residential development

The average demand for wastewater collection and wastewater treatment and disposal per residential unit, or Household Unit Equivalent (HUE), is xx litres of discharge per day.

Each new residential unit is assumed to use the average wastewater collection and wastewater treatment and disposal demand and is levied development contributions on that basis. Table 8 shows how the household unit equivalent demand for wastewater collection and wastewater treatment and disposal is derived.

Table 7. Average residential household wastewater discharge

Average discharge per person	220 litres per day	(1)
Average household occupancy	2.6 persons per household	(2)
Assumed discharge per household (1 HUE)	572 litres per day	(3)

Notes:

- (1) Average residential wastewater discharge per person - (CCC Infrastructure Design Standards).
- (2) Average occupancy per household – Statistics NZ Christchurch population forecast data.
- (3) Average discharge per person multiplied by average household occupancy.

8.3.2 Non-residential development

Non-residential development demand for wastewater infrastructure is calculated as a proportion of the HUE demand based on assumed demand by business type. The average demand by business type per square metre of gross floor area is used for the calculation.

Table 8 shows the assumed demand by business type.

It is assumed that wastewater discharge is driven by employee requirements by business type and that all water used is discharged into the wastewater network. This is divided by the average gross floor area per person for the type of business to derive the average wastewater discharge per square metre of floor area. The average discharge per square metre is then divided by the assumed discharge per household from Table 7 to calculate the HUE demand for wastewater infrastructure per square metre of floor area.

The Council will undertake a special assessment for businesses where wastewater demand is significantly more than normal employee requirements.

Table 8. Assumed non-residential demand for wastewater per square metre of developed building by business type(1)

Business type	Average gross floor area per person (m ² per FTE)	Average demand for water per worker (litres per FTE per day)	Average demand for water by gross floor area (litres per day per m ²)	HUE demand per m2
Accommodation	60	220	3.67	0.0064
Commercial	19.43	50	2.57	0.0045
Retail	7.5	50	6.67	0.0117
Industrial (dry)	101	50	0.50	0.0009
Industrial	40	130	3.25	0.0059
Warehouse	103	30	0.29	0.0005
Childcare (per child)	N/A	50	N/A	0.0874

(1) Christchurch City Council infrastructure design standard

8.4 Development contribution calculation methodology - stormwater and flood protection

8.4.1 Residential development

The demand for residential stormwater management is based on the average impervious surface area of each site. This is the sum of the average residential building footprint (m²) and the average additional impervious surfaces such as driveways and paths (m²). It does not include any impervious surfaces off the site, such as roads, vehicle crossings and footpaths.

The assumed impervious surface area of a residential unit is based on city-wide modelling commissioned by the Council.

The assumed impervious surface area per residential lot (1 HUE): **367m²**

8.4.2 Non-residential development

The assumed demand a non-residential development places on the Council stormwater and flood protection infrastructure is based on an assessment of stormwater discharge by impervious surface area of non-residential land as a proportion of the stormwater discharge from a typical residential unit.

At the time of subdivision the development contribution required for stormwater and flood protection for a non-residential lot is assessed as 1 HUE per additional lot. At the time of application for resource consent for land use or building consent a further assessment for development contributions is undertaken taking into account the planned actual impervious surface area of the developed lot.

The second (and any further) assessment considers the assumed quantity and quality of stormwater runoff. Each square metre of impervious surface is assumed to place the same quantitative demand on the stormwater and flood

protection network regardless of whether the source is residential or non-residential development.

Stormwater and flood protection networks must also resolve discharge quality requirements. Surface water runoff contamination is higher for non-residential areas. The need to deal with additional contaminant loadings affects the cost of surface water management. It is assumed that surface water from non-residential environments has twice the contaminant load as water from residential environments.

The development contribution calculation makes the assumption, based on forward planning to date and experience from other cities, that 40% of growth-related capital expenditure is to mitigate flooding and erosion and 60% for water quality mitigation. The contaminant load ratio between non-residential and residential development is therefore 2:1.

Non-residential demand on stormwater and flood protection infrastructure is calculated as follows:

Share of 1m² of non-residential impervious surface related to flooding and erosion =
1m² x flooding and erosion portion =
1m² x 40% = **0.40 m²**

Share of 1m² of non-residential impervious surface related to surface water quality =
1m² x contaminant load ratio x surface water quality portion =
1m² x 60% x 2 = **1.20 m²**

Effective equivalent area =
Flooding and erosion share + contaminant loading share =
0.40m² + 1.20m² = **1.60 m²**

1m² of non-residential impervious surface = 1.60 ÷ 367 HUE/ m² = **0.0044 HUE**

8.5 Development contribution calculation methodology - transportation

For transportation activities, the Council used a zone-based approach to assess development contributions in the 2021 policy. This means non-residential transport development contributions were determined only by their location within the different zones in the Christchurch District Plan.

For the 2025 policy, the decision has been made to use a more equitable approach that determines the non-residential transport development contributions by its industry class (another name for this is land use) – this approach is called an activity-based assessment. The Council's methodology assesses the demand on the transport network of any new building by its planned land use. This is because different industries tend to attract varying levels of vehicle trips. The activity-based assessment is now a standardised approach taken by most of the local authorities in New Zealand.

8.5.1 Standard base unit – vehicles per day

The base measurement unit for the estimation of non-residential transport development contributions is the HUE. The Christchurch Transport Model (CTM) has been used to estimate the number of trips (that can be assigned as chargeable to development contributions) that originate from an average residential dwelling in Christchurch at 6.35 vehicles per day (vpd). This estimate was made using the latest inputs into the CTM model for anticipated land use and population growth in the next ten years (amongst other assumptions).

The model is also used to estimate the proportion of trips generated that are assigned to new growth as opposed to the existing Christchurch community.

8.5.2 Non-Residential development

Each different land use is assessed by estimating the number of vehicles per day (vpd) that are generated by an industry class building. For example, a retail fast-food outlet will attract a high level of vpd in comparison to a warehouse used for storage that will have a low vpd.

Another factor also needs to be taken into consideration is the size of the building being assessed for development contributions. In general, a larger building usually attracts more traffic and therefore places a greater demand on the transport system. The size of a building by measuring its GFA in m². Overall the correct way to measure a building's impact on the transport network is via an assessment of vehicles per day per unit area. The area unit chosen is 100m² so therefore the standard measurement to assess transport network demand for each non-residential building classification or activity is vpd/100m² of GFA.

Under this methodology, measurements of vpd/100m² GFA are estimated by examining survey data available in both New Zealand and in Australia. The two principal sources of information are Trips Database Bureau (TDB) surveys, previously reported in NZTA Research Report no. 453 (2011), the comprehensive work carried out by New South Wales to support the latest version of their Guide to Transport Impact Assessment (2024) and the NZ/ Australia/ UK Trips Rate Information Computer System (TRICS). Both documents contain collections of survey data of transport demand (measured in vpd/100m² of GFA or near-equivalents) for a variety of industry activity-based classifications.

A further level of refinement considers the composition of the trips made to the new building and assesses the net impact of those trips on the transport network. Trips are classified as single purpose (Primary), as a part of multiple stop trip (Secondary) or just spontaneous/ passing by trips (Incidental). Each of these types of trips attributes a different strain on the network stemming from the land use. The land use is given a 50% allocation for a primary trip, 20% for a

secondary trip and 3% for incidental trip. The 50% reduction in the primary allocation accounts for the fact that, on average, 50% of each trip originates from a residential building and so is not attributable to the land use. For secondary and incidental trips, the land use is weighted proportionately less because of the multiple stops involved and the actual demand that is created by the new building. A further adjustment is made for each industry sector because some industries (e.g. warehousing) generate a high proportion of primary trips whereas others (supermarkets) have higher proportion of secondary and incidental trips.

Table 9: Classification of trips

	Definition	Example land use	Weighting for contribution to transport network demand (every activity)	Example Weighting for industry e.g. warehousing	Weighting for industry e.g. supermarket
Primary	Single purpose	Trip to collect goods from a warehouse	50%	60%	20%
Secondary	As a part of a multiple stop trip	A stop at a supermarket during your afternoon commute back home	20%	20%	50%

incidental	Passing by stop	A stop at a gas station when you realise you are low on fuel	3%	10%	30%
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The estimated, ‘effective’ transport demand as a result of the new building (called the net vpd) is estimated by adjusting the vpd for the classification type (column 3) and the appropriate industry weighting (examples given in column 4 and 5 above; mathematically the adjustment is a sum product of both the classifications and industry weightings). The net vpd is then translated into a Household Equivalent Unit (HUE) measure (i.e. HUE/m2) using the estimated value of 1 HUE = 6.35 vpd. This enables the HUE equivalent for non-residential transport development contribution to be added to the total development contribution calculation.

The derived activity-based non-residential HUE are shown in Table 2 below. The methodology and large number of industry classifications makes the Christchurch City Council amongst the most comprehensive non-residential HUE methodologies available in New Zealand.

Table 9: Activity-based non-residential HUE factory

Land use	Trips vpd ¹	Measure	Classification ²			Net Trips vpd ³	HUE Equivalence
			1	2	3		
			50%	20%	5%		
Residential unit	6.35	Unit	100	0	0	6.4	1.00
Retirement units	1.9	Unit	100	0	0	1.9	0.30
Aged-care rooms	1.3	Room	100	0	0	1.3	0.20
Offices	15.0	100m2 GFA	70	20	10	5.9	0.0093
Retail centres & shops (ex Supermarkets)	85.0	100m2 GFA	30	50	20	22.1	0.0348
Supermarkets	110.0	100m2 GFA	20	50	30	23.7	0.0372
Service stations with retail	133.0	per pump	5	20	75	13.6	0.0215
Hardware	33.0	100m2 GFA	82	5	13	14.1	0.0222
Bulky goods (large format retail)	17.0	100m2 GFA	82	5	13	7.3	0.0114
Drive-in fast food restaurants	250.0	100m2 GFA	20	30	50	46.3	0.0728
Fitness centres	21.9	100m2 GFA	60	20	20	7.7	0.0121
Medical centres	40.7	100m2 GFA	60	20	20	14.2	0.0224
Mixed business & industrial warehousing	5.0	100m2 GFA	60	30	10	1.8	0.0029

8.6 Development contribution calculation methodology – Community Infrastructure and Reserves

8.6.1 Residential development

The demand for community infrastructure and reserves per residential unit, or Household Unit Equivalent (HUE), is calculated using population-based levels of service for each activity and notional allocation of capacity based on those calculations.

8.6.2 Non-residential development

Non-residential development demand for community infrastructure and reserves is deemed to be 1 HUE per non-residential development. This approach recognises non-residential development receives some benefit from the existence value of these assets but that it isn't possible to allocate a specific demand based on either the type of development or the gross floor area of the development in a way that is able to be applied consistently and equitably.

PART 9
SIGNIFICANT ASSUMPTIONS AND RISKS

In order for the Development Contributions Policy to be prepared and implemented efficiently there are assumptions on which the policy and calculations methodologies are based. This section sets out the significant assumptions used, identifies any risks that could emerge if the assumption does not align with reality and details of mitigation measures available to manage that risk. Wherever possible the assumptions used for the Development Contributions Policy will be consistent with those used for the Council’s current Long Term Plan.

Table 15. Significant assumptions and risk analysis

Assumption	Risk	Level of uncertainty	Mitigation
Population growth It is assumed that the population of Christchurch will increase at the rate forecast by the StatsNZ medium projections. That the projections indicate that the population of Christchurch to reach 432,900 by June 2034, an increase of 8%% over the projected 2024 population.	Population growth is higher than projected - the Council must provide planned infrastructure sooner or provide and pay for additional unplanned infrastructure. Population growth is lower than projected, and the Council must support excess infrastructure capacity and service delivery.	Low	Growth model forecasts of population are based on best practice demographic assumptions and forecast methodologies. Changes in population growth tend to be relatively slow to emerge and can be readily observed. The forecasts are reviewed at least every three years and adjusted if appropriate. Planning for infrastructure assets is a key component of developing the Council's Long-Term Plan, which happens on a three yearly cycle. This provides the Council with regular opportunities to adjust its capital expenditure programme to accommodate any change in growth.
Household growth and average size The number of households is projected to reach 167,400 by 2034 (StatsNZ). This represents a projected increase of 7.2% over the 10 year period. The number of residents per household is assumed to be 2.6 (StatsNZ).	If the average number of residents per household changes this will affect average household demand on Council infrastructure (if all other things remain equal). If the average number of residents per household is less than assumed the demand on infrastructure per household will be less.	Low	Changes in household composition tend not to occur over the short term but are subject to slowly emerging trends. The forecasts are reviewed every three years and adjusted if appropriate. StatsNZ are projecting the average household size for Christchurch to remain at 2.6 people per household until 2048. Planning for infrastructure assets is a key component of developing the Council's Long-Term Plan, which

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Assumption	Risk	Level of uncertainty	Mitigation
	If the average number of residents per household is greater than assumed the demand on infrastructure per household will be more.		happens on a three yearly cycle. This provides the Council with regular opportunities to adjust its capital expenditure programme to accommodate any change in growth.
Non-residential growth Demand for non-residential floor space will grow at the pace projected by the Christchurch City Council business growth model.	If non-residential growth is less than assumed the demand for Council infrastructure will be less. If non-residential growth is less than assumed the demand for Council infrastructure will be less.	Low/ Moderate	Forecasts of business growth are based on best practice assumptions and forecast methodologies. Changes in non-residential growth tend not to occur over the short term. Extraordinary changes are possible, however, and can be harder to predict than changes in residential growth. The forecasts are reviewed at least every three years, and adjusted if appropriate.
Asset life The economic life of assets is assumed to be as recorded in asset management plans. The Council's accounting policies detail the economic lives by asset class.	The current condition of assets may mean the economic life of some assets will be less than would normally be expected.	Moderate	Asset management information including renewal programmes are adjusted to reflect the latest information on the expected asset life of each asset.
Levels of service No significant changes to service standards will occur other than those signalled in asset management plans.	A significant change to a level of service could require additional capital expenditure which could impact on development contribution charges.	Low	Changes in capital expenditure due to levels of service can be planned for through the LTP and development contributions adjustments made.
Delivery of three waters services The policy assumes that the Council will continue to deliver water supply, wastewater and stormwater and flood protection services. This assumption enables necessary work programme planning and budgeting to be undertaken despite there being a possibility some three waters services may eventually be delivered by a new entity. In 2024 central government set out the key details of the proposed water delivery system, Local Water Done Well. The Council will decide on a preferred water services delivery model for Christchurch in 2025.	If, in future, water services are to be provided by a new entity the associated revenue, costs, debt and asset value will be removed from the Council's books. This has the potential to significantly change the Council's financial position.	High	The Council can review its Development Contributions at any time. Reviewing the policy would enable appropriate changes to be made to the Council's approach to development contributions.

Christchurch City Council Development Contributions Policy 2025

Assumption	Risk	Level of uncertainty	Mitigation																																	
<p>Inflation</p> <p>The inflation assumptions used to calculate development contributions charges under the policy are consistent with those in the Council's Long Term Plan 2024-34</p> <p>Inflation projections are provided by Business Economic Research Limited (BERL) to all local authorities. Different weighted average inflation figures for capital and operational items are used.</p> <table><tr><th>Financial Year</th><th>Capital Expenditure</th><th>Operational Expenditure</th></tr><tr><td>2024/25</td><td>4.8%</td><td>4.2%</td></tr><tr><td>2025/26</td><td>4.4%</td><td>4.1%</td></tr><tr><td>2026/27</td><td>3.9%</td><td>3.3%</td></tr><tr><td>2027/28</td><td>3.6%</td><td>3.5%</td></tr><tr><td>2028/29</td><td>3.3%</td><td>2.8%</td></tr><tr><td>2029/30</td><td>3.1%</td><td>2.6%</td></tr><tr><td>2030/31</td><td>2.9%</td><td>2.5%</td></tr><tr><td>2031/32</td><td>2.8%</td><td>2.3%</td></tr><tr><td>2032/33</td><td>2.7%</td><td>2.2%</td></tr><tr><td>2033/34</td><td>2.6%</td><td>2.1%</td></tr></table>	Financial Year	Capital Expenditure	Operational Expenditure	2024/25	4.8%	4.2%	2025/26	4.4%	4.1%	2026/27	3.9%	3.3%	2027/28	3.6%	3.5%	2028/29	3.3%	2.8%	2029/30	3.1%	2.6%	2030/31	2.9%	2.5%	2031/32	2.8%	2.3%	2032/33	2.7%	2.2%	2033/34	2.6%	2.1%	<p>Inflation will be higher or lower than anticipated.</p> <p>Any increase in the Council's cost of providing capital assets to cater for growth that is not offset by efficiency gains or revenue increases is likely to impact on the cost of development contributions.</p>	<p>Low</p> <p>Low</p>	<p>The Council's Long Term Plan is prepared at least every three years and provides an opportunity to refine forecast inflation. This ensures forecast inflation is constantly updated using the latest information.</p>
Financial Year	Capital Expenditure	Operational Expenditure																																		
2024/25	4.8%	4.2%																																		
2025/26	4.4%	4.1%																																		
2026/27	3.9%	3.3%																																		
2027/28	3.6%	3.5%																																		
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2031/32	2.8%	2.3%																																		
2032/33	2.7%	2.2%																																		
2033/34	2.6%	2.1%																																		
<p>Credit rating</p> <p>The Council's current credit rating of AA is maintained.</p>	<p>The Council's credit rating with Standard and Poor's is downgraded.</p> <p>A downgrade in the Council's current credit rating by one notch (from AA to AA-) would increase the cost of new borrowing by 5 basis points (0.05 percentage points) for the life of the borrowing.</p> <p>In such an event, interest costs in 2024/25 could increase by \$0.1 million. This could increase to \$1.16 million annually by 2033/34.</p>	<p>Moderate</p>	<p>The Council's Financial Strategy and financial management policies are intended to ensure prudent debt and financial management approaches are used.</p> <p>The Council's LTP is prepared at least every three years and provides an opportunity to adjust interest rates assumptions if necessary. This ensures the forecast cost of capital is updated using the latest information.</p>																																	
<p>Borrowing costs</p> <p>The net cost of borrowing (i.e. including current and projected debt) will decline to 4.6% over the period of the Long Term Plan 2024-34. The forecast rates include assumed long-term market interest rates including Council's borrowing margin of:</p>	<p>Interest rates will vary from those projected.</p> <p>Capital expenditure to provide infrastructure for growth is loan funded (usually over 30 years) with</p>	<p>Low/ Moderate</p>	<p>Projections are based on conservative assumptions about future market interest rates. The cost of projected debt is hedged to minimise exposure to market rate fluctuations.</p>																																	

Christchurch City Council Development Contributions Policy 2025

Assumption		Risk	Level of uncertainty	Mitigation
Year	Assumed interest rate	the growth component repaid from development contributions.		Council manages interest rate exposure in accordance with its Liability Management Policy, and in line with advice from an independent external advisor.
2024/25	5.5%	If interest rates are higher than forecast this will increase the cost of capital to fund new infrastructure and therefore increase the future cost of development contributions.		The Council's Long Term Plan is prepared at least every three years and provides an opportunity to adjust forecast interest rates. This ensures the forecast cost of capital is updated using the latest information.
2025/26	5.3%			
2026/27	5.0%	If interest rates are less than forecast this will reduce the cost of capital and therefore the future cost of development contributions.		
2027/28	4.9%			
2028/29	4.7%			
2029/30	4.6%			
2030/31	4.6%			
2031/32	4.6%			
2032/33	4.6%			
2033/34	4.6%			
Waka Kotahi - New Zealand Transport Agency subsidy funding The Council makes assumptions about the level of NZTA funding that will be received for growth projects in the capital programme.		New transport infrastructure not funded by NZTA is funded from development contributions and/or rates, depending on the growth component. A reduction in NZTA funding would increase the funding required from rates but would likely have little impact on the level of development contributions required.	Moderate	The assumptions as to which projects will receive NZTA funding and how much funding will be available are fed into the Council's rating model. NZTA recognises the importance of its overall funding contribution for transport projects. While its funding confirmation timelines don't fit well with local authority planning and budgeting processes it is expected that any significant change to NZTA's funding approach would be well-signalled and extensively consulted on.

PART 10 RESERVES ACTIVITIES

10.1 The Council's approach to reserves

The Council's Parks and Foreshore Activity Plan sets levels of service for the provision of parks. The Public Open Spaces Strategy 2010-2040 provides additional guidance for the provision of open spaces, particularly neighbourhood parks, sports parks and regional parks.

The following examples provide a guide as to the types of land the Council may consider in order to meet levels of service

- A flat, usable area of land for a sports park, accessible with full road frontage and a size (at least 4.5 ha.) adequate to accommodate at least two sports fields, tree planting and other open space.
- A relatively flat area of land for a neighbourhood park, accessible to the user population and of a size (at least 3,000m²) adequate to accommodate play and recreation facilities, seating, open space for recreation and landscaping.

- A shared pathway linkage, or potential linkage, along or to significant natural features, or between other areas of public open space and community facilities (excludes linkages between roads, or land used primarily for utilities).
- Land for the protection or enhancement of significant mature trees, significant areas of indigenous vegetation, indigenous wildlife habitat, margins of waterways, biodiversity, natural and cultural landscapes heritage places and buildings, or other significant natural features.
- Land for the protection or enhancement of historic or cultural features of significance to the population of the district.
- A usable area of open space for planting as visual relief from a built or highly developed environment.

10.2 Development contributions payable for development on reserves

Any development on a reserve, such as a clubroom, requires an approved lease application, and is required to pay the applicable development contributions as a non-residential development.

Christchurch City Council Development Contributions Policy 2025

APPENDICES

Appendix 1
Schedule of development contribution charges

Appendix 2
Schedule of capital expenditure on assets to provide for growth

Appendix 3
Catchment maps by activity

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APPENDIX 1
SCHEDULE OF DEVELOPMENT CONTRIBUTION CHARGES (PER HUE)

Table A.16: Development contribution charge for each activity by catchment. The overall charge will depend on the location of the development.

Group of Activities	Activity	Catchment	DC Charge (excl GST)	DC Charge (incl GST)
Reserves	Regional Parks	District Wide	\$ 121.50	\$ 139.73
	Garden and Heritage Parks	District Wide	\$ 275.92	\$ 317.31
	Sports Parks	District Wide	\$ 928.02	\$ 1,067.22
	Neighbourhood Parks	Banks Peninsula	\$ 570.56	\$ 656.14
		Central	\$ 551.88	\$ 634.66
		East	\$ 556.81	\$ 640.33
		North	\$ 5,718.56	\$ 6,576.35
		South	\$ 656.67	\$ 755.17
		West	\$ 5,067.73	\$ 5,827.89
Network Infrastructure	Water Supply	Banks Peninsula	\$ 13,883.96	\$ 15,966.55
		Urban	\$ 3,760.13	\$ 4,324.15
	Wastewater Collection	Akaroa Harbour	\$ 176.52	\$ 203.00
		Banks Peninsula	\$ -	\$ -

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	Wastewater Treatment and Disposal	Urban	\$ 4,536.81	\$ 5,217.33
		Akaroa Harbour	\$ 17,604.26	\$ 20,244.90
		Banks Peninsula	\$ -	\$ -
		Urban	\$ 2,014.56	\$ 2,316.74
	Stormwater and Flood Protection	Banks Peninsula	\$ 695.86	\$ 800.24
		Urban	\$ 5,581.14	\$ 6,418.31
	Road Network	Banks Peninsula	\$ 1,047.83	\$ 1,205.01
		Central	\$ 2,162.36	\$ 2,486.72
		East	\$ 1,905.74	\$ 2,191.60
		North	\$ 3,607.87	\$ 4,149.05
		South	\$ 4,204.02	\$ 4,834.62
		West	\$ 4,288.11	\$ 4,931.33
	Active Travel	Christchurch	\$ 1,553.35	\$ 1,786.35
	Public Transport	Christchurch	\$ 879.82	\$ 1,011.80
	Community Infrastructure	District Wide	\$ 3,028.84	\$ 3,483.16

APPENDIX 2

SCHEDULE OF CAPITAL EXPENDITURE FOR ASSETS TO PROVIDE FOR GROWTH

A.2.1 Activities and catchments for which development contributions will be required

The LGA provides for the Council to require a development contribution from a development that will contribute a funding contribution to:

- Capital expenditure expected to be incurred as a result of growth; or
- Capital expenditure already incurred in anticipation of growth.

Table A.17 summarises the total capital expenditure from which development contributions are calculated by activity and by cost allocation.

Activity	Total Capex	Growth capex	Backlog capex	Renewal capex	Other capex	Capex % funded by Development Contributions	Capex % funded from other sources
Regional Parks	\$ 17,077,383	\$ 2,946,809	\$ 14,130,574	\$ -	\$ -	17%	83%
Garden and Heritage Parks	\$ 43,625,582	\$ 7,505,317	\$ 36,120,265	\$ -	\$ -	17%	83%
Sports Parks	\$ 124,220,312	\$ 22,471,374	\$ 100,711,048	\$ -	\$ 1,037,890	18%	82%
Neighbourhood Parks	\$ 125,007,154	\$ 64,357,564	\$ 60,649,591	\$ -	\$ -	51%	49%
TOTAL RESERVES	\$ 309,930,431	\$ 97,281,064	\$ 211,611,478	\$ -	\$ 1,037,890		
Water Supply	\$ 283,544,603	\$ 141,106,798	\$ 131,286,658	\$ 11,151,147	\$ -	50%	50%
Wastewater Collection	\$ 272,998,040	\$ 121,244,270	\$ 135,876,503	\$ 7,987,983	\$ 7,889,284	44%	56%

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Wastewater Treatment and Disposal	\$ 313,757,292	\$ 47,808,521	\$ 198,811,713	\$ 10,549,096	\$ 56,587,962	15%	85%
Stormwater and Flood Protection	\$ 548,942,571	\$ 236,935,654	\$ 310,501,108	\$ -	\$ 1,505,809	43%	57%
Road Network	\$ 926,242,685	\$ 144,818,912	\$ 545,904,746	\$ 5,523,078	\$ 229,995,949	16%	84%
Active Travel	\$ 350,260,695	\$ 33,824,565	\$ 264,827,177	\$ 2,946,024	\$ 48,662,929	10%	90%
Public Transport	\$ 161,226,190	\$ 16,468,743	\$ 114,870,777	\$ 309,849	\$ 29,576,821	10%	90%
TOTAL NETWORK INFRASTRUCTURE	\$ 2,856,972,076	\$ 742,207,463	\$ 1,702,078,682	\$ 38,467,177	\$ 374,218,754		
Community Infrastructure	\$ 239,749,255	\$ 78,091,813	\$ 45,674,686	\$ -	\$ 115,982,756	33%	67%
TOTAL	\$ 3,406,651,762	\$ 917,580,340	\$ 1,959,364,846	\$ 38,467,177	\$ 491,239,400		

Table A.18 provides a schedule of the assets/ projects the Council has provided or plans to provide that partly or wholly provide for additional demand through growth and for which the cost of the growth component is part of the development contribution calculation.

Christchurch City Council Development Contributions Policy 2025

Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
REGIONAL PARKS										
Banks Peninsula Tracks	Complete	Community Wide (100%)	District Wide	100%	\$123,238	\$21,106	17.1%	\$102,132	83%	\$1.03
Coastal Area Regeneration Amenity Planting	Complete	Community Wide (100%)	District Wide	100%	\$99,928	\$15,862	15.9%	\$84,066	84%	\$0.76
Green Assets Port Hills Regional Parks	In Progress	Community Wide (100%)	District Wide	100%	\$1,192,282	\$204,191	17.1%	\$988,091	83%	\$9.19
Groynes & Otukaikino Development	In Progress	Community Wide (100%)	District Wide	100%	\$3,160,127	\$541,205	17.1%	\$2,618,922	83%	\$22.88
Misty Peaks Tracks	Complete	Community Wide (100%)	District Wide	100%	\$28,604	\$4,899	17.1%	\$23,705	83%	\$0.23
Port Hills & Banks Peninsula Development	Complete	Community Wide (100%)	District Wide	100%	\$416,878	\$71,395	17.1%	\$345,483	83%	\$3.16
Programme - Regional Parks Coastal & Plains New Development	LTP	Community Wide (100%)	District Wide	100%	\$4,371,051	\$693,853	15.9%	\$3,677,198	84%	\$24.32
Programme - Regional Parks Port Hills & Banks	LTP	Community Wide (100%)	District Wide	100%	\$5,546,113	\$949,830	17.1%	\$4,596,283	83%	\$32.26

Christchurch City Council Development Contributions Policy 2025

Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Peninsula New Development										
Regional Parks Fencing Development Project	In Progress	Community Wide (100%)	District Wide	100%	\$607,612	\$91,438	15%	\$516,174	85%	\$6.52
Regional Parks Planned Buildings Development	LTP	Community Wide (100%)	District Wide	100%	\$479,330	\$72,133	15%	\$407,197	85%	\$3.80
Regional Parks Water Supply	Complete	Community Wide (100%)	District Wide	100%	\$49,857	\$7,914	15.9%	\$41,943	84%	\$0.39
Te Oka Tracks	Complete	Community Wide (100%)	District Wide	100%	\$27,185	\$4,656	17.1%	\$22,529	83%	\$0.21
Halswell Quarry - Findlays Swale	Complete	Community Wide (100%)	District Wide	100%	\$79,136	\$13,553	17.1%	\$65,583	83%	\$0.65
Roto Kohatu Reserve (ex landfill site)	Complete	Community Wide (100%)	District Wide	100%	\$343,138	\$171,569	50%	\$171,569	50%	\$5.15
Operating Plant & Equipment Acquisitions for Regional Parks	In Progress	Community Wide (100%)	District Wide	100%	\$552,904	\$83,205	15%	\$469,699	85%	\$10.97
GARDEN AND HERITAGE PARKS										

Christchurch City Council Development Contributions Policy 2025

Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Botanic Gardens Entry Pavilion	Complete	Community Wide (100%)	District Wide	100%	\$13,781,643	\$2,963,076	21.5%	\$10,818,567	78%	\$103.52
Botanic Gardens LED Uplighting	Complete	Community Wide (100%)	District Wide	100%	\$880,735	\$111,108	12.6%	\$769,627	87%	\$6.41
Garden & Heritage Parks Green Assets Delivery package FY17	Complete	Community Wide (100%)	District Wide	100%	\$48,282	\$38,626	80%	\$9,656	20%	\$1.52
Botanic Gardens Buildings Development	Complete	Community Wide (100%)	District Wide	100%	\$426,605	\$73,061	17.1%	\$353,544	83%	\$3.24
Botanic Gardens Furniture and Collection Development	Complete	Community Wide (100%)	District Wide	100%	\$214,346	\$27,041	12.6%	\$187,305	87%	\$1.43
Botanic Gardens - Gondwana Land and Childrens Garden Development Project	LTP	Community Wide (100%)	District Wide	100%	\$4,157,910	\$660,020	15.9%	\$3,497,890	84%	\$24.76
Botanic Gardens Irrigation Development	In Progress	Community Wide (100%)	District Wide	100%	\$54,155	\$6,832	12.6%	\$47,323	87%	\$0.31

Christchurch City Council Development Contributions Policy 2025

Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Botanic Gardens New Assets and Infrastructure Upgrades	Complete	Community Wide (100%)	District Wide	100%	\$164,002	\$20,690	12.6%	\$143,312	87%	\$0.95
Botanic Gardens Science Centre Development	In Progress	Community Wide (100%)	District Wide	100%	\$314,569	\$47,339	15%	\$267,230	85%	\$2.91
Botanic Gardens Service Plan	Complete	Community Wide (100%)	District Wide	100%	\$124,914	\$15,758	12.6%	\$109,156	87%	\$0.74
Botanic Gardens Services Development	Complete	Community Wide (100%)	District Wide	100%	\$428,028	\$53,998	12.6%	\$374,030	87%	\$2.83
Programme - Botanic Gardens Buildings, Structures and Furnishings New Development	LTP	Community Wide (100%)	District Wide	100%	\$12,747,064	\$2,183,069	17.1%	\$10,563,995	83%	\$73.70
Programme - Botanic Gardens Planned New Exhibitions, Collections & Signs Development	LTP	Community Wide (100%)	District Wide	100%	\$1,349,776	\$170,280	12.6%	\$1,179,496	87%	\$6.94

Christchurch City Council Development Contributions Policy 2025

Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Programme - Botanic Gardens Planned New Services Development	LTP	Community Wide (100%)	District Wide	100%	\$8,712,985	\$1,099,180	12.6%	\$7,613,805	87%	\$44.69
Visitor Centre New Footbridge Development	In Progress	Community Wide (100%)	District Wide	100%	\$122,075	\$18,371	15%	\$103,704	85%	\$1.16
Shrub & Garden Irrigation Development	Complete	Community Wide (100%)	District Wide	100%	\$98,493	\$16,868	17.1%	\$81,625	83%	\$0.80
SPORTS PARKS										
Bexley Dog Park	Complete	Community Wide (100%)	District Wide	100%	\$85,673	\$17,135	20%	\$68,538	80%	\$0.57
Bexley Park Development	In Progress	Community Wide (100%)	District Wide	100%	\$769,677	\$81,712	10.6%	\$687,965	89%	\$4.00
Community Parks Sports Field Development Delivery Package	In Progress	Community Wide (100%)	District Wide	100%	\$1,956,283	\$294,396	15%	\$1,661,887	85%	\$18.06
Delivery Package for Sports Parks Structures New	Complete	Community Wide (100%)	District Wide	100%	\$17,840	\$14,272	80%	\$3,568	20%	\$0.63

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Delivery Package FY17 - Sports Park Structures (New)	Complete	Community Wide (100%)	District Wide	100%	\$110,770	\$22,154	20%	\$88,616	80%	\$0.86
FY18 Delivery Package - Sports Parks Structures (New)	Complete	Community Wide (100%)	District Wide	100%	\$165,700	\$16,572	10%	\$149,128	90%	\$0.70
Hagley Park New Services Development	Complete	Community Wide (100%)	District Wide	100%	\$242,733	\$30,622	12.6%	\$212,111	87%	\$1.47
Lancaster Park Redevelopment	In Progress	Community Wide (100%)	District Wide	100%	\$4,506,955	\$771,864	17.1%	\$3,735,091	83%	\$30.83
Nga Puna Wai Masterplan Implementation	LTP	Community Wide (100%)	District Wide	100%	\$1,200,000	\$180,585	15%	\$1,019,415	85%	\$10.72
Programme - Community Parks Buildings, Structures and Furnishings New Development	LTP	Community Wide (100%)	District Wide	100%	\$11,917,537	\$2,041,004	17.1%	\$9,876,533	83%	\$68.64

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Urban Forest Implementation - Phase 1	In Progress	Community Wide (100%)	District Wide	100%	\$1,863,940	\$93,680	5%	\$1,770,260	95%	\$6.21
Halswell Domain Car Park	Complete	Community Wide (100%)	District Wide	100%	\$1,193,804	\$955,043	80%	\$238,761	20%	\$29.99
Ferrymead Park Development	Complete	Community Wide (100%)	District Wide	100%	\$221,287	\$110,643	50%	\$110,644	50%	\$4.89
Ferrymead Park Development	Complete	Community Wide (100%)	District Wide	100%	\$102,289	\$51,144	50%	\$51,145	50%	\$1.91
Washington Reserve	Complete	Community Wide (100%)	District Wide	100%	\$3,418,858	\$1,709,429	50%	\$1,709,429	50%	\$66.07
Bexley Park Development	Complete	Community Wide (100%)	District Wide	100%	\$701,773	\$120,186	17.1%	\$581,587	83%	\$5.68
Carrs Reserve Club Relocation	LTP	Community Wide (100%)	District Wide	100%	\$3,947,576	\$3,947,576	100%	\$0	0%	\$143.96
Programme - Community Parks Sports Field Development	LTP	Community Wide (100%)	District Wide	100%	\$74,978,858	\$9,458,903	12.6%	\$65,519,955	87%	\$381.95

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Sports Fields Development	Complete	Community Wide (100%)	District Wide	100%	\$1,128,384	\$193,248	17.1%	\$935,136	83%	\$8.80
Urban Forest Implementation - Phase 2	LTP	Community Wide (100%)	District Wide	100%	\$14,638,868	\$2,202,967	15%	\$12,435,901	85%	\$120.30
Operating Plant & Equipment Acquisitions for Council Parks	In Progress	Community Wide (100%)	District Wide	100%	\$1,051,507	\$158,239	15%	\$893,268	85%	\$21.79
NEIGHBOURHOOD PARKS										
Awatea road, new parks planting	Complete	West (100%)	West	100%	\$139,190	\$139,190	100%	\$0	0%	\$23.92
Delivery Package FY17 - NP Sports Facilities (New)	Complete	Community Wide (100%)	District Wide	100%	\$17,695	\$15,926	90%	\$1,769	10%	\$0.60
Programme - Parks Operating Plant & Equipment Acquisition	LTP	Community Wide (100%)	District Wide	100%	\$2,609,065	\$392,632	15%	\$2,216,433	85%	\$46.42
Scott Park Ferrymead Planting Project	Complete	South (100%)	South	100%	\$25,471	\$5,094	20%	\$20,377	80%	\$1.19

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Waitikiri Square Planting	Complete	East (100%)	East	100%	\$20,921	\$20,921	100%	\$0	0%	\$2.40
Westmoreland Re-vegetation	Complete	South (100%)	South	100%	\$229,052	\$39,228	17.1%	\$189,824	83%	\$15.06
Bays Skate and Scooter Park	In Progress	South (100%)	South	100%	\$1,099,263	\$450,698	41%	\$648,565	59%	\$88.80
Community Parks Development	Complete	Community Wide (100%)	District Wide	100%	\$494,155	\$84,629	17.1%	\$409,526	83%	\$3.89
Community Parks Development of New Assets	In Progress	Central (17%)	Central	17%	\$155,879	\$24,744	15.9%	\$131,135	84%	\$6.10
Community Parks Development of New Assets	In Progress	East (34%)	East	34%	\$311,758	\$49,488	15.9%	\$262,270	84%	\$6.02
Community Parks Development of New Assets	In Progress	North (14%)	North	14%	\$128,371	\$20,377	15.9%	\$107,994	84%	\$5.80
Community Parks Development of New Assets	In Progress	South (15%)	South	15%	\$137,540	\$21,833	15.9%	\$115,707	84%	\$5.85

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Community Parks Development of New Assets	In Progress	West (20%)	West	20%	\$183,387	\$29,111	15.9%	\$154,276	84%	\$4.73
Community Parks Signs Development	Complete	Community Wide (100%)	District Wide	100%	\$95,337	\$16,327	17.1%	\$79,010	83%	\$0.78
Delivery package detailed design landscape plans	Complete	Community Wide (100%)	District Wide	100%	\$473,749	\$378,999	80%	\$94,750	20%	\$14.81
Delivery Package FY17 - NP Furniture (New)	Complete	Community Wide (100%)	District Wide	100%	\$43,368	\$17,347	40%	\$26,021	60%	\$0.65
Delivery package new furniture neighbourhood parks	Complete	Community Wide (100%)	District Wide	100%	\$23,052	\$9,221	40%	\$13,831	60%	\$0.38
Development Funded Neighbourhood Parks Greenfield Catchment	In Progress	North (40%)	North	40%	\$19,876,204	\$19,876,204	100%	\$0	0%	\$5,166.98
Development Funded Neighbourhood Parks Greenfield Catchment	In Progress	West (60%)	West	60%	\$29,814,307	\$29,814,307	100%	\$0	0%	\$4,493.29

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Gloucester & Worcester Street Park Development	Complete	East (100%)	East	100%	\$101,918	\$17,455	17.1%	\$84,463	83%	\$2.61
Harewood Nursery Development	Complete	Community Wide (100%)	District Wide	100%	\$1,369,718	\$234,579	17.1%	\$1,135,139	83%	\$10.25
Neighbourhood Parks - Furniture (New)	Complete	Community Wide (100%)	District Wide	100%	\$21,237	\$8,495	40%	\$12,742	60%	\$0.36
Neighbourhood Reserve Purchases	Complete	Community Wide (100%)	District Wide	100%	\$771,483	\$771,483	100%	\$0	0%	\$28.88
New FY18 Delivery Package - Neighbourhood Parks - Furniture (New)	Complete	Community Wide (100%)	District Wide	100%	\$44,312	\$26,588	60%	\$17,724	40%	\$0.98
Programme - Community Parks New Development	LTP	Community Wide (100%)	District Wide	100%	\$19,830,509	\$3,966,102	20%	\$15,864,407	80%	\$133.68
St Albans Skate Park Extension	Complete	Community Wide (100%)	District Wide	100%	\$223,051	\$38,200	17.1%	\$184,851	83%	\$1.65
Community Parks Land Development & Acquisition for City Parks	In Progress	Community Wide (100%)	District Wide	100%	\$5,771,216	\$868,496	15%	\$4,902,720	85%	\$62.86

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Development Funded Neighbourhood Parks Banks Peninsula Catchment	LTP	Banks Peninsula (100%)	Banks Peninsula	100%	\$52,875	\$7,958	15%	\$44,917	85%	\$24.77
Development Funded Neighbourhood Parks Urban Catchment	LTP	Community Wide (100%)	District Wide	100%	\$40,943,071	\$7,011,932	17.1%	\$33,931,139	83%	\$239.59
WATER SUPPLY										
Akaroa Water Upgrade	Complete	Banks Peninsula (100%)	Banks Peninsula	100%	\$12,169,738	\$640,349	5.3%	\$11,529,389	95%	\$586.28
Belfast Well Renewal	Complete	Urban (100%)	Urban	100%	\$1,167,332	\$1,167,332	100%	\$0	0%	\$38.15
Highsted Water Supply Main	Complete	Urban (100%)	Urban	100%	\$402,724	\$381,528	94.7%	\$21,196	5%	\$12.11
Mains Renewal - Lincoln Rd and Hazeldean Rd	Complete	Urban (100%)	Urban	100%	\$2,596,149	\$77,884	3%	\$2,518,265	97%	\$3.23
Metro Pump Station to Antigua Street Link Main	In Progress	Urban (100%)	Urban	100%	\$1,317,724	\$1,317,724	100%	\$0	0%	\$35.23

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Prestons - Additional Well Development & Well Head Construction	Complete	Urban (100%)	Urban	100%	\$999,109	\$999,109	100%	\$0	0%	\$33.93
Riccarton Road Mains Renewal (Hansons to Matipo)	Complete	Urban (100%)	Urban	100%	\$4,229,034	\$1,723,567	40.8%	\$2,505,467	59%	\$52.13
Scruttons Road Pump Station to Lyttelton Road Tunnel & St Andrews Hill Road Mains Renewal	In Progress	Urban (100%)	Urban	100%	\$15,614,879	\$4,174,709	26.7%	\$11,440,170	73%	\$116.32
Ferrymead WSZ Capacity Upgrade	LTP	Urban (100%)	Urban	100%	\$19,550,876	\$19,550,876	100%	\$0	0%	\$647.09
Gardiners New Pump Station	Complete	Urban (100%)	Urban	100%	\$6,259,558	\$3,036,492	48.5%	\$3,223,066	51%	\$65.14
Koukourarata Drinking Water Scheme	In Progress	Banks Peninsula (100%)	Banks Peninsula	100%	\$10,055,263	\$3,093,927	30.8%	\$6,961,336	69%	\$9,362.25
Moorhouse Avenue Pump Station	LTP	Urban (100%)	Urban	100%	\$10,844,154	\$10,844,154	100%	\$0	0%	\$268.74

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Okains Bay New Water Supply	In Progress	Banks Peninsula (100%)	Banks Peninsula	100%	\$8,005,140	\$889,460	11.1%	\$7,115,680	89%	\$3,935.43
Prestons Pump Station	Complete	Urban (100%)	Urban	100%	\$8,005,939	\$8,005,939	100%	\$0	0%	\$186.30
Programme - Land Purchase for Pump Stations	LTP	Urban (100%)	Urban	100%	\$5,502,500	\$5,502,500	100%	\$0	0%	\$225.78
Programme - WS New Pump Stations for Growth	LTP	Urban (100%)	Urban	100%	\$22,300,000	\$22,300,000	100%	\$0	0%	\$315.19
Programme - WS New Wells for Growth	LTP	Urban (100%)	Urban	100%	\$9,022,359	\$9,022,359	100%	\$0	0%	\$137.52
SCIRT Wilmers Road Pump Station	Complete	Urban (100%)	Urban	100%	\$7,574,241	\$7,574,241	100%	\$0	0%	\$255.77
Candys Road Water Supply Main	In Progress	Urban (100%)	Urban	100%	\$413,351	\$413,351	100%	\$0	0%	\$18.81
Extension to Charteris Bay	Complete	Urban (100%)	Urban	100%	\$3,552,218	\$1,582,256	44.5%	\$1,969,962	55%	\$53.57

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Halswell Junction from McTeigues Rd to Springs Rd	Complete	Urban (100%)	Urban	100%	\$2,163,333	\$1,264,663	58.5%	\$898,670	42%	\$30.94
Hickory Pl - New WS Main from Halswell Junction Rd to Connaught Dr	Complete	Urban (100%)	Urban	100%	\$73,834	\$20,502	27.8%	\$53,332	72%	\$0.51
Highfield Water Supply Mains	Complete	Urban (100%)	Urban	100%	\$2,765,399	\$2,551,709	92.3%	\$213,690	8%	\$50.12
Highfield Water Supply Mains - Stage 2	In Progress	Urban (100%)	Urban	100%	\$3,267,591	\$3,200,769	98%	\$66,822	2%	\$115.36
Highsted New Mains	Complete	Urban (100%)	Urban	100%	\$390,560	\$359,018	91.9%	\$31,542	8%	\$7.54
Link Mains Upper Styx Harewood Design	Complete	Urban (100%)	Urban	100%	\$50,000	\$17,404	34.8%	\$32,596	65%	\$0.42
Prestons Infrastructure Provision Agreement	Complete	Urban (100%)	Urban	100%	\$350,044	\$350,044	100%	\$0	0%	\$8.35
Prestons Marshlands Rd Link Main	Complete	Urban (100%)	Urban	100%	\$1,348,389	\$490,925	36.4%	\$857,464	64%	\$10.91

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Programme - Reticulation New Mains	LTP	Urban (100%)	Urban	100%	\$5,522,848	\$5,522,848	100%	\$0	0%	\$78.33
SE Halswell Water Supply Mains	Complete	Urban (100%)	Urban	100%	\$1,224,000	\$1,136,376	92.8%	\$87,624	7%	\$22.95
Subdivisions Add Infrastructure For Development	In Progress	Urban (100%)	Urban	100%	\$3,250,681	\$3,250,681	100%	\$0	0%	\$226.24
Wilkinsons Road Gardiners Link Main	Complete	Urban (100%)	Urban	100%	\$721,006	\$325,277	45.1%	\$395,729	55%	\$6.96
Jeffreys Road Pump Station Suction Tank Renewal (PS1076)	Complete	Urban (100%)	Urban	100%	\$10,638,277	\$4,212,111	39.6%	\$6,426,166	60%	\$119.00
SCIRT Victoria Reservoirs 2 and 3 Replacement	Complete	Urban (100%)	Urban	100%	\$2,136,372	\$622,323	29.1%	\$1,514,049	71%	\$16.54
Ashgrove, Macmillan, Cashmere, Dyers Pass, Victoria, Barry Hogan & Hackthorne Mains Renewals	Complete	Urban (100%)	Urban	100%	\$2,478,879	\$570,142	23%	\$1,908,737	77%	\$27.33

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Ayr, Darvel, Mona Vale, Mathias, Chapter, Jacksons, Peverel, Dallas, Tintern & Balrudry Mains Renewals	In Progress	Urban (100%)	Urban	100%	\$4,443,051	\$222,153	5%	\$4,220,898	95%	\$8.54
Balgay, Karamu & Minebank Mains Renewal	Complete	Urban (100%)	Urban	100%	\$414,730	\$45,620	11%	\$369,110	89%	\$2.02
Bridle Path, Ticehurst, Hawkhurst, Coleridge, Dublin, Selwyn, Brittan, Charlotte J Mains Renewals	Complete	Urban (100%)	Urban	100%	\$3,726,138	\$260,830	7%	\$3,465,308	93%	\$10.09
Conway, Hollis, Centaurus, Palatine, Herbs & Eastern Terrace Mains Renewal	Complete	Urban (100%)	Urban	100%	\$2,250,903	\$247,599	11%	\$2,003,304	89%	\$10.66
Fenchurch, Grosvenor, Paddington, Ealing, Camden, Uxbridge & Aldgate Mains Renewal	Complete	Urban (100%)	Urban	100%	\$1,933,941	\$96,697	5%	\$1,837,244	95%	\$4.19

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Grahams, Hounslow & Rembrandt Mains Renewal	Complete	Urban (100%)	Urban	100%	\$2,099,419	\$146,959	7%	\$1,952,460	93%	\$6.33
Grahams, Powell, Pulford, Sunningvale, Bainton, Rolfe, Gegan, Farrington, Hillsbo Mains Renewals	Complete	Urban (100%)	Urban	100%	\$3,486,755	\$69,735	2%	\$3,417,020	98%	\$2.67
Mains Brougham, Jerrold, Selwyn, Somerset, Colombo, Waltham Renewals	In Progress	Urban (100%)	Urban	100%	\$15,112,681	\$453,380	3%	\$14,659,301	97%	\$16.23
Mains Burwood, Stanford & Newhaven Renewals	In Progress	Urban (100%)	Urban	100%	\$2,631,348	\$447,329	17%	\$2,184,019	83%	\$16.40
Mains Halswell, Hendersons, Cardinal, Warren & Kinnaird Renewals	In Progress	Urban (100%)	Urban	100%	\$3,094,325	\$123,773	4%	\$2,970,552	96%	\$4.59
Mains Memorial, Hampton, Frith,	LTP	Urban (100%)	Urban	100%	\$12,584,438	\$4,027,020	32%	\$8,557,418	68%	\$151.41

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Grangewood, Kyburn & Braco Renewals										
Mains Renewal - Multi-Use Arena - Barbadoes Madras Lichfield	In Progress	Urban (100%)	Urban	100%	\$3,626,889	\$507,764	14%	\$3,119,125	86%	\$18.68
Mains Silvester, Corso, Desmo, Finla, Whiteh, Fernbr, Idri, Bradn, Inglewo, Lamor, Port n, Kowh, Wattl Renewal	In Progress	Urban (100%)	Urban	100%	\$5,765,325	\$980,105	17%	\$4,785,220	83%	\$35.82
Mt Pleasant, Moorhouse, Struthers, Troup, Oxford, Kevin, Dalkeith, Cedars & Wyn Mains Renewals	In Progress	Urban (100%)	Urban	100%	\$2,338,758	\$210,488	9%	\$2,128,270	91%	\$8.41
Pacific Mains Renewal	Complete	Urban (100%)	Urban	100%	\$300,584	\$60,117	20%	\$240,467	80%	\$2.74
Park, Governors Bay, Cressy, Pages, Buxtons & Gladstone Quay Mains Renewal	Complete	Urban (100%)	Urban	100%	\$5,354,173	\$481,876	9%	\$4,872,297	91%	\$19.41

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Petrie, Nicholls & Dulles Mains Renewals	In Progress	Urban (100%)	Urban	100%	\$785,534	\$70,698	9%	\$714,836	91%	\$3.16
Port Hills Road Mains Renewal	Complete	Urban (100%)	Urban	100%	\$1,167,241	\$163,414	14%	\$1,003,827	86%	\$6.78
Port Hills Road Mains Renewals	Complete	Urban (100%)	Urban	100%	\$893,025	\$169,675	19%	\$723,350	81%	\$8.73
Purau, Waipapa, Marine, Whero, Rawhiti & Te Ra Mains Renewal	Complete	Urban (100%)	Urban	100%	\$2,492,302	\$224,307	9%	\$2,267,995	91%	\$9.86
Puriri Kilmarnock Wharenui Ilam Maidstone Wainui George Division Deans & Waimairi Mains Renewal	Complete	Urban (100%)	Urban	100%	\$9,113,630	\$1,822,726	20%	\$7,290,904	80%	\$76.81
Rocking Horse, Heron, Plover, Mermaid & Pukeko Mains Renewal	Complete	Urban (100%)	Urban	100%	\$2,591,728	\$181,421	7%	\$2,410,307	93%	\$7.93
Sefton, Pascoe, Webb, Walnut, Hutcheson, Bradford, Walsall,	Complete	Urban (100%)	Urban	100%	\$2,197,619	\$87,905	4%	\$2,109,714	96%	\$3.41

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Hammond, Willis & Dobs Mains Renewals										
Westmont, Bartlett, Peacock & Bridle Path Road Mains Renewals	Complete	Urban (100%)	Urban	100%	\$1,218,235	\$170,553	14%	\$1,047,682	86%	\$6.45
Belfast New Well	Complete	Urban (100%)	Urban	100%	\$205,968	\$117,814	57.2%	\$88,154	43%	\$6.58
Grampian New Well	Complete	Urban (100%)	Urban	100%	\$54,149	\$23,284	43%	\$30,865	57%	\$1.90
Thompsons PS	Complete	Urban (100%)	Urban	100%	\$845,693	\$448,217	53%	\$397,476	47%	\$28.14
Ben Rarere Pump Station Bexley Earthquake Replacement	Complete	Urban (100%)	Urban	100%	\$6,852,520	\$3,052,790	44.5%	\$3,799,730	55%	\$95.63
WASTEWATER COLLECTION										
Avonhead Road Main Renewal	Complete	Urban (100%)	Urban	100%	\$3,651,921	\$2,792,624	76.5%	\$859,297	24%	\$72.84
Belfast Pump Station Capacity Renewal (PS62)	Complete	Urban (100%)	Urban	100%	\$76,239	\$76,239	100%	\$0	0%	\$8.78

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Copper Ridge Private Development Agreement (PDA)	Complete	Urban (100%)	Urban	100%	\$401,595	\$401,595	100%	\$0	0%	\$12.68
Halswell Pump Station (Stage 2) (PS60)	In Progress	Urban (100%)	Urban	100%	\$4,416,172	\$1,283,050	29.1%	\$3,133,122	71%	\$41.30
Hayton Road Main Renewal	Complete	Urban (100%)	Urban	100%	\$6,467,705	\$5,155,039	79.7%	\$1,312,666	20%	\$148.68
North West Belfast Private Development Agreement (PDA)	Complete	Urban (100%)	Urban	100%	\$277,600	\$221,347	79.7%	\$56,253	20%	\$9.87
Programme - New Pump Stations for Growth	LTP	Urban (100%)	Urban	100%	\$4,449,284	\$4,024,150	90.4%	\$425,134	10%	\$154.26
Programme - WW New Reticulation Odour Control	LTP	Urban (100%)	Urban	100%	\$7,410,201	\$1,115,141	15%	\$6,295,060	85%	\$40.23
Riccarton Trunk Main	Complete	Urban (100%)	Urban	100%	\$15,513,284	\$2,262,354	14.6%	\$13,250,930	85%	\$64.59
Shirley Local Pressure Sewer System	In Progress	Urban (100%)	Urban	100%	\$1,214,973	\$1,214,973	100%	\$0	0%	\$66.86

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South East Halswell Sewer	Complete	Urban (100%)	Urban	100%	\$11,923,100	\$10,836,330	90.9%	\$1,086,770	9%	\$312.72
Tyrone Street Pump Station Capacity Renewal (Stage 2) (PS62)	LTP	Urban (100%)	Urban	100%	\$4,000,000	\$3,948,782	98.7%	\$51,218	1%	\$198.45
Upper Styx Biofilters	Complete	Urban (100%)	Urban	100%	\$412,929	\$394,976	95.7%	\$17,953	4%	\$11.62
Fendalton Duplication	Complete	Urban (100%)	Urban	100%	\$13,193,007	\$312,466	2.4%	\$12,880,541	98%	\$13.31
Programme - Provision of Waste Water Infrastructure for the South West Area Growth	Complete	Urban (100%)	Urban	100%	\$1,538,614	\$1,538,614	100%	\$0	0%	\$58.15
Riccarton Interceptor (Upper Riccarton)	In Progress	Urban (100%)	Urban	100%	\$14,217,382	\$7,682,086	54%	\$6,535,296	46%	\$157.57
SCIRT Croydon Street upgrade	Complete	Urban (100%)	Urban	100%	\$95,291	\$48,598	51%	\$46,693	49%	\$1.69
SCIRT Wairakei Diversion	Complete	Urban (100%)	Urban	100%	\$8,281,376	\$1,686,077	20.4%	\$6,595,299	80%	\$59.13

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SCIRT Wigram PM & PS 105	Complete	Urban (100%)	Urban	100%	\$38,618,003	\$29,531,414	76.5%	\$9,086,589	24%	\$1,033.84
Tilford Street Pump Station & Pressure Main Capacity Renewal (PS13)	In Progress	Urban (100%)	Urban	100%	\$1,871,371	\$1,628,523	87%	\$242,848	13%	\$59.26
Wainui Sewer Reticulation & Wastewater Treatment Plant	Complete	Akaroa Harbour (100%)	Akaroa Harbour	100%	\$4,583,737	\$111,282	2.4%	\$4,472,455	98%	\$176.52
WI Future Stages	Complete	Urban (100%)	Urban	100%	\$43,676,483	\$6,302,727	14.4%	\$37,373,756	86%	\$276.80
North Awatea Growth	Complete	Urban (100%)	Urban	100%	\$324,493	\$265,789	81.9%	\$58,704	18%	\$8.46
PS123 Awatea Pumping Station	Complete	Urban (100%)	Urban	100%	\$1,543,400	\$1,360,998	88.2%	\$182,402	12%	\$48.74
Belfast Area Growth - New WW Main - Richill St to Belfast Rd	Complete	Urban (100%)	Urban	100%	\$2,264,184	\$1,996,884	88.2%	\$267,300	12%	\$67.79

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Cavendish Road Biofilter	Complete	Urban (100%)	Urban	100%	\$165,993	\$157,693	95%	\$8,300	5%	\$4.39
Extension to Charteris Bay	Complete	Urban (100%)	Urban	100%	\$8,064,220	\$3,592,027	44.5%	\$4,472,193	55%	\$127.21
Highfield Connection to Northcote Collector	Complete	Urban (100%)	Urban	100%	\$1,936,547	\$1,936,547	100%	\$0	0%	\$58.14
Highfield Wastewater Servicing - Stage 2	In Progress	Urban (100%)	Urban	100%	\$2,060,957	\$2,018,811	98%	\$42,146	2%	\$71.35
Highsted Pressure Sewer System Main	Complete	Urban (100%)	Urban	100%	\$219,553	\$205,266	93.5%	\$14,287	7%	\$7.15
Infra New Wastewater Reticulation - Groyne Park	Complete	Urban (100%)	Urban	100%	\$4,333,113	\$4,333,113	100%	\$0	0%	\$244.61
Prestons Infrastructure Provision Agreement	Complete	Urban (100%)	Urban	100%	\$3,633,341	\$3,409,297	93.8%	\$224,044	6%	\$115.33
Programme - New Mains	LTP	Urban (100%)	Urban	100%	\$5,815,589	\$5,259,903	90.4%	\$555,686	10%	\$176.87
Subdivisions Additional Infrastructure	In Progress	Urban (100%)	Urban	100%	\$2,912,650	\$2,912,650	100%	\$0	0%	\$192.78

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West Halswell Growth	Complete	Urban (100%)	Urban	100%	\$398,061	\$375,963	94.4%	\$22,098	6%	\$11.82
Worsleys Road Gravity Main Upgrade	Complete	Urban (100%)	Urban	100%	\$503,618	\$308,801	61.3%	\$194,817	39%	\$10.22
Worsleys Sewer (Lower Blocks 3& 4	Complete	Urban (100%)	Urban	100%	\$342,104	\$97,744	28.6%	\$244,360	71%	\$3.39
McCormacks Bay Road Pump Station Renewal (PS0057)	In Progress	Urban (100%)	Urban	100%	\$1,916,263	\$1,256,890	65.6%	\$659,373	34%	\$45.85
Edinburgh, Hinemoa, Nairn, Neville, Lyttelton, Torrens, Dundee, Somers & Hillier Mains Renewal	Complete	Urban (100%)	Urban	100%	\$5,532,911	\$276,646	5%	\$5,256,265	95%	\$13.15
Matsons Aorangi Pipe Renewal	In Progress	Urban (100%)	Urban	100%	\$3,209,063	\$160,453	5%	\$3,048,610	95%	\$5.64
Meadows Street Mains Renewal	In Progress	Urban (100%)	Urban	100%	\$950,875	\$102,243	10.8%	\$848,632	89%	\$3.72
Land Purchase PS62 Storage	Complete	Urban (100%)	Urban	100%	\$294,601	\$244,097	82.9%	\$50,504	17%	\$11.54

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PS 11 Surge & Transient Measures	Complete	Urban (100%)	Urban	100%	\$1,015,820	\$206,848	20.4%	\$808,972	80%	\$11.83
Pump Station 20 Upgrade	Complete	Urban (100%)	Urban	100%	\$738,543	\$212,771	28.8%	\$525,772	71%	\$15.68
Pump Station 21 Upgrade	Complete	Urban (100%)	Urban	100%	\$742,867	\$163,683	22%	\$579,184	78%	\$10.07
Belfast Area Growth	Complete	Urban (100%)	Urban	100%	\$161,819	\$98,710	61%	\$63,109	39%	\$4.26
Belfast Pressure Main	Complete	Urban (100%)	Urban	100%	\$7,764,393	\$1,017,879	13.1%	\$6,746,514	87%	\$60.03
Buchanans Rd Sewer	Complete	Urban (100%)	Urban	100%	\$659,762	\$577,292	87.5%	\$82,470	12%	\$30.75
Fisher Ave & Tennyson St Overflows to Pump Station 21	Complete	Urban (100%)	Urban	100%	\$262,580	\$35,011	13.3%	\$227,569	87%	\$2.13
New Pressure Main 20	Complete	Urban (100%)	Urban	100%	\$2,180,741	\$537,741	24.7%	\$1,643,000	75%	\$43.48
New Pressure Main 21	Complete	Urban (100%)	Urban	100%	\$1,222,758	\$266,029	21.8%	\$956,729	78%	\$17.21

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New Pressure Main 22	Complete	Urban (100%)	Urban	100%	\$362,529	\$68,862	19%	\$293,667	81%	\$5.52
No.11 Pressure Main Upgrading	Complete	Urban (100%)	Urban	100%	\$4,850,479	\$160,845	3.3%	\$4,689,634	97%	\$10.67
PS60/PM60 Pressure Main Stage 1	Complete	Urban (100%)	Urban	100%	\$1,417,760	\$524,885	37%	\$892,875	63%	\$38.32
Stage 1 Bass to Mathesons/Fitzgerald	Complete	Urban (100%)	Urban	100%	\$6,668,000	\$962,225	14.4%	\$5,705,775	86%	\$47.62
Pump Station 11	Complete	Urban (100%)	Urban	100%	\$8,369,464	\$3,320,866	39.7%	\$5,048,598	60%	\$194.43
Pump Station 11 Tie-In	Complete	Urban (100%)	Urban	100%	\$3,868,722	\$250,421	6.5%	\$3,618,301	94%	\$14.04
WASTEWATER TREATMENT AND DISPOSAL										
Akaroa Reclaimed Water Treatment & Reuse Scheme	In Progress	Akaroa Harbour (100%)	Akaroa Harbour	100%	\$101,347,958	\$3,242,366	3.2%	\$98,105,592	97%	\$15,405.65
CWTP 5th & 6th Digester	Complete	Urban (100%)	Urban	100%	\$24,298,987	\$15,331,185	63.1%	\$8,967,802	37%	\$802.45

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Duvauchelle Treatment and Disposal Renewal	In Progress	Akaroa Harbour (100%)	Akaroa Harbour	100%	\$19,405,937	\$473,316	2.4%	\$18,932,621	98%	\$2,198.61
Lyttelton Harbour Wastewater Scheme	Complete	Urban (100%)	Urban	100%	\$58,387,605	\$11,392,564	19.5%	\$46,995,041	80%	\$298.25
CWTP Biosolids Dewatering Renewal	Complete	Urban (100%)	Urban	100%	\$2,692,642	\$492,236	18.3%	\$2,200,406	82%	\$14.33
CWTP Ocean Outfall	Complete	Urban (100%)	Urban	100%	\$82,506,119	\$15,001,113	18.2%	\$67,505,006	82%	\$766.34
Expansion items 1999-2009	Complete	Urban (100%)	Urban	100%	\$25,118,044	\$1,875,741	7.5%	\$23,242,303	93%	\$133.19
STORMWATER AND FLOOD PROTECTION										
Carrs Road S/W Facility	Complete	Urban (100%)	Urban	100%	\$3,298,407	\$3,254,963	98.7%	\$43,444	1%	\$112.93
Cashmere Stream Enhancement (Cashmere Road)	In Progress	Urban (100%)	Urban	100%	\$4,423,578	\$2,044,100	46.2%	\$2,379,478	54%	\$76.72

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Copper Ridge Private Development Agreement (PDA)	Complete	Urban (100%)	Urban	100%	\$239,854	\$239,854	100%	\$0	0%	\$6.86
Coxs - Quaifes Facility	Complete	Urban (100%)	Urban	100%	\$10,536,194	\$10,146,355	96.3%	\$389,839	4%	\$188.76
Horners Kruses Land Purchase	Complete	Urban (100%)	Urban	100%	\$6,828,310	\$682,831	10%	\$6,145,479	90%	\$20.07
New Technical Equipment	In Progress	Urban (100%)	Urban	100%	\$577,838	\$63,562	11%	\$514,276	89%	\$1.23
Programme - Piped Systems - Pipe Drains (New)	In Progress	Urban (100%)	Urban	100%	\$135,395	\$14,893	11%	\$120,502	89%	\$0.38
Programme - SW Management Plan on Puharakekenui - Styx Waterway Detention & Treatment Facilities	LTP	Urban (100%)	Urban	100%	\$16,333,686	\$12,250,264	75%	\$4,083,422	25%	\$222.37
Programme - SW Opawaho - Heathcote	LTP	Urban (100%)	Urban	100%	\$14,645,285	\$2,196,793	15%	\$12,448,492	85%	\$40.81

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Waterways Detention & Treatment Facilities										
Programme - Waterways & Wetlands Land Purchases	LTP	Urban (100%)	Urban	100%	\$1,877,618	\$281,643	15%	\$1,595,975	85%	\$6.71
Quarry Road Drain Conveyance Improvements & Sutherlands Road Culverts	In Progress	Urban (100%)	Urban	100%	\$4,905,922	\$4,415,330	90%	\$490,592	10%	\$109.15
Sutherlands Road Waterway Enhancements Infrastructure Provision Agreement (IPA)	In Progress	Urban (100%)	Urban	100%	\$363,402	\$363,402	100%	\$0	0%	\$9.33
Programme - SW Stormwater Modelling (Quality & Treatment)	LTP	Urban (100%)	Urban	100%	\$1,282,000	\$192,300	15%	\$1,089,700	85%	\$6.17
Redwood Springs	Complete	Urban (100%)	Urban	100%	\$192,814	\$144,610	75%	\$48,204	25%	\$4.52

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OLD - Redwood Springs	Complete	Urban (100%)	Urban	100%	\$388,034	\$97,008	25%	\$291,026	75%	\$3.72
Owaka & Awatea Green Corridor	Complete	Urban (100%)	Urban	100%	\$266,600	\$132,112	49.6%	\$134,488	50%	\$5.30
Programme - SW Open Water Systems Utility Drain Improvements	LTP	Urban (100%)	Urban	100%	\$2,512,721	\$376,908	15%	\$2,135,813	85%	\$11.93
Waterway and Stormwater Fencing at Karamu, Quarry View & Nederland Ave	Complete	Urban (100%)	Urban	100%	\$32,920	\$32,920	100%	\$0	0%	\$0.95
Awatea Stormwater Spine Network Project	Complete	Urban (100%)	Urban	100%	\$607,788	\$607,788	100%	\$0	0%	\$12.55
Blencathra Basins	In Progress	Urban (100%)	Urban	100%	\$3,337,571	\$500,636	15%	\$2,836,935	85%	\$17.97
Carrs Corridor (Stage 2)	Complete	Urban (100%)	Urban	100%	\$752,977	\$75,298	10%	\$677,679	90%	\$1.95
Cashmere Worsleys Wetlands Infrastructure	Complete	Urban (100%)	Urban	100%	\$488,140	\$244,070	50%	\$244,070	50%	\$12.01

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Provision Agreement (IPA)										
Curletts Wetland	Complete	Urban (100%)	Urban	100%	\$252,322	\$25,232	10%	\$227,090	90%	\$0.78
Eastman Sutherland and Hoon Hay Wetlands	In Progress	Urban (100%)	Urban	100%	\$34,449,018	\$32,726,567	95%	\$1,722,451	5%	\$528.24
Greens Stormwater Facility	In Progress	Urban (100%)	Urban	100%	\$14,587,113	\$12,253,175	84%	\$2,333,938	16%	\$293.22
Highsted Infrastructure Agreement	Complete	Urban (100%)	Urban	100%	\$2,643,230	\$2,643,230	100%	\$0	0%	\$57.61
Kainga Basins	LTP	Urban (100%)	Urban	100%	\$11,672,733	\$5,602,912	48%	\$6,069,821	52%	\$155.04
Nottingham Basins	LTP	Urban (100%)	Urban	100%	\$219,408	\$219,408	100%	\$0	0%	\$6.58
Nottingham Stream	LTP	Urban (100%)	Urban	100%	\$2,197,500	\$329,625	15%	\$1,867,875	85%	\$11.85
Otukaikino Stormwater Facility	In Progress	Urban (100%)	Urban	100%	\$22,926,611	\$8,941,378	39%	\$13,985,233	61%	\$304.23

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Owaka Basin	Complete	Urban (100%)	Urban	100%	\$263,099	\$210,479	80%	\$52,620	20%	\$3.88
Owaka Corridor	Complete	Urban (100%)	Urban	100%	\$4,697,868	\$3,758,294	80%	\$939,574	20%	\$67.25
Programme - SW Estuary & Coastal Waterways Detention & Treatment Facilities	LTP	Urban (100%)	Urban	100%	\$5,605,981	\$840,897	15%	\$4,765,084	85%	\$20.85
Quaifes Murphys Extended Detention Basin	In Progress	Urban (100%)	Urban	100%	\$1,379,006	\$1,379,006	100%	\$0	0%	\$31.81
Quaifes Rd Infrastructure Provision Agreement	Complete	Urban (100%)	Urban	100%	\$770,014	\$770,014	100%	\$0	0%	\$33.22
Rock Weir/Riffle on Knights Stream	Complete	Urban (100%)	Urban	100%	\$46,466	\$46,466	100%	\$0	0%	\$1.01
Rossendale Infrastructure Provision Agreement (IPA)	Complete	Urban (100%)	Urban	100%	\$9,550,815	\$9,264,291	97%	\$286,524	3%	\$151.40

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Snellings Drain Enhancement at Prestons South (IPA)	In Progress	Urban (100%)	Urban	100%	\$2,617,956	\$2,617,956	100%	\$0	0%	\$63.86
Sparks Road Development Drainage Works	Complete	Urban (100%)	Urban	100%	\$3,994,142	\$3,355,079	84%	\$639,063	16%	\$97.65
Spreydon Lodge Infrastructure Provision Agreement (IPA)	In Progress	Urban (100%)	Urban	100%	\$9,471,093	\$7,955,718	84%	\$1,515,375	16%	\$116.81
Treatment of Eastman Wetlands	Complete	Urban (100%)	Urban	100%	\$320,667	\$288,600	90%	\$32,067	10%	\$5.91
Waterways & Wetlands Land Purchases Rolling Package	In Progress	Urban (100%)	Urban	100%	\$1,460,435	\$219,065	15%	\$1,241,370	85%	\$5.34
Wigram aero pipe and storage	Complete	Urban (100%)	Urban	100%	\$228,575	\$228,575	100%	\$0	0%	\$5.13
204 & 232 Styx Mill Road Esplanade Restoration	In Progress	Urban (100%)	Urban	100%	\$176,077	\$176,077	100%	\$0	0%	\$6.60

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Addington Brook & Riccarton Drain Filtration Devices	In Progress	Urban (100%)	Urban	100%	\$25,176,143	\$2,341,381	9.3%	\$22,834,762	91%	\$45.67
Awatea South Basin	Complete	Urban (100%)	Urban	100%	\$34,239	\$34,239	100%	\$0	0%	\$0.90
Blakes Road Stormwater Facility (Works 1)	Complete	Urban (100%)	Urban	100%	\$9,187,945	\$8,728,548	95%	\$459,397	5%	\$217.80
Bullers Stream Naturalisation and Facility	Complete	Urban (100%)	Urban	100%	\$2,611,353	\$2,486,008	95.2%	\$125,345	5%	\$48.16
Carrs Road S/W Facility	Complete	Urban (100%)	Urban	100%	\$1,010,453	\$1,010,453	100%	\$0	0%	\$25.95
Dudley Diversion Basins	LTP	Urban (100%)	Urban	100%	\$8,000,000	\$1,200,000	15%	\$6,800,000	85%	\$38.86
Dudley Diversion Wetlands	LTP	Urban (100%)	Urban	100%	\$11,750,000	\$1,762,500	15%	\$9,987,500	85%	\$54.71
Englefield Wetland Cost Share	In Progress	Urban (100%)	Urban	100%	\$6,562,765	\$984,415	15%	\$5,578,350	85%	\$35.44

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Gardiners Stormwater Facility	In Progress	Urban (100%)	Urban	100%	\$10,503,121	\$2,625,780	25%	\$7,877,341	75%	\$57.43
Guthries Thompson Basins	LTP	Urban (100%)	Urban	100%	\$2,567,660	\$2,439,277	95%	\$128,383	5%	\$49.04
Highfield Northwest Basins Infrastructure Provision Agreement (IPA)	Complete	Urban (100%)	Urban	100%	\$669,027	\$535,222	80%	\$133,805	20%	\$24.44
Highfield Prestons Road Basins	LTP	Urban (100%)	Urban	100%	\$4,607,576	\$4,377,197	95%	\$230,379	5%	\$150.67
Highsted Cavendish Infrastructure Provision Agreement	In Progress	Urban (100%)	Urban	100%	\$1,507,924	\$1,507,924	100%	\$0	0%	\$55.17
Highsted Cavendish Stormwater Management System	Complete	Urban (100%)	Urban	100%	\$487,007	\$243,504	50%	\$243,503	50%	\$4.87
Highsted Land Purchase & Construction of Waterways, Basins & Wetlands	Complete	Urban (100%)	Urban	100%	\$6,947,065	\$3,473,532	50%	\$3,473,533	50%	\$60.89

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Highsted on Tulett Infrastructure Provision Agreement	Complete	Urban (100%)	Urban	100%	\$1,795,953	\$1,769,014	98.5%	\$26,939	1%	\$35.34
Highsted Styx Mill Reserve Wetland	In Progress	Urban (100%)	Urban	100%	\$19,681,382	\$8,659,808	44%	\$11,021,574	56%	\$184.54
Highsted Wetland, Highams Basin & Puharakekenui - Styx Stream	In Progress	Urban (100%)	Urban	100%	\$19,577,210	\$8,613,972	44%	\$10,963,238	56%	\$178.83
Horners Kruses Basin	LTP	Urban (100%)	Urban	100%	\$15,454,843	\$2,318,226	15%	\$13,136,617	85%	\$72.73
Kaputone Stream Diversion	Complete	Urban (100%)	Urban	100%	\$2,502,963	\$2,502,963	100%	\$0	0%	\$56.65
Kirkwood Basin	Complete	Urban (100%)	Urban	100%	\$126,004	\$126,004	100%	\$0	0%	\$3.82
Knights Basin	Complete	Urban (100%)	Urban	100%	\$2,611,678	\$2,611,678	100%	\$0	0%	\$59.64
Owaka Basin	Complete	Urban (100%)	Urban	100%	\$131,029	\$131,029	100%	\$0	0%	\$3.45

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Prestons & Clare Park	In Progress	Urban (100%)	Urban	100%	\$6,997,791	\$5,458,277	78%	\$1,539,514	22%	\$158.27
Programme - SW Banks Peninsula Settlements Waterways Detention & Treatment Facilities	LTP	Banks Peninsula (100%)	Banks Peninsula	100%	\$7,050,777	\$705,078	10%	\$6,345,699	90%	\$695.86
Programme - SW Open Water Systems - Open Drains Reactive Works	LTP	Urban (100%)	Urban	100%	\$275,134	\$41,270	15%	\$233,864	85%	\$1.06
Programme - SW Otakaro - Avon Waterway Detention & Treatment Facilities	LTP	Urban (100%)	Urban	100%	\$35,671,242	\$5,350,686	15%	\$30,320,556	85%	\$70.70
Programme - SW Outer Christchurch Otukaikino Waterways Detention & Treatment Facilities	LTP	Urban (100%)	Urban	100%	\$12,081,882	\$1,812,282	15%	\$10,269,600	85%	\$34.76
Puharakekenui Styx Centre Cost Share	In Progress	Urban (100%)	Urban	100%	\$2,414,714	\$1,207,357	50%	\$1,207,357	50%	\$25.52

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Quaifes Murphys Basin & Wetland	Complete	Urban (100%)	Urban	100%	\$3,925,541	\$3,925,541	100%	\$0	0%	\$85.83
Reactive project for new developments	Complete	Urban (100%)	Urban	100%	\$25,287	\$10,115	40%	\$15,172	60%	\$0.22
Regents Park Close IPA	Complete	Urban (100%)	Urban	100%	\$1,989,253	\$1,989,253	100%	\$0	0%	\$40.96
Spring Grove Stormwater Infrastructure	Complete	Urban (100%)	Urban	100%	\$42,636	\$42,636	100%	\$0	0%	\$0.95
Summerset at Highsted Infrastructure Provision Agreement (IPA)	Complete	Urban (100%)	Urban	100%	\$2,599,498	\$1,299,749	50%	\$1,299,749	50%	\$33.61
SW Open Drains Reactive Works	LTP	Urban (100%)	Urban	100%	\$2,117,285	\$317,593	15%	\$1,799,692	85%	\$10.35
SW Piped Systems Reactive Works	LTP	Urban (100%)	Urban	100%	\$1,590,275	\$238,541	15%	\$1,351,734	85%	\$8.57
SW Waikakariki - Cranford Stormwater Treatment (Stage 1)	LTP	Urban (100%)	Urban	100%	\$16,242,184	\$2,436,328	15%	\$13,805,856	85%	\$83.49

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
SW Waikakariki - Horseshoe Lake Stormwater Treatment (Stage 2)	LTP	Urban (100%)	Urban	100%	\$16,220,538	\$2,433,081	15%	\$13,787,457	85%	\$80.36
Worsleys Spur Stormwater Pipe and Drain System	Complete	Urban (100%)	Urban	100%	\$2,579,288	\$1,289,644	50%	\$1,289,644	50%	\$24.10
Redwood Springs Detention Basins	Complete	Urban (100%)	Urban	100%	\$254,475	\$254,475	100%	\$0	0%	\$8.68
Steamwharf Stream @ St Johns St	Complete	Urban (100%)	Urban	100%	\$57,147	\$57,147	100%	\$0	0%	\$1.97
Delivery Package - SW Natural Waterways	In Progress	Urban (100%)	Urban	100%	\$2,821,479	\$423,222	15%	\$2,398,257	85%	\$16.84
Owaka & Awatea Green Corridor	Complete	Urban (100%)	Urban	100%	\$1,146,159	\$573,080	50%	\$573,079	50%	\$14.42
Piped Systems - Pipe Drains (New)	Complete	Urban (100%)	Urban	100%	\$118,368	\$59,184	50%	\$59,184	50%	\$2.12

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Programme - SW Improving Urban Waterways	LTP	Urban (100%)	Urban	100%	\$18,250,000	\$2,737,500	15%	\$15,512,500	85%	\$85.93
Waterways & Wetlands Purchases	Complete	Urban (100%)	Urban	100%	\$20,025,884	\$2,002,588	10%	\$18,023,296	90%	\$107.62
Cranford Basin (LDRP 503)	Complete	Urban (100%)	Urban	100%	\$10,401,242	\$1,560,186	15%	\$8,841,056	85%	\$83.35
Curletts Flood Storage (LDRP 526)	Complete	Urban (100%)	Urban	100%	\$9,633,979	\$963,398	10%	\$8,670,581	90%	\$18.11
Eastman Wetlands (LDRP 528)	Complete	Urban (100%)	Urban	100%	\$9,680,107	\$3,872,043	40%	\$5,808,064	60%	\$120.20
Heathcote Valley Drain Naturalisation	Complete	Urban (100%)	Urban	100%	\$2,391,247	\$2,391,247	100%	\$0	0%	\$117.49
No 1 Drain (LDRP 512)	Complete	Urban (100%)	Urban	100%	\$5,278,636	\$791,795	15%	\$4,486,841	85%	\$40.00
ROAD NETWORK										
Barrington, Lincoln & Whiteleigh Intersection Improvement	Complete	Central (33%)	Central	33%	\$464,199	\$43,660	9.4%	\$420,539	91%	\$1.36

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Barrington, Lincoln & Whiteleigh Intersection Improvement	Complete	South (33%)	South	33%	\$464,199	\$43,660	9.4%	\$420,539	91%	\$3.06
Barrington, Lincoln & Whiteleigh Intersection Improvement	Complete	West (34%)	West	34%	\$478,266	\$44,983	9.4%	\$433,283	91%	\$3.83
Central City Projects - Antigua Street (Tuam to Moorhouse)	Complete	Central (20%)	Central	20%	\$29,666	\$2,967	10%	\$26,699	90%	\$1.06
Central City Projects - Antigua Street (Tuam to Moorhouse)	Complete	East (20%)	East	20%	\$29,666	\$2,967	10%	\$26,699	90%	\$0.22
Central City Projects - Antigua Street (Tuam to Moorhouse)	Complete	North (20%)	North	20%	\$29,666	\$2,967	10%	\$26,699	90%	\$0.39
Central City Projects - Antigua Street (Tuam to Moorhouse)	Complete	South (20%)	South	20%	\$29,666	\$2,967	10%	\$26,699	90%	\$0.38

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Central City Projects - Antigua Street (Tuam to Moorhouse)	Complete	West (20%)	West	20%	\$29,666	\$2,967	10%	\$26,699	90%	\$0.27
Central City Projects - Gloucester Street (Manchester to Colombo)	Complete	Central (20%)	Central	20%	\$64,784	\$5,507	8.5%	\$59,277	91%	\$1.61
Central City Projects - Gloucester Street (Manchester to Colombo)	Complete	East (20%)	East	20%	\$64,784	\$5,507	8.5%	\$59,277	91%	\$0.33
Central City Projects - Gloucester Street (Manchester to Colombo)	Complete	North (20%)	North	20%	\$64,784	\$5,507	8.5%	\$59,277	91%	\$0.59
Central City Projects - Gloucester Street (Manchester to Colombo)	Complete	South (20%)	South	20%	\$64,784	\$5,507	8.5%	\$59,277	91%	\$0.58
Central City Projects - Gloucester Street	Complete	West (20%)	West	20%	\$64,784	\$5,507	8.5%	\$59,277	91%	\$0.41

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
(Manchester to Colombo)										
Central City Projects - Hereford Street (Manchester to Cambridge)	Complete	Central (20%)	Central	20%	\$1,718,555	\$117,205	6.8%	\$1,601,350	93%	\$42.27
Central City Projects - Hereford Street (Manchester to Cambridge)	Complete	East (20%)	East	20%	\$1,718,555	\$117,205	6.8%	\$1,601,350	93%	\$8.24
Central City Projects - Hereford Street (Manchester to Cambridge)	Complete	North (20%)	North	20%	\$1,718,555	\$117,205	6.8%	\$1,601,350	93%	\$14.59
Central City Projects - Hereford Street (Manchester to Cambridge)	Complete	South (20%)	South	20%	\$1,718,555	\$117,205	6.8%	\$1,601,350	93%	\$14.31
Central City Projects - Hereford Street	Complete	West (20%)	West	20%	\$1,718,555	\$117,205	6.8%	\$1,601,350	93%	\$10.18

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
(Manchester to Cambridge)										
Central City Projects - High Street (Cashel to Tuam)	Complete	Central (100%)	Central	100%	\$5,775,713	\$538,296	9.3%	\$5,237,417	91%	\$172.06
Central City Projects - High Street (Tuam to St Asaph)	In Progress	Central (100%)	Central	100%	\$4,824,590	\$675,443	14%	\$4,149,147	86%	\$56.18
Central City Projects - Lichfield Street (Madras to Manchester)	Complete	Central (20%)	Central	20%	\$74,141	\$7,414	10%	\$66,727	90%	\$2.29
Central City Projects - Lichfield Street (Madras to Manchester)	Complete	East (20%)	East	20%	\$74,141	\$7,414	10%	\$66,727	90%	\$0.47
Central City Projects - Lichfield Street (Madras to Manchester)	Complete	North (20%)	North	20%	\$74,141	\$7,414	10%	\$66,727	90%	\$0.84
Central City Projects - Lichfield Street (Madras to Manchester)	Complete	South (20%)	South	20%	\$74,141	\$7,414	10%	\$66,727	90%	\$0.82

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Central City Projects - Lichfield Street (Madras to Manchester)	Complete	West (20%)	West	20%	\$74,141	\$7,414	10%	\$66,727	90%	\$0.58
Central City Projects - Madras Street (Moorhouse to Tuam) - CMUA South-West	Complete	Central (20%)	Central	20%	\$27,017	\$2,702	10%	\$24,315	90%	\$0.81
Central City Projects - Madras Street (Moorhouse to Tuam) - CMUA South-West	Complete	East (20%)	East	20%	\$27,017	\$2,702	10%	\$24,315	90%	\$0.17
Central City Projects - Madras Street (Moorhouse to Tuam) - CMUA South-West	Complete	North (20%)	North	20%	\$27,017	\$2,702	10%	\$24,315	90%	\$0.30
Central City Projects - Madras Street (Moorhouse to Tuam) - CMUA South-West	Complete	South (20%)	South	20%	\$27,017	\$2,702	10%	\$24,315	90%	\$0.29
Central City Projects - Madras Street	Complete	West (20%)	West	20%	\$27,017	\$2,702	10%	\$24,315	90%	\$0.21

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
(Moorhouse to Tuam) - CMUA South-West										
Central City Projects - Salisbury & Kilmore	Complete	Central (20%)	Central	20%	\$605,066	\$60,507	10%	\$544,559	90%	\$22.27
Central City Projects - Salisbury & Kilmore	Complete	East (20%)	East	20%	\$605,066	\$60,507	10%	\$544,559	90%	\$4.57
Central City Projects - Salisbury & Kilmore	Complete	North (20%)	North	20%	\$605,066	\$60,507	10%	\$544,559	90%	\$8.13
Central City Projects - Salisbury & Kilmore	Complete	South (20%)	South	20%	\$605,066	\$60,507	10%	\$544,559	90%	\$7.98
Central City Projects - Salisbury & Kilmore	Complete	West (20%)	West	20%	\$605,066	\$60,507	10%	\$544,559	90%	\$5.68
Central City Projects - St Asaph Street (Ferry to Antigua)	Complete	Central (20%)	Central	20%	\$941,507	\$51,124	5.4%	\$890,383	95%	\$23.34
Central City Projects - St Asaph Street (Ferry to Antigua)	Complete	East (20%)	East	20%	\$941,507	\$51,124	5.4%	\$890,383	95%	\$4.30

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Central City Projects - St Asaph Street (Ferry to Antigua)	Complete	North (20%)	North	20%	\$941,507	\$51,124	5.4%	\$890,383	95%	\$7.57
Central City Projects - St Asaph Street (Ferry to Antigua)	Complete	South (20%)	South	20%	\$941,507	\$51,124	5.4%	\$890,383	95%	\$7.41
Central City Projects - St Asaph Street (Ferry to Antigua)	Complete	West (20%)	West	20%	\$941,507	\$51,124	5.4%	\$890,383	95%	\$5.28
Central City Projects - Victoria Street	Complete	Central (20%)	Central	20%	\$2,237,551	\$135,596	6.1%	\$2,101,955	94%	\$47.68
Central City Projects - Victoria Street	Complete	East (20%)	East	20%	\$2,237,551	\$135,596	6.1%	\$2,101,955	94%	\$9.78
Central City Projects - Victoria Street	Complete	North (20%)	North	20%	\$2,237,551	\$135,596	6.1%	\$2,101,955	94%	\$17.40
Central City Projects - Victoria Street	Complete	South (20%)	South	20%	\$2,237,551	\$135,596	6.1%	\$2,101,955	94%	\$17.09
Central City Projects - Victoria Street	Complete	West (20%)	West	20%	\$2,237,551	\$135,596	6.1%	\$2,101,955	94%	\$12.15

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Central City Projects - Wayfinding	Complete	Central (20%)	Central	20%	\$576,992	\$49,044	8.5%	\$527,948	92%	\$16.82
Central City Projects - Wayfinding	Complete	East (20%)	East	20%	\$576,992	\$49,044	8.5%	\$527,948	92%	\$3.45
Central City Projects - Wayfinding	Complete	North (20%)	North	20%	\$576,992	\$49,044	8.5%	\$527,948	92%	\$6.14
Central City Projects - Wayfinding	Complete	South (20%)	South	20%	\$576,992	\$49,044	8.5%	\$527,948	92%	\$6.03
Central City Projects - Wayfinding	Complete	West (20%)	West	20%	\$576,992	\$49,044	8.5%	\$527,948	92%	\$4.29
Programme - Traffic Signs & Markings Installation	LTP	Central (20%)	Central	20%	\$600,000	\$43,800	7.3%	\$556,200	93%	\$10.86
Programme - Traffic Signs & Markings Installation	LTP	East (20%)	East	20%	\$600,000	\$43,800	7.3%	\$556,200	93%	\$2.28
Programme - Traffic Signs & Markings Installation	LTP	North (20%)	North	20%	\$600,000	\$43,800	7.3%	\$556,200	93%	\$4.04

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Programme - Traffic Signs & Markings Installation	LTP	South (20%)	South	20%	\$600,000	\$43,800	7.3%	\$556,200	93%	\$4.11
Programme - Traffic Signs & Markings Installation	LTP	West (20%)	West	20%	\$600,000	\$43,800	7.3%	\$556,200	93%	\$2.89
Te Kaha Surrounding Streets	In Progress	Central (20%)	Central	20%	\$4,694,439	\$253,467	5.4%	\$4,440,972	95%	\$20.36
Te Kaha Surrounding Streets	In Progress	East (20%)	East	20%	\$4,694,439	\$253,467	5.4%	\$4,440,972	95%	\$20.37
Te Kaha Surrounding Streets	In Progress	North (20%)	North	20%	\$4,694,439	\$253,467	5.4%	\$4,440,972	95%	\$40.74
Te Kaha Surrounding Streets	In Progress	South (20%)	South	20%	\$4,694,439	\$253,467	5.4%	\$4,440,972	95%	\$72.31
Te Kaha Surrounding Streets	In Progress	West (20%)	West	20%	\$4,694,439	\$253,467	5.4%	\$4,440,972	95%	\$41.14
Delivery Package - Traffic Signal Cabling Renewal	In Progress	Central (18%)	Central	18%	\$1,570,632	\$118,740	7.6%	\$1,451,892	92%	\$9.98

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Delivery Package - Traffic Signal Cabling Renewal	In Progress	East (31%)	East	31%	\$2,704,978	\$204,496	7.6%	\$2,500,482	92%	\$17.21
Delivery Package - Traffic Signal Cabling Renewal	In Progress	North (15%)	North	15%	\$1,308,860	\$98,950	7.6%	\$1,209,910	92%	\$16.65
Delivery Package - Traffic Signal Cabling Renewal	In Progress	South (19%)	South	19%	\$1,657,889	\$125,336	7.6%	\$1,532,553	92%	\$37.43
Delivery Package - Traffic Signal Cabling Renewal	In Progress	West (17%)	West	17%	\$1,483,375	\$112,143	7.6%	\$1,371,232	92%	\$19.06
Delivery Package - Traffic Signals Renewals	In Progress	Central (20%)	Central	20%	\$4,274,497	\$230,823	5.4%	\$4,043,674	95%	\$70.23
Delivery Package - Traffic Signals Renewals	In Progress	East (20%)	East	20%	\$4,274,497	\$230,823	5.4%	\$4,043,674	95%	\$14.41
Delivery Package - Traffic Signals Renewals	In Progress	North (20%)	North	20%	\$4,274,497	\$230,823	5.4%	\$4,043,674	95%	\$25.63
Delivery Package - Traffic Signals Renewals	In Progress	South (20%)	South	20%	\$4,274,497	\$230,823	5.4%	\$4,043,674	95%	\$25.17
Delivery Package - Traffic Signals Renewals	In Progress	West (20%)	West	20%	\$4,274,497	\$230,823	5.4%	\$4,043,674	95%	\$17.91

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Programme - Traffic Signals Renewals	LTP	Central (20%)	Central	20%	\$1,412,646	\$76,283	5.4%	\$1,336,363	95%	\$60.37
Programme - Traffic Signals Renewals	LTP	East (20%)	East	20%	\$1,412,646	\$76,283	5.4%	\$1,336,363	95%	\$8.27
Programme - Traffic Signals Renewals	LTP	North (20%)	North	20%	\$1,412,646	\$76,283	5.4%	\$1,336,363	95%	\$14.54
Programme - Traffic Signals Renewals	LTP	South (20%)	South	20%	\$1,412,646	\$76,283	5.4%	\$1,336,363	95%	\$13.86
Programme - Traffic Signals Renewals	LTP	West (20%)	West	20%	\$1,412,646	\$76,283	5.4%	\$1,336,363	95%	\$10.00
Traffic Signal Cabinets Safety Improvements	Complete	Central (20%)	Central	20%	\$592,260	\$31,982	5.4%	\$560,278	95%	\$10.54
Traffic Signal Cabinets Safety Improvements	Complete	East (20%)	East	20%	\$592,260	\$31,982	5.4%	\$560,278	95%	\$2.16
Traffic Signal Cabinets Safety Improvements	Complete	North (20%)	North	20%	\$592,260	\$31,982	5.4%	\$560,278	95%	\$3.85
Traffic Signal Cabinets Safety Improvements	Complete	South (20%)	South	20%	\$592,260	\$31,982	5.4%	\$560,278	95%	\$3.78

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Traffic Signal Cabinets Safety Improvements	Complete	West (20%)	West	20%	\$592,260	\$31,982	5.4%	\$560,278	95%	\$2.69
A3 New North-South Corridor Oram Ave	In Progress	East (100%)	East	100%	\$15,916,405	\$1,543,891	9.7%	\$14,372,514	90%	\$84.27
A4 Brighton Mall Upgrade	LTP	East (100%)	East	100%	\$3,879,366	\$376,299	9.7%	\$3,503,067	90%	\$21.02
Cathedral Square Improvements - Northern Side	LTP	Central (20%)	Central	20%	\$1,226,040	\$118,926	9.7%	\$1,107,114	90%	\$28.60
Cathedral Square Improvements - Northern Side	LTP	East (20%)	East	20%	\$1,226,040	\$118,926	9.7%	\$1,107,114	90%	\$6.16
Cathedral Square Improvements - Northern Side	LTP	North (20%)	North	20%	\$1,226,040	\$118,926	9.7%	\$1,107,114	90%	\$10.93
Cathedral Square Improvements - Northern Side	LTP	South (20%)	South	20%	\$1,226,040	\$118,926	9.7%	\$1,107,114	90%	\$11.08

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Cathedral Square Improvements - Northern Side	LTP	West (20%)	West	20%	\$1,226,040	\$118,926	9.7%	\$1,107,114	90%	\$7.80
Cathedral Square Improvements - Worcester Boulevard East & West	In Progress	Central (20%)	Central	20%	\$430,539	\$41,762	9.7%	\$388,777	90%	\$11.68
Cathedral Square Improvements - Worcester Boulevard East & West	In Progress	East (20%)	East	20%	\$430,539	\$41,762	9.7%	\$388,777	90%	\$2.41
Cathedral Square Improvements - Worcester Boulevard East & West	In Progress	North (20%)	North	20%	\$430,539	\$41,762	9.7%	\$388,777	90%	\$4.27
Cathedral Square Improvements - Worcester Boulevard East & West	In Progress	South (20%)	South	20%	\$430,539	\$41,762	9.7%	\$388,777	90%	\$4.23
Cathedral Square Improvements -	In Progress	West (20%)	West	20%	\$430,539	\$41,762	9.7%	\$388,777	90%	\$3.01

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Worcester Boulevard East & West										
Edgware Village Masterplan (A1)	LTP	Central (50%)	Central	50%	\$124,690	\$12,095	9.7%	\$112,595	90%	\$4.66
Edgware Village Masterplan (A1)	LTP	East (50%)	East	50%	\$124,690	\$12,095	9.7%	\$112,595	90%	\$0.96
Ferry Road & Estuary Edge Intersection Improvements (FM3) (Coastal Pathway)	In Progress	East (50%)	East	50%	\$414,861	\$41,486	10%	\$373,375	90%	\$2.63
Ferry Road & Estuary Edge Intersection Improvements (FM3) (Coastal Pathway)	In Progress	South (50%)	South	50%	\$414,861	\$41,486	10%	\$373,375	90%	\$4.60
Ferry Road & Humphreys Drive Crossings Masterplan	Complete	East (50%)	East	50%	\$142,026	\$14,203	10%	\$127,823	90%	\$0.90
Ferry Road & Humphreys Drive Crossings Masterplan	Complete	South (50%)	South	50%	\$142,026	\$14,203	10%	\$127,823	90%	\$1.57

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Ferry Road Masterplan (WL1)	Complete	East (100%)	East	100%	\$4,072,466	\$388,921	9.6%	\$3,683,545	90%	\$27.28
Heathcote Street Pocket Park & Pedestrian Development	Complete	East (100%)	East	100%	\$30,775	\$3,078	10%	\$27,697	90%	\$0.21
London Street Paving - Lyttelton (M4)	Complete	South (100%)	South	100%	\$18,267	\$1,827	10%	\$16,440	90%	\$0.22
Lyttelton Pedestrian Linkages (M3)	Complete	South (100%)	South	100%	\$16,127	\$1,613	10%	\$14,514	90%	\$0.21
Moncks Bay Parking & Bus Stop Enhancements (M7)	Complete	South (100%)	South	100%	\$372,363	\$27,182	7.3%	\$345,181	93%	\$2.95
New Brighton Masterplan Streetscape Enhancements (A2, A4, A5)	Complete	East (100%)	East	100%	\$3,571,101	\$499,954	14%	\$3,071,147	86%	\$55.21
Programme - Main Road Masterplan	LTP	South (100%)	South	100%	\$73,281	\$7,108	9.7%	\$66,173	90%	\$1.04

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
School Safety	In Progress	Central (18%)	Central	18%	\$533,729	\$54,547	10.2%	\$479,182	90%	\$4.60
School Safety	In Progress	East (31%)	East	31%	\$919,200	\$93,942	10.2%	\$825,258	90%	\$7.93
School Safety	In Progress	North (15%)	North	15%	\$444,774	\$45,456	10.2%	\$399,318	90%	\$7.68
School Safety	In Progress	South (19%)	South	19%	\$563,380	\$57,577	10.2%	\$505,803	90%	\$17.26
School Safety	In Progress	West (17%)	West	17%	\$504,077	\$51,517	10.2%	\$452,560	90%	\$8.79
School Zone Package Zone A Northwest	Complete	Central (20%)	Central	20%	\$603,379	\$61,665	10.2%	\$541,714	90%	\$5.13
School Zone Package Zone A Northwest	Complete	North (60%)	North	60%	\$1,810,138	\$184,996	10.2%	\$1,625,142	90%	\$30.79
School Zone Package Zone A Northwest	Complete	West (20%)	West	20%	\$603,379	\$61,665	10.2%	\$541,714	90%	\$10.36
School Zone Package Zone B Northeast	Complete	East (80%)	East	80%	\$1,313,455	\$134,235	10.2%	\$1,179,220	90%	\$11.10
School Zone Package Zone B Northeast	Complete	North (20%)	North	20%	\$328,364	\$33,559	10.2%	\$294,805	90%	\$5.55

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
School Zone Package Zone C South	Complete	West (100%)	West	100%	\$941,804	\$96,252	10.2%	\$845,552	90%	\$16.27
Selwyn Street Masterplan (S1)	In Progress	South (100%)	South	100%	\$891,710	\$86,496	9.7%	\$805,214	90%	\$8.82
Sumner Village Centre Masterplan (P1.1)	Complete	South (100%)	South	100%	\$3,905,520	\$546,773	14%	\$3,358,747	86%	\$218.55
Transport Choices 2022 - Linwood Village Streetscape Enhancements (S1)	In Progress	East (100%)	East	100%	\$4,394,261	\$401,635	9.1%	\$3,992,626	91%	\$24.21
Aidanfield Drive Underpass	Complete	West (100%)	West	100%	\$4,385,309	\$1,824,727	41.6%	\$2,560,582	58%	\$210.68
Awatea & Carrs Intersection Improvement	Complete	West (100%)	West	100%	\$588,480	\$104,436	17.7%	\$484,044	82%	\$5.14
Awatea Route Upgrade	Complete	West (100%)	West	100%	\$1,881,393	\$409,559	21.8%	\$1,471,834	78%	\$45.72
Belfast Road Improvement	Complete	North (100%)	North	100%	\$484,691	\$416,834	86%	\$67,857	14%	\$76.61

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Brougham Street - Complementary Projects	LTP	South (100%)	South	100%	\$20,338	\$2,079	10.2%	\$18,259	90%	\$0.66
Cashmere, Hoon Hay & Worsleys Intersection Improvements	Complete	South (50%)	South	50%	\$1,283,941	\$72,671	5.7%	\$1,211,270	94%	\$4.42
Cashmere, Hoon Hay & Worsleys Intersection Improvements	Complete	West (50%)	West	50%	\$1,283,941	\$72,671	5.7%	\$1,211,270	94%	\$3.48
Cathedral Square & Colombo (Gloucester - Armagh) New Court Theatre Side	In Progress	Central (20%)	Central	20%	\$3,440,677	\$251,169	7.3%	\$3,189,508	93%	\$62.69
Cathedral Square & Colombo (Gloucester - Armagh) New Court Theatre Side	In Progress	East (20%)	East	20%	\$3,440,677	\$251,169	7.3%	\$3,189,508	93%	\$13.25
Cathedral Square & Colombo (Gloucester - Armagh) New Court Theatre Side	In Progress	North (20%)	North	20%	\$3,440,677	\$251,169	7.3%	\$3,189,508	93%	\$23.51

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Cathedral Square & Colombo (Gloucester - Armagh) New Court Theatre Side	In Progress	South (20%)	South	20%	\$3,440,677	\$251,169	7.3%	\$3,189,508	93%	\$23.80
Cathedral Square & Colombo (Gloucester - Armagh) New Court Theatre Side	In Progress	West (20%)	West	20%	\$3,440,677	\$251,169	7.3%	\$3,189,508	93%	\$16.76
Central City - Cashel Street (High St to Manchester St) - CMUA Support	Complete	Central (20%)	Central	20%	\$101,869	\$10,187	10%	\$91,682	90%	\$3.20
Central City - Cashel Street (High St to Manchester St) - CMUA Support	Complete	East (20%)	East	20%	\$101,869	\$10,187	10%	\$91,682	90%	\$0.66
Central City - Cashel Street (High St to Manchester St) - CMUA Support	Complete	North (20%)	North	20%	\$101,869	\$10,187	10%	\$91,682	90%	\$1.17

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Central City - Cashel Street (High St to Manchester St) - CMUA Support	Complete	South (20%)	South	20%	\$101,869	\$10,187	10%	\$91,682	90%	\$1.15
Central City - Cashel Street (High St to Manchester St) - CMUA Support	Complete	West (20%)	West	20%	\$101,869	\$10,187	10%	\$91,682	90%	\$0.82
Central City Projects - Barbadoes Street (Hereford to Tuam) (CMUA East)	Complete	Central (100%)	Central	100%	\$127,098	\$12,710	10%	\$114,388	90%	\$1.20
Christchurch Northern Corridor Downstream Effects Delivery Package	In Progress	Central (30%)	Central	30%	\$4,751,511	\$346,860	7.3%	\$4,404,651	93%	\$9.74
Christchurch Northern Corridor Downstream Effects Delivery Package	In Progress	East (30%)	East	30%	\$4,751,511	\$346,860	7.3%	\$4,404,651	93%	\$16.19
Christchurch Northern Corridor Downstream Effects Delivery Package	In Progress	North (40%)	North	40%	\$6,335,348	\$462,480	7.3%	\$5,872,868	93%	\$36.16

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Church Bay Road Improvements (Marine Drive)	Complete	Banks Peninsula (100%)	Banks Peninsula	100%	\$314,162	\$38,265	12.2%	\$275,897	88%	\$115.89
Cranford Street New Signalised Intersection	LTP	Central (100%)	Central	100%	\$3,060,878	\$2,010,997	65.7%	\$1,049,881	34%	\$38.50
Delivery Package - New Retaining Walls	In Progress	Banks Peninsula (10%)	Banks Peninsula	10%	\$710,490	\$61,813	8.7%	\$648,677	91%	\$79.14
Delivery Package - New Retaining Walls	In Progress	South (50%)	South	50%	\$3,552,449	\$309,063	8.7%	\$3,243,386	91%	\$35.34
Delivery Package - New Retaining Walls	In Progress	West (40%)	West	40%	\$2,841,959	\$247,250	8.7%	\$2,594,709	91%	\$20.11
Delivery Package - Transport Corridor Optimisation Works	In Progress	Central (18%)	Central	18%	\$81,208	\$8,299	10.2%	\$72,909	90%	\$0.77
Delivery Package - Transport Corridor Optimisation Works	In Progress	East (31%)	East	31%	\$139,858	\$14,293	10.2%	\$125,565	90%	\$1.33

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Delivery Package - Transport Corridor Optimisation Works	In Progress	North (15%)	North	15%	\$67,673	\$6,916	10.2%	\$60,757	90%	\$1.28
Delivery Package - Transport Corridor Optimisation Works	In Progress	South (19%)	South	19%	\$85,719	\$8,761	10.2%	\$76,958	90%	\$2.89
Delivery Package - Transport Corridor Optimisation Works	In Progress	West (17%)	West	17%	\$76,696	\$7,838	10.2%	\$68,858	90%	\$1.47
Diamond Harbour Village Improvements	LTP	Banks Peninsula (100%)	Banks Peninsula	100%	\$570,134	\$41,620	7.3%	\$528,514	93%	\$44.54
Downstream of Christchurch Northern Corridor (Project 1)	Complete	Central (30%)	Central	30%	\$3,358,003	\$174,952	5.2%	\$3,183,051	95%	\$63.30
Downstream of Christchurch Northern Corridor (Project 1)	Complete	East (30%)	East	30%	\$3,358,003	\$174,952	5.2%	\$3,183,051	95%	\$12.34

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Downstream of Christchurch Northern Corridor (Project 1)	Complete	North (40%)	North	40%	\$4,477,337	\$233,269	5.2%	\$4,244,068	95%	\$29.14
Downstream of Christchurch Northern Corridor (Project 2)	Complete	Central (30%)	Central	30%	\$3,623,428	\$155,807	4.3%	\$3,467,621	96%	\$55.42
Downstream of Christchurch Northern Corridor (Project 2)	Complete	East (30%)	East	30%	\$3,623,428	\$155,807	4.3%	\$3,467,621	96%	\$10.81
Downstream of Christchurch Northern Corridor (Project 2)	Complete	North (40%)	North	40%	\$4,831,237	\$207,743	4.3%	\$4,623,494	96%	\$25.51
Ferry & Moorhouse Road Widening (Aldwins to Fitzgerald)	In Progress	East (100%)	East	100%	\$336,350	\$24,554	7.3%	\$311,796	93%	\$1.33
Inner Harbour Road Improvement (Lytelton to Diamond Harbour)	In Progress	Banks Peninsula (50%)	Banks Peninsula	50%	\$1,958,438	\$195,844	10%	\$1,762,594	90%	\$324.82

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Inner Harbour Road Improvement (Lyttelton to Diamond Harbour)	In Progress	South (50%)	South	50%	\$1,958,438	\$195,844	10%	\$1,762,594	90%	\$29.01
Intersection Improvement: Blakes / Radcliffe	Complete	North (100%)	North	100%	\$334,528	\$110,909	33.2%	\$223,619	67%	\$11.68
Intersection Improvement: Burwood / Mairehau	In Progress	East (100%)	East	100%	\$2,680,903	\$158,458	5.9%	\$2,522,445	94%	\$6.37
Intersection Improvement: Mairehau / Marshland	Complete	East (100%)	East	100%	\$2,517,855	\$486,116	19.3%	\$2,031,739	81%	\$34.84
Intersection Improvement: Marshland / Prestons	Complete	East (50%)	East	50%	\$1,871,449	\$314,769	16.8%	\$1,556,680	83%	\$24.06
Intersection Improvement: Marshland / Prestons	Complete	North (50%)	North	50%	\$1,871,449	\$314,769	16.8%	\$1,556,680	83%	\$43.11

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Intersection Improvements: Augustine/ Halswell	Complete	West (100%)	West	100%	\$3,342,957	\$868,384	26%	\$2,474,573	74%	\$48.31
Intersection Improvements: Curries/ Tanner	In Progress	East (100%)	East	100%	\$76,309	\$7,631	10%	\$68,678	90%	\$0.53
Mairehau Road Corridor Improvement (Burwood to Marshland)	In Progress	East (100%)	East	100%	\$1,874,135	\$1,686,722	90%	\$187,413	10%	\$50.63
McLeans Island Road Corridor Improvement	In Progress	North (100%)	North	100%	\$3,175,165	\$2,857,648	90%	\$317,517	10%	\$239.61
Moorhouse & Stewart Intersection Improvements	LTP	Central (100%)	Central	100%	\$6,815	\$497	7.3%	\$6,318	93%	\$0.15
Network Management Improvements: Prestons	Complete	East (50%)	East	50%	\$185,939	\$52,608	28.3%	\$133,331	72%	\$3.48
Network Management Improvements: Prestons	Complete	North (50%)	North	50%	\$185,939	\$52,608	28.3%	\$133,331	72%	\$6.85

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Network Management Improvements: Waterloo Park	Complete	North (30%)	North	30%	\$260,596	\$92,866	35.6%	\$167,730	64%	\$10.92
Network Management Improvements: Waterloo Park	Complete	West (70%)	West	70%	\$608,056	\$216,687	35.6%	\$391,369	64%	\$23.47
Northcote Road Corridor Improvement	Complete	North (100%)	North	100%	\$195,863	\$6,399	3.3%	\$189,464	97%	\$0.83
Northern Arterial Extension (Cranford - QEII)	Complete	Central (30%)	Central	30%	\$762,201	\$76,220	10%	\$685,981	90%	\$3.52
Northern Arterial Extension (Cranford - QEII)	Complete	East (30%)	East	30%	\$762,201	\$76,220	10%	\$685,981	90%	\$5.70
Northern Arterial Extension (Cranford - QEII)	Complete	North (40%)	North	40%	\$1,016,268	\$101,627	10%	\$914,641	90%	\$13.60
Northern Arterial Extension including Cranford Street Upgrade	Complete	Central (30%)	Central	30%	\$14,899,526	\$956,550	6.4%	\$13,942,976	94%	\$24.09

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Northern Arterial Extension including Cranford Street Upgrade	Complete	East (30%)	East	30%	\$14,899,526	\$956,550	6.4%	\$13,942,976	94%	\$36.50
Northern Arterial Extension including Cranford Street Upgrade	Complete	North (40%)	North	40%	\$19,866,035	\$1,275,399	6.4%	\$18,590,636	94%	\$130.38
Pound & Ryans Intersection Safety Improvement	Complete	North (50%)	North	50%	\$82,134	\$5,996	7.3%	\$76,138	93%	\$0.51
Pound & Ryans Intersection Safety Improvement	Complete	West (50%)	West	50%	\$82,134	\$5,996	7.3%	\$76,138	93%	\$0.27
Pound & Ryans Road Corridor Improvements	In Progress	North (50%)	North	50%	\$3,927,754	\$286,726	7.3%	\$3,641,028	93%	\$27.17
Pound & Ryans Road Corridor Improvements	In Progress	West (50%)	West	50%	\$3,927,754	\$286,726	7.3%	\$3,641,028	93%	\$19.34
Programme - Intersection Upgrade (Brougham & Moorhouse Area)	LTP	Central (30%)	Central	30%	\$113,203	\$8,264	7.3%	\$104,939	93%	\$3.11

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Programme - Intersection Upgrade (Brougham & Moorhouse Area)	LTP	East (30%)	East	30%	\$113,203	\$8,264	7.3%	\$104,939	93%	\$0.57
Programme - Intersection Upgrade (Brougham & Moorhouse Area)	LTP	South (40%)	South	40%	\$150,938	\$11,018	7.3%	\$139,920	93%	\$1.32
Programme - Northern Corridor Improvements	LTP	Central (30%)	Central	30%	\$725,214	\$52,941	7.3%	\$672,273	93%	\$1.02
Programme - Northern Corridor Improvements	LTP	East (30%)	East	30%	\$725,214	\$52,941	7.3%	\$672,273	93%	\$1.53
Programme - Northern Corridor Improvements	LTP	North (40%)	North	40%	\$966,952	\$70,587	7.3%	\$896,365	93%	\$5.37
Programme - Subdivisions Infrastructure	LTP	East (15%)	East	15%	\$2,209,313	\$1,900,009	86%	\$309,304	14%	\$136.42
Programme - Subdivisions Infrastructure	LTP	North (40%)	North	40%	\$5,891,502	\$5,066,692	86%	\$824,810	14%	\$726.60

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Programme - Subdivisions Infrastructure	LTP	South (10%)	South	10%	\$1,472,876	\$1,266,673	86%	\$206,203	14%	\$325.46
Programme - Subdivisions Infrastructure	LTP	West (35%)	West	35%	\$5,155,064	\$4,433,355	86%	\$721,709	14%	\$641.89
Programme - Transport Corridor Optimisation Works	In Progress	Central (20%)	Central	20%	\$45,648	\$3,332	7.3%	\$42,316	93%	\$0.10
Programme - Transport Corridor Optimisation Works	In Progress	East (20%)	East	20%	\$45,648	\$3,332	7.3%	\$42,316	93%	\$0.15
Programme - Transport Corridor Optimisation Works	In Progress	North (20%)	North	20%	\$45,648	\$3,332	7.3%	\$42,316	93%	\$0.42
Programme - Transport Corridor Optimisation Works	In Progress	South (20%)	South	20%	\$45,648	\$3,332	7.3%	\$42,316	93%	\$0.27

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Programme - Transport Corridor Optimisation Works	In Progress	West (20%)	West	20%	\$45,648	\$3,332	7.3%	\$42,316	93%	\$0.21
Puharakekenui Ki Tai - Lower Styx & Marshland Intersection Improvement	Complete	East (30%)	East	30%	\$1,294,468	\$97,405	7.5%	\$1,197,063	92%	\$5.22
Puharakekenui Ki Tai - Lower Styx & Marshland Intersection Improvement	Complete	North (70%)	North	70%	\$3,020,426	\$227,279	7.5%	\$2,793,147	92%	\$22.03
Quaifes Road Corridor Improvement	In Progress	West (100%)	West	100%	\$1,762,817	\$1,586,535	90%	\$176,282	10%	\$67.88
Radcliffe Road Corridor Improvement	In Progress	North (100%)	North	100%	\$2,435,767	\$1,600,299	65.7%	\$835,468	34%	\$157.65
Radcliffe Road Railway Crossing	In Progress	North (100%)	North	100%	\$92,287	\$69,049	74.8%	\$23,238	25%	\$12.57
Roydvale, Wairakei & Wooldridge Intersection Improvement	Complete	North (100%)	North	100%	\$13,857	\$1,702	12.3%	\$12,155	88%	\$0.23

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Shands Road Improvements	Complete	West (100%)	West	100%	\$1,708,976	\$1,538,078	90%	\$170,898	10%	\$69.74
Sparks Road Improvements	In Progress	West (100%)	West	100%	\$574,034	\$516,631	90%	\$57,403	10%	\$24.29
Wigram & Hayton Intersection Improvement	In Progress	West (100%)	West	100%	\$3,067,190	\$2,655,573	86.6%	\$411,617	13%	\$110.84
Wigram Magdala Link	Complete	West (100%)	West	100%	\$31,083,221	\$5,649,182	18.2%	\$25,434,039	82%	\$657.93
Wigram Road Extension: Halswell Junction to Marshs	In Progress	West (100%)	West	100%	\$3,327,579	\$1,185,817	35.6%	\$2,141,762	64%	\$137.14
Wigram Road Realignment	In Progress	West (100%)	West	100%	\$854,183	\$768,765	90%	\$85,418	10%	\$54.89
Wigram Road Upgrade	Complete	West (100%)	West	100%	\$1,608,815	\$418,522	26%	\$1,190,293	74%	\$47.25
Worsley Road Corridor Improvement (Dalweny to Holmcroft)	Complete	South (100%)	South	100%	\$667,762	\$98,755	14.8%	\$569,007	85%	\$6.61
Programme - New Footpaths	LTP	Community Wide (100%)	District Wide	100%	\$17,325,000	\$14,899,500	86%	\$2,425,500	14%	\$329.96

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Copy of Transport Infrastructure for Subdivisions - FY 2022-2034	In Progress	East (15%)	East	15%	\$869,415	\$309,825	35.6%	\$559,590	64%	\$9.28
Copy of Transport Infrastructure for Subdivisions - FY 2022-2034	In Progress	North (40%)	North	40%	\$2,318,441	\$826,200	35.6%	\$1,492,241	64%	\$65.55
Copy of Transport Infrastructure for Subdivisions - FY 2022-2034	In Progress	South (10%)	South	10%	\$579,610	\$206,550	35.6%	\$373,060	64%	\$11.08
Copy of Transport Infrastructure for Subdivisions - FY 2022-2034	In Progress	West (35%)	West	35%	\$2,028,636	\$722,925	35.6%	\$1,305,711	64%	\$30.48
Culvert Improvement: Blakes Road	Complete	North (100%)	North	100%	\$589,021	\$209,904	35.6%	\$379,117	64%	\$20.87
Delivery Package - Advanced Direction Signage Renewals	In Progress	Banks Peninsula (25%)	Banks Peninsula	25%	\$103,960	\$12,662	12.2%	\$91,298	88%	\$33.73

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Delivery Package - Advanced Direction Signage Renewals	In Progress	Central (50%)	Central	50%	\$207,920	\$25,325	12.2%	\$182,595	88%	\$2.47
Delivery Package - Advanced Direction Signage Renewals	In Progress	South (25%)	South	25%	\$103,960	\$12,662	12.2%	\$91,298	88%	\$4.37
Oxford Terrace Bollards at Hereford Street	Complete	Central (100%)	Central	100%	\$1,050,918	\$105,092	10%	\$945,826	90%	\$34.08
Richmond Hill Road New Footpath	Complete	South (100%)	South	100%	\$584,687	\$367,066	62.8%	\$217,621	37%	\$132.70
Transport Infrastructure for Subdivisions - FY 2001-2021	In Progress	East (15%)	East	15%	\$6,356,577	\$2,265,232	35.6%	\$4,091,345	64%	\$93.07
Transport Infrastructure for Subdivisions - FY 2001-2021	In Progress	North (40%)	North	40%	\$16,950,871	\$6,040,618	35.6%	\$10,910,253	64%	\$665.71
Transport Infrastructure for Subdivisions - FY 2001-2021	In Progress	South (10%)	South	10%	\$4,237,718	\$1,510,154	35.6%	\$2,727,564	64%	\$110.05

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Transport Infrastructure for Subdivisions - FY 2001-2021	In Progress	West (35%)	West	35%	\$14,832,012	\$5,285,541	35.6%	\$9,546,471	64%	\$303.00
Belfast & Marshland Intersection Safety Improvement	In Progress	North (100%)	North	100%	\$332,567	\$24,277	7.3%	\$308,290	93%	\$2.44
Crime Camera Installation	In Progress	Central (20%)	Central	20%	\$164,588	\$16,459	10%	\$148,129	90%	\$5.15
Crime Camera Installation	In Progress	East (20%)	East	20%	\$164,588	\$16,459	10%	\$148,129	90%	\$1.06
Crime Camera Installation	In Progress	North (20%)	North	20%	\$164,588	\$16,459	10%	\$148,129	90%	\$1.88
Crime Camera Installation	In Progress	South (20%)	South	20%	\$164,588	\$16,459	10%	\$148,129	90%	\$1.84
Crime Camera Installation	In Progress	West (20%)	West	20%	\$164,588	\$16,459	10%	\$148,129	90%	\$1.31
Delivery Package - Minor Road Safety Improvements	In Progress	Central (18%)	Central	18%	\$4,302,518	\$439,717	10.2%	\$3,862,801	90%	\$38.56

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Delivery Package - Minor Road Safety Improvements	In Progress	East (31%)	East	31%	\$7,409,892	\$757,291	10.2%	\$6,652,601	90%	\$66.46
Delivery Package - Minor Road Safety Improvements	In Progress	North (15%)	North	15%	\$3,585,432	\$366,431	10.2%	\$3,219,001	90%	\$64.31
Delivery Package - Minor Road Safety Improvements	In Progress	South (19%)	South	19%	\$4,541,547	\$464,146	10.2%	\$4,077,401	90%	\$144.57
Delivery Package - Minor Road Safety Improvements	In Progress	West (17%)	West	17%	\$4,063,489	\$415,289	10.2%	\$3,648,200	90%	\$73.59
Delivery Package - Minor Safety Interventions	In Progress	Central (18%)	Central	18%	\$700,278	\$71,568	10.2%	\$628,710	90%	\$5.57
Delivery Package - Minor Safety Interventions	In Progress	East (31%)	East	31%	\$1,206,035	\$123,257	10.2%	\$1,082,778	90%	\$9.60
Delivery Package - Minor Safety Interventions	In Progress	North (15%)	North	15%	\$583,565	\$59,640	10.2%	\$523,925	90%	\$9.29

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Delivery Package - Minor Safety Interventions	In Progress	South (19%)	South	19%	\$739,182	\$75,544	10.2%	\$663,638	90%	\$20.88
Delivery Package - Minor Safety Interventions	In Progress	West (17%)	West	17%	\$661,374	\$67,592	10.2%	\$593,782	90%	\$10.63
Dyers Pass Corridor Guardrails Installation	Complete	South (100%)	South	100%	\$9,999,448	\$627,965	6.3%	\$9,371,483	94%	\$72.26
Dyers Pass Road Pedestrian & Cycle Safety Improvements	Complete	South (100%)	South	100%	\$2,954,467	\$140,042	4.7%	\$2,814,425	95%	\$16.52
Evans Pass Road & Reserve Terrace Remedial Works	In Progress	South (100%)	South	100%	\$3,266,779	\$310,344	9.5%	\$2,956,435	91%	\$34.88
Gardiners Road Shared Path - Wilkinsons to Styx Mill	In Progress	North (100%)	North	100%	\$514,200	\$322,815	62.8%	\$191,385	37%	\$53.40
Gasson, Madras & Moorhouse Intersection Improvement	Complete	Central (33%)	Central	33%	\$303,757	\$18,711	6.2%	\$285,046	94%	\$6.60

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Gasson, Madras & Moorhouse Intersection Improvement	Complete	East (34%)	East	34%	\$312,962	\$19,278	6.2%	\$293,684	94%	\$1.40
Gasson, Madras & Moorhouse Intersection Improvement	Complete	South (33%)	South	33%	\$303,757	\$18,711	6.2%	\$285,046	94%	\$2.37
Greers, Northcote & Sawyers Arms Intersection Safety Improvement	LTP	North (100%)	North	100%	\$655,479	\$27,528	4.2%	\$627,951	96%	\$3.83
Ilam, Middleton & Riccarton Intersection Improvement	Complete	Central (80%)	Central	80%	\$989,121	\$101,088	10.2%	\$888,033	90%	\$10.32
Ilam, Middleton & Riccarton Intersection Improvement	Complete	West (20%)	West	20%	\$247,280	\$25,272	10.2%	\$222,008	90%	\$5.16
Main North, Marshland & Chaney's Corner Intersection Safety Improvement	In Progress	North (100%)	North	100%	\$339,000	\$24,747	7.3%	\$314,253	93%	\$2.55

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Manchester, Moorhouse & Pilgrim Intersection Improvement	Complete	Central (20%)	Central	20%	\$105,790	\$10,812	10.2%	\$94,978	90%	\$1.16
Manchester, Moorhouse & Pilgrim Intersection Improvement	Complete	South (80%)	South	80%	\$423,158	\$43,247	10.2%	\$379,911	90%	\$16.31
Marshlands Road Corridor Improvement (Prestons Road to Old Waimakariri Bridge)	In Progress	East (20%)	East	20%	\$3,572	\$261	7.3%	\$3,311	93%	\$0.02
Marshlands Road Corridor Improvement (Prestons Road to Old Waimakariri Bridge)	In Progress	North (80%)	North	80%	\$14,289	\$1,043	7.3%	\$13,246	93%	\$0.11
Marshs & Springs Intersection Improvements	Complete	South (100%)	South	100%	\$709,105	\$70,910	10%	\$638,195	90%	\$4.22
Programme - Minor Road Safety Improvements	LTP	Central (20%)	Central	20%	\$1,940,425	\$141,651	7.3%	\$1,798,774	93%	\$35.27

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Programme - Minor Road Safety Improvements	LTP	East (20%)	East	20%	\$1,940,425	\$141,651	7.3%	\$1,798,774	93%	\$7.44
Programme - Minor Road Safety Improvements	LTP	North (20%)	North	20%	\$1,940,425	\$141,651	7.3%	\$1,798,774	93%	\$13.21
Programme - Minor Road Safety Improvements	LTP	South (20%)	South	20%	\$1,940,425	\$141,651	7.3%	\$1,798,774	93%	\$13.35
Programme - Minor Road Safety Improvements	LTP	West (20%)	West	20%	\$1,940,425	\$141,651	7.3%	\$1,798,774	93%	\$9.41
Programme - Minor Safety Intervention	LTP	Central (20%)	Central	20%	\$612,227	\$44,693	7.3%	\$567,534	93%	\$10.67
Programme - Minor Safety Intervention	LTP	East (20%)	East	20%	\$612,227	\$44,693	7.3%	\$567,534	93%	\$2.27
Programme - Minor Safety Intervention	LTP	North (20%)	North	20%	\$612,227	\$44,693	7.3%	\$567,534	93%	\$4.04
Programme - Minor Safety Intervention	LTP	South (20%)	South	20%	\$612,227	\$44,693	7.3%	\$567,534	93%	\$4.12
Programme - Minor Safety Intervention	LTP	West (20%)	West	20%	\$612,227	\$44,693	7.3%	\$567,534	93%	\$2.89

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University Crossings	Complete	Central (50%)	Central	50%	\$683,368	\$49,886	7.3%	\$633,482	93%	\$2.39
University Crossings	Complete	North (50%)	North	50%	\$683,368	\$49,886	7.3%	\$633,482	93%	\$6.58
Banks Peninsula: Tourist Interpretation Signage	Complete	Banks Peninsula (100%)	Banks Peninsula	100%	\$165,340	\$16,534	10%	\$148,806	90%	\$11.10
New Road Markings FY18	Complete	North (50%)	North	50%	\$47,704	\$4,875	10.2%	\$42,829	90%	\$1.15
New Road Markings FY18	Complete	West (50%)	West	50%	\$47,704	\$4,875	10.2%	\$42,829	90%	\$1.16
Road markings and signs	In Progress	Central (20%)	Central	20%	\$306,155	\$22,349	7.3%	\$283,806	93%	\$7.28
Road markings and signs	In Progress	East (20%)	East	20%	\$306,155	\$22,349	7.3%	\$283,806	93%	\$1.49
Road markings and signs	In Progress	North (20%)	North	20%	\$306,155	\$22,349	7.3%	\$283,806	93%	\$2.66
Road markings and signs	In Progress	South (20%)	South	20%	\$306,155	\$22,349	7.3%	\$283,806	93%	\$2.61
Road markings and signs	In Progress	West (20%)	West	20%	\$306,155	\$22,349	7.3%	\$283,806	93%	\$1.85
Carriageway Reseals - Asphalt	In Progress	Central (20%)	Central	20%	\$14,330,128	\$773,827	5.4%	\$13,556,301	95%	\$269.53

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Carriageway Reseals - Asphalt	In Progress	East (20%)	East	20%	\$14,330,128	\$773,827	5.4%	\$13,556,301	95%	\$55.30
Carriageway Reseals - Asphalt	In Progress	North (20%)	North	20%	\$14,330,128	\$773,827	5.4%	\$13,556,301	95%	\$98.36
Carriageway Reseals - Asphalt	In Progress	South (20%)	South	20%	\$14,330,128	\$773,827	5.4%	\$13,556,301	95%	\$96.61
Carriageway Reseals - Asphalt	In Progress	West (20%)	West	20%	\$14,330,128	\$773,827	5.4%	\$13,556,301	95%	\$68.70
Hendersons Road and Monsaraz Boulevard Intersection Upgrade	LTP	West (100%)	West	100%	\$457,783	\$393,693	86%	\$64,090	14%	\$61.74
Palmers Road (Bowhill-New Brighton)	Complete	East (100%)	East	100%	\$4,113,532	\$409,296	9.9%	\$3,704,236	90%	\$29.20
Prestons & Main North Road Intersection Safety Improvement	LTP	North (100%)	North	100%	\$5,636	\$3,703	65.7%	\$1,933	34%	\$1.88
Delivery Package - Road Lighting Reactive Renewals	In Progress	Central (18%)	Central	18%	\$274,354	\$20,741	7.6%	\$253,613	92%	\$1.85

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Delivery Package - Road Lighting Reactive Renewals	In Progress	East (31%)	East	31%	\$472,499	\$35,721	7.6%	\$436,778	92%	\$3.19
Delivery Package - Road Lighting Reactive Renewals	In Progress	North (15%)	North	15%	\$228,628	\$17,284	7.6%	\$211,344	92%	\$3.09
Delivery Package - Road Lighting Reactive Renewals	In Progress	South (19%)	South	19%	\$289,596	\$21,893	7.6%	\$267,703	92%	\$6.94
Delivery Package - Road Lighting Reactive Renewals	In Progress	West (17%)	West	17%	\$259,112	\$19,589	7.6%	\$239,523	92%	\$3.53
Delivery Package - Road Lighting Renewals	In Progress	Central (18%)	Central	18%	\$2,899,481	\$219,201	7.6%	\$2,680,280	92%	\$18.78
Delivery Package - Road Lighting Renewals	In Progress	East (31%)	East	31%	\$4,993,551	\$377,512	7.6%	\$4,616,039	92%	\$32.37
Delivery Package - Road Lighting Renewals	In Progress	North (15%)	North	15%	\$2,416,234	\$182,667	7.6%	\$2,233,567	92%	\$31.32

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Delivery Package - Road Lighting Renewals	In Progress	South (19%)	South	19%	\$3,060,563	\$231,379	7.6%	\$2,829,184	92%	\$70.41
Delivery Package - Road Lighting Renewals	In Progress	West (17%)	West	17%	\$2,738,399	\$207,023	7.6%	\$2,531,376	92%	\$35.84
Delivery Package - Road Lighting Safety	In Progress	North (50%)	North	50%	\$613,088	\$62,658	10.2%	\$550,430	90%	\$12.15
Delivery Package - Road Lighting Safety	In Progress	West (50%)	West	50%	\$613,088	\$62,658	10.2%	\$550,430	90%	\$12.26
Programme - Signals, Signs & Lights Renewals	LTP	Central (18%)	Central	18%	\$15,118,377	\$1,142,949	7.6%	\$13,975,428	92%	\$82.78
Programme - Signals, Signs & Lights Renewals	LTP	East (31%)	East	31%	\$26,037,205	\$1,968,413	7.6%	\$24,068,792	92%	\$143.02
Programme - Signals, Signs & Lights Renewals	LTP	North (15%)	North	15%	\$12,598,648	\$952,458	7.6%	\$11,646,190	92%	\$138.19
Programme - Signals, Signs & Lights Renewals	LTP	South (19%)	South	19%	\$15,958,287	\$1,206,447	7.6%	\$14,751,840	92%	\$312.81
Programme - Signals, Signs & Lights Renewals	LTP	West (17%)	West	17%	\$14,278,467	\$1,079,452	7.6%	\$13,199,015	92%	\$157.93

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Central City Projects - Fitzgerald Ave Twin Bridge Renewal (OARC) (R109)	LTP	Central (30%)	Central	30%	\$9,045,146	\$660,296	7.3%	\$8,384,850	93%	\$150.94
Central City Projects - Fitzgerald Ave Twin Bridge Renewal (OARC) (R109)	LTP	East (50%)	East	50%	\$15,075,244	\$1,100,493	7.3%	\$13,974,751	93%	\$54.77
Central City Projects - Fitzgerald Ave Twin Bridge Renewal (OARC) (R109)	LTP	South (20%)	South	20%	\$6,030,097	\$440,197	7.3%	\$5,589,900	93%	\$39.72
Marshland Road Bridge Renewal	Complete	East (20%)	East	20%	\$1,656,514	\$66,573	4%	\$1,589,941	96%	\$3.33
Marshland Road Bridge Renewal	Complete	North (80%)	North	80%	\$6,626,055	\$266,292	4%	\$6,359,763	96%	\$26.31
Amyes, Awatea & Springs Intersection Improvements	LTP	West (100%)	West	100%	\$1,462,808	\$106,785	7.3%	\$1,356,023	93%	\$7.53

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Greers Langdons Traffic Lights	In Progress	Central (50%)	Central	50%	\$1,201,854	\$1,033,595	86%	\$168,259	14%	\$85.12
Greers Langdons Traffic Lights	In Progress	North (50%)	North	50%	\$1,201,854	\$1,033,595	86%	\$168,259	14%	\$170.36
Programme - Crime Prevention Cameras	LTP	Central (20%)	Central	20%	\$19,980	\$1,459	7.3%	\$18,521	93%	\$1.69
Programme - Crime Prevention Cameras	LTP	East (20%)	East	20%	\$19,980	\$1,459	7.3%	\$18,521	93%	\$0.15
Programme - Crime Prevention Cameras	LTP	North (20%)	North	20%	\$19,980	\$1,459	7.3%	\$18,521	93%	\$0.27
Programme - Crime Prevention Cameras	LTP	South (20%)	South	20%	\$19,980	\$1,459	7.3%	\$18,521	93%	\$0.25
Programme - Crime Prevention Cameras	LTP	West (20%)	West	20%	\$19,980	\$1,459	7.3%	\$18,521	93%	\$0.18
Halswell Junction Road Extension	In Progress	West (100%)	West	100%	\$30,838,159	\$10,989,497	35.6%	\$19,848,662	64%	\$482.35
City Lanes & Blocks Land Purchases	In Progress	Central (100%)	Central	100%	\$381,613	\$27,858	7.3%	\$353,755	93%	\$13.44

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Central City Projects - Lichfield Street (Barbadoes to Fitzgerald) (CMUA East)	Complete	Central (20%)	Central	20%	\$13,529	\$988	7.3%	\$12,541	93%	\$0.30
Central City Projects - Lichfield Street (Barbadoes to Fitzgerald) (CMUA East)	Complete	East (20%)	East	20%	\$13,529	\$988	7.3%	\$12,541	93%	\$0.06
Central City Projects - Lichfield Street (Barbadoes to Fitzgerald) (CMUA East)	Complete	North (20%)	North	20%	\$13,529	\$988	7.3%	\$12,541	93%	\$0.11
Central City Projects - Lichfield Street (Barbadoes to Fitzgerald) (CMUA East)	Complete	South (20%)	South	20%	\$13,529	\$988	7.3%	\$12,541	93%	\$0.11
Central City Projects - Lichfield Street (Barbadoes to Fitzgerald) (CMUA East)	Complete	West (20%)	West	20%	\$13,529	\$988	7.3%	\$12,541	93%	\$0.08

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Central City Projects - Lichfield Street Two Way Conversion (TP10)	Complete	Central (20%)	Central	20%	\$1,174,011	\$117,401	10%	\$1,056,610	90%	\$52.95
Central City Projects - Lichfield Street Two Way Conversion (TP10)	Complete	East (20%)	East	20%	\$1,174,011	\$117,401	10%	\$1,056,610	90%	\$10.33
Central City Projects - Lichfield Street Two Way Conversion (TP10)	Complete	North (20%)	North	20%	\$1,174,011	\$117,401	10%	\$1,056,610	90%	\$18.28
Central City Projects - Lichfield Street Two Way Conversion (TP10)	Complete	South (20%)	South	20%	\$1,174,011	\$117,401	10%	\$1,056,610	90%	\$17.93
Central City Projects - Lichfield Street Two Way Conversion (TP10)	Complete	West (20%)	West	20%	\$1,174,011	\$117,401	10%	\$1,056,610	90%	\$12.76
Central City Projects - Tuam Street (Madras to Fitzgerald) (CMUA South)	Complete	Central (20%)	Central	20%	\$27,203	\$1,986	7.3%	\$25,217	93%	\$0.61

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Central City Projects - Tuam Street (Madras to Fitzgerald) (CMUA South)	Complete	East (20%)	East	20%	\$27,203	\$1,986	7.3%	\$25,217	93%	\$0.13
Central City Projects - Tuam Street (Madras to Fitzgerald) (CMUA South)	Complete	North (20%)	North	20%	\$27,203	\$1,986	7.3%	\$25,217	93%	\$0.22
Central City Projects - Tuam Street (Madras to Fitzgerald) (CMUA South)	Complete	South (20%)	South	20%	\$27,203	\$1,986	7.3%	\$25,217	93%	\$0.22
Central City Projects - Tuam Street (Madras to Fitzgerald) (CMUA South)	Complete	West (20%)	West	20%	\$27,203	\$1,986	7.3%	\$25,217	93%	\$0.16
Otakaro & State Highway Projects	Complete	Central (34%)	Central	34%	\$100,864	\$14,121	14%	\$86,743	86%	\$1.44
Otakaro & State Highway Projects	Complete	East (33%)	East	33%	\$97,898	\$13,706	14%	\$84,192	86%	\$1.39
Otakaro & State Highway Projects	Complete	North (33%)	North	33%	\$97,898	\$13,706	14%	\$84,192	86%	\$2.74

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Tuam Street One Way Conversion (Durham to Barbadoes) (TP9)	Complete	Central (20%)	Central	20%	\$1,467,422	\$146,742	10%	\$1,320,680	90%	\$83.03
Tuam Street One Way Conversion (Durham to Barbadoes) (TP9)	Complete	East (20%)	East	20%	\$1,467,422	\$146,742	10%	\$1,320,680	90%	\$13.41
Tuam Street One Way Conversion (Durham to Barbadoes) (TP9)	Complete	North (20%)	North	20%	\$1,467,422	\$146,742	10%	\$1,320,680	90%	\$23.52
Tuam Street One Way Conversion (Durham to Barbadoes) (TP9)	Complete	South (20%)	South	20%	\$1,467,422	\$146,742	10%	\$1,320,680	90%	\$22.81
Tuam Street One Way Conversion (Durham to Barbadoes) (TP9)	Complete	West (20%)	West	20%	\$1,467,422	\$146,742	10%	\$1,320,680	90%	\$16.32
Delivery Package - Intelligent Transport System Renewals	In Progress	Central (100%)	Central	100%	\$378,536	\$28,617	7.6%	\$349,919	92%	\$2.82

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Akaroa School Carpark	Complete	Banks Peninsula (100%)	Banks Peninsula	100%	\$8,330	\$791	9.5%	\$7,539	91%	\$0.64
Blenheim Road Deviation	Complete	West (100%)	West	100%	\$13,023,747	\$1,237,256	9.5%	\$11,786,491	90%	\$228.43
Barbadoes/Moorhouse/Waltham	Complete	Central (20%)	Central	20%	\$25,014	\$2,039	8.2%	\$22,975	92%	\$0.13
Barbadoes/Moorhouse/Waltham	Complete	East (40%)	East	40%	\$50,028	\$4,077	8.1%	\$45,951	92%	\$0.53
Barbadoes/Moorhouse/Waltham	Complete	South (40%)	South	40%	\$50,028	\$4,077	8.1%	\$45,951	92%	\$0.62
Deans Ave - Hagley Crossings	Complete	Central (50%)	Central	50%	\$256,990	\$24,414	9.5%	\$232,576	91%	\$1.20
Deans Ave - Hagley Crossings	Complete	West (50%)	West	50%	\$256,990	\$24,414	9.5%	\$232,576	91%	\$2.82
Ensors Rd @ Fifiel Rd	Complete	East (50%)	East	50%	\$18,326	\$1,741	9.5%	\$16,585	90%	\$0.22
Ensors Rd @ Fifiel Rd	Complete	South (50%)	South	50%	\$18,326	\$1,741	9.5%	\$16,585	90%	\$0.25
Fitzgerald Ave	Complete	Central (30%)	Central	30%	\$9,216	\$875	9.5%	\$8,341	91%	\$0.05

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Fitzgerald Ave	Complete	East (50%)	East	50%	\$15,359	\$1,459	9.5%	\$13,900	91%	\$0.18
Fitzgerald Ave	Complete	South (20%)	South	20%	\$6,144	\$584	9.5%	\$5,560	90%	\$0.08
Gasson/Madras/Moorho use	Complete	Central (33%)	Central	33%	\$13,866	\$1,130	8.1%	\$12,736	92%	\$0.07
Gasson/Madras/Moorho use	Complete	East (33%)	East	33%	\$13,866	\$1,130	8.1%	\$12,736	92%	\$0.15
Gasson/Madras/Moorho use	Complete	South (34%)	South	34%	\$14,286	\$1,164	8.1%	\$13,122	92%	\$0.18
Kerb Cutdowns	Complete	Central (20%)	Central	20%	\$5,708	\$542	9.5%	\$5,166	91%	\$0.04
Kerb Cutdowns	Complete	East (20%)	East	20%	\$5,708	\$542	9.5%	\$5,166	91%	\$0.09
Kerb Cutdowns	Complete	North (20%)	North	20%	\$5,708	\$542	9.5%	\$5,166	91%	\$0.12
Kerb Cutdowns	Complete	South (20%)	South	20%	\$5,708	\$542	9.5%	\$5,166	91%	\$0.10
Kerb Cutdowns	Complete	West (20%)	West	20%	\$5,708	\$542	9.5%	\$5,166	91%	\$0.10
Burnside High/CTK	Complete	North (100%)	North	100%	\$135,999	\$12,920	9.5%	\$123,079	90%	\$2.20

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Barnes Road	Complete	North (100%)	North	100%	\$27,963	\$2,656	9.5%	\$25,307	91%	\$0.45
Amyes/Goulding/Shands	Complete	West (100%)	West	100%	\$794,335	\$57,742	7.3%	\$736,593	93%	\$6.06
Clarence/Riccarton/Straven	Complete	Central (100%)	Central	100%	\$1,154,679	\$87,999	7.6%	\$1,066,680	92%	\$4.46
Fendalton Road Reconstruction	Complete	Central (80%)	Central	80%	\$2,488,257	\$174,464	7%	\$2,313,793	93%	\$10.08
Fendalton Road Reconstruction	Complete	North (20%)	North	20%	\$622,064	\$43,616	7%	\$578,448	93%	\$7.24
Opawa Road Stage 2	Complete	East (50%)	East	50%	\$889,730	\$78,141	8.8%	\$811,589	91%	\$5.86
Opawa Road Stage 2	Complete	South (50%)	South	50%	\$889,730	\$78,141	8.8%	\$811,589	91%	\$8.84
Woolston-Burwood Stage 1	Complete	East (100%)	East	100%	\$1,446,276	\$112,508	7.8%	\$1,333,768	92%	\$10.34
Gloucester/Linwood Signalisation	Complete	East (100%)	East	100%	\$344,495	\$26,795	7.8%	\$317,700	92%	\$4.28
Travis Road Traffic Management	Complete	East (100%)	East	100%	\$239,257	\$18,752	7.8%	\$220,505	92%	\$3.35

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Delivery Package - Retaining Walls (Non SCIRT)	Complete	Banks Peninsula (10%)	Banks Peninsula	10%	\$427,030	\$32,283	7.6%	\$394,747	92%	\$108.01
Delivery Package - Retaining Walls (Non SCIRT)	Complete	South (50%)	South	50%	\$2,135,150	\$161,417	7.6%	\$1,973,733	92%	\$69.39
Delivery Package - Retaining Walls (Non SCIRT)	Complete	West (40%)	West	40%	\$1,708,120	\$129,134	7.6%	\$1,578,986	92%	\$31.43
Pages Road Bridge Renewal (OARC)	In Progress	East (100%)	East	100%	\$60,484,285	\$5,746,007	9.5%	\$54,738,278	91%	\$309.61
Sumner Roading (Zone 3B) (HI CSA funded)	Complete	South (100%)	South	100%	\$12,436,614	\$1,741,126	14%	\$10,695,488	86%	\$696.17
Sumner Road Risk Mitigation (Zone 3A) (HI CSA funded)	Complete	South (100%)	South	100%	\$14,643,427	\$2,050,080	14%	\$12,593,347	86%	\$828.34
Sumner Road Rockfall Mitigation (Zone 3B) (HI CSA funded)	Complete	South (100%)	South	100%	\$13,992,090	\$1,399,209	10%	\$12,592,881	90%	\$194.12

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ACTIVE TRAVEL										
Central City Projects - Colombo Street (Bealey to Kilmore)	Complete	Christchurch (100%)	Active Travel	100%	\$1,045,115	\$65,633	6.3%	\$979,482	94%	\$2.92
Central City Projects - Ferry Road (St Asaph to Fitzgerald)	In Progress	Christchurch (100%)	Active Travel	100%	\$672,411	\$63,879	9.5%	\$608,532	91%	\$2.97
Cycle Connections - Northern Line	LTP	Christchurch (100%)	Active Travel	100%	\$2,965,298	\$257,981	8.7%	\$2,707,317	91%	\$9.31
Cycle Connections - Uni-Cycle	LTP	Christchurch (100%)	Active Travel	100%	\$749,255	\$65,185	8.7%	\$684,070	91%	\$1.44
Major Cycleway - Otakaro-Avon Route (Section 1) Fitzgerald to Swanns Road Bridge (OARC)	In Progress	Christchurch (100%)	Active Travel	100%	\$7,758,220	\$674,965	8.7%	\$7,083,255	91%	\$15.42
Major Cycleway - Wheels to Wings Route (Section 3) Wooldridge to Johns Road Underpass	In Progress	Christchurch (100%)	Active Travel	100%	\$4,343,629	\$377,896	8.7%	\$3,965,733	91%	\$9.39

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Major Cycleway - Nor'West Arc Route - Annex, Birmingham & Wrights Corridor Improvement	Complete	Christchurch (100%)	Active Travel	100%	\$7,773,845	\$946,854	12.2%	\$6,826,991	88%	\$66.41
Cycle Parking Facilities	Complete	Christchurch (100%)	Active Travel	100%	\$52,302	\$6,370	12.2%	\$45,932	88%	\$0.53
Belfast Park Cycle & Pedestrian Rail Crossing	In Progress	Christchurch (100%)	Active Travel	100%	\$414,438	\$272,286	65.7%	\$142,152	34%	\$7.77
Central City Projects - Antigua Street Cycle Network (Tuam-Moorhouse)	In Progress	Christchurch (100%)	Active Travel	100%	\$3,747,749	\$456,476	12.2%	\$3,291,273	88%	\$29.83
Coastal Pathway & Moncks Bay - Council Funded	In Progress	Christchurch (100%)	Active Travel	100%	\$12,380,919	\$1,733,329	14%	\$10,647,590	86%	\$114.41
Cycle Connections - Quarryman's Trail	LTP	Christchurch (100%)	Active Travel	100%	\$400,000	\$34,800	8.7%	\$365,200	91%	\$1.27

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Cycle Facilities & Connection Improvements	In Progress	Christchurch (100%)	Active Travel	100%	\$646,635	\$56,257	8.7%	\$590,378	91%	\$2.50
Local Cycle Network - Eastern Outer Orbit	In Progress	Christchurch (100%)	Active Travel	100%	\$542,076	\$47,161	8.7%	\$494,915	91%	\$1.81
Local Cycle Network - Ferrymead	LTP	Christchurch (100%)	Active Travel	100%	\$350,000	\$30,450	8.7%	\$319,550	91%	\$1.12
Local Cycle Network - Opawa & St Martins	LTP	Christchurch (100%)	Active Travel	100%	\$370,000	\$32,190	8.7%	\$337,810	91%	\$1.19
Local Cycleway - Northern Arterial Link Cranford to Rutland Reserve	Complete	Christchurch (100%)	Active Travel	100%	\$1,859,707	\$120,881	6.5%	\$1,738,826	93%	\$3.51
Major Cycleway - Heathcote Expressway Route (Section 1b) Charles Street to Tannery	Complete	Christchurch (100%)	Active Travel	100%	\$11,163,404	\$654,175	5.9%	\$10,509,229	94%	\$21.88

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Major Cycleway - Little River Link Route Rail Crossing	LTP	Christchurch (100%)	Active Travel	100%	\$1,019,754	\$124,206	12.2%	\$895,548	88%	\$7.67
Major Cycleway - Little River Link Route (Section 1) Moorhouse Avenue to Edinburgh Street	Complete	Christchurch (100%)	Active Travel	100%	\$6,565,207	\$303,313	4.6%	\$6,261,894	95%	\$10.92
Major Cycleway - Nor'West Arc Route (Section 1a) Cashmere to Sparks	Complete	Christchurch (100%)	Active Travel	100%	\$4,751,157	\$578,691	12.2%	\$4,172,466	88%	\$49.51
Major Cycleway Nor'West Arc Route (Section 1b) Sparks to Lincoln & Halswell Intersection	Complete	Christchurch (100%)	Active Travel	100%	\$4,069,064	\$495,612	12.2%	\$3,573,452	88%	\$39.00
Major Cycleway Nor'West Arc Route (Section 1c) Lincoln Halswell Rd to Annex Sthn Mway Underpass	Complete	Christchurch (100%)	Active Travel	100%	\$2,158,285	\$262,879	12.2%	\$1,895,406	88%	\$20.67

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Major Cycleway - Nor'West Arc Route (Section 2) Annex & Wigram Road to University	Complete	Christchurch (100%)	Active Travel	100%	\$8,484,284	\$1,033,386	12.2%	\$7,450,898	88%	\$78.92
Major Cycleway - Opawaho River Route (Section 1) Princess Margaret Hospital to Corson Avenue	LTP	Christchurch (100%)	Active Travel	100%	\$11,562,341	\$1,005,924	8.7%	\$10,556,417	91%	\$23.30
Major Cycleway - Opawaho River Route (Section 2) Corson to Waltham	LTP	Christchurch (100%)	Active Travel	100%	\$5,308,590	\$461,847	8.7%	\$4,846,743	91%	\$10.82
Major Cycleway - Opawaho River Route (Section 3) Waltham to Ferryroad Bridge	LTP	Christchurch (100%)	Active Travel	100%	\$32,137,602	\$2,795,971	8.7%	\$29,341,631	91%	\$63.80
Major Cycleway - Otakaro-Avon Route (Section 2) Swanns Road	LTP	Christchurch (100%)	Active Travel	100%	\$9,935,515	\$864,390	8.7%	\$9,071,125	91%	\$19.55

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Bridge to Anzac Drive Bridge (OARC)										
Major Cycleway - Otakaro-Avon Route (Section 3) Anzac Drive Bridge to New Brighton (OARC)	LTP	Christchurch (100%)	Active Travel	100%	\$9,930,110	\$863,920	8.7%	\$9,066,190	91%	\$19.36
Major Cycleway - South Express Route (Section 3) Curletts to Old Blenheim	Complete	Christchurch (100%)	Active Travel	100%	\$17,500,973	\$2,131,619	12.2%	\$15,369,354	88%	\$164.39
Major Cycleway - Wheels to Wings Route (Section 1) Harewood to Greers	In Progress	Christchurch (100%)	Active Travel	100%	\$10,860,393	\$944,854	8.7%	\$9,915,539	91%	\$24.74
Major Cycleway - Wheels to Wings Route (Section 2) Greers to Wooldridge	In Progress	Christchurch (100%)	Active Travel	100%	\$8,473,878	\$737,227	8.7%	\$7,736,651	91%	\$18.14
MCR Little River Link - Section 2 - Wigram Magdela Link	Complete	Christchurch (100%)	Active Travel	100%	\$151,872	\$13,213	8.7%	\$138,659	91%	\$0.50

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MCR Little River Link - Section 3 - Little River Township	Complete	Christchurch (100%)	Active Travel	100%	\$782,394	\$68,068	8.7%	\$714,326	91%	\$2.49
MCR Papanui Parallel - Section 1 - Grassmere to Tomes	Complete	Christchurch (100%)	Active Travel	100%	\$1,728,363	\$150,368	8.7%	\$1,577,995	91%	\$5.91
MCR Papanui Parallel - Section 2 - Bealey Ave to Trafalgar	Complete	Christchurch (100%)	Active Travel	100%	\$11,050,480	\$961,392	8.7%	\$10,089,088	91%	\$34.52
MCR Papanui Parallel - Section 4 - Grassmere to Sawyers Arms Road	Complete	Christchurch (100%)	Active Travel	100%	\$3,418,380	\$297,399	8.7%	\$3,120,981	91%	\$10.73
MCR Quarryman's Trail - Section 1a - Hoon Hay Road to Roker/Strickland Street	Complete	Christchurch (100%)	Active Travel	100%	\$17,508,109	\$1,228,603	7%	\$16,279,506	93%	\$42.09
MCR Quarryman's Trail - Section 2 - Halswell to Victors Road	Complete	Christchurch (100%)	Active Travel	100%	\$6,160,410	\$535,956	8.7%	\$5,624,454	91%	\$17.27

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MCR Rapanui - Shag Rock Cycleway - Section 1 - Worcester Street to Linwood Ave	Complete	Christchurch (100%)	Active Travel	100%	\$9,169,943	\$797,785	8.7%	\$8,372,158	91%	\$28.33
MCR Rapanui - Shag Rock Cycleway - Section 2 - Aldwins Road to Dyers Road	Complete	Christchurch (100%)	Active Travel	100%	\$7,142,984	\$621,440	8.7%	\$6,521,544	91%	\$21.29
MCR Southern Lights - Section 1 - Strickland Street to Tennyson St	In Progress	Christchurch (100%)	Active Travel	100%	\$3,877,054	\$337,304	8.7%	\$3,539,750	91%	\$8.26
MCR Uni-Cycle - Section 1 - Matai St East	Complete	Christchurch (100%)	Active Travel	100%	\$3,074,869	\$267,514	8.7%	\$2,807,355	91%	\$10.41
MCR Uni-Cycle - Section 2 - Hagley Park to Riccarton Bush	Complete	Christchurch (100%)	Active Travel	100%	\$3,271,512	\$284,622	8.7%	\$2,986,890	91%	\$10.40
MCR Uni-Cycle - Section 3 - Ngahere St to Dovedale Ave	Complete	Christchurch (100%)	Active Travel	100%	\$4,208,747	\$366,161	8.7%	\$3,842,586	91%	\$12.82

Christchurch City Council Development Contributions Policy 2025

Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
MCR Uni-Cycle - Section 4 - Railway Line Crossing	Complete	Christchurch (100%)	Active Travel	100%	\$291,967	\$25,401	8.7%	\$266,566	91%	\$0.89
Programme - Major Cycleway - Northern Line Cycleway	LTP	Christchurch (100%)	Active Travel	100%	\$1,887,822	\$229,937	12.2%	\$1,657,885	88%	\$14.14
Programme - Major Cycleway - Nor'West Arc	LTP	Christchurch (100%)	Active Travel	100%	\$1,756,091	\$213,892	12.2%	\$1,542,199	88%	\$13.16
Programme - Major Cycleway - South Express	Complete	Christchurch (100%)	Active Travel	100%	\$20,481	\$2,495	12.2%	\$17,986	88%	\$0.18
Programme - Northeast Cycle Route	LTP	Christchurch (100%)	Active Travel	100%	\$21,000,000	\$2,557,800	12.2%	\$18,442,200	88%	\$141.25
Programme - Street Asset Renewals to Support Capital Projects	LTP	Christchurch (100%)	Active Travel	100%	\$50,000,000	\$4,350,000	8.7%	\$45,650,000	91%	\$155.97
Carrs Rd Cycle & Pedestrian Bridge	Complete	Christchurch (100%)	Active Travel	100%	\$411,521	\$146,650	35.6%	\$264,871	64%	\$6.36
Local Cycleway Connections Signs & Markings	Complete	Christchurch (100%)	Active Travel	100%	\$95,574	\$11,641	12.2%	\$83,933	88%	\$0.82

Christchurch City Council Development Contributions Policy 2025

Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Coastal Pathway	Complete	Christchurch (100%)	Active Travel	100%	\$13,259,966	\$1,856,317	14%	\$11,403,649	86%	\$171.10
PUBLIC TRANSPORT										
Bus Interchange Upgrades	LTP	Christchurch (100%)	Public Transport	100%	\$1,119,370	\$106,340	9.5%	\$1,013,030	91%	\$3.76
Core PT Route & Facilities: Orbiter - Southwest Projects	Complete	Christchurch (100%)	Public Transport	100%	\$176,049	\$17,605	10%	\$158,444	90%	\$0.64
Core Public Transport Corridor & Facilities - South (Colombo St)	In Progress	Christchurch (100%)	Public Transport	100%	\$3,646,635	\$226,091	6.2%	\$3,420,544	94%	\$11.97
Core Public Transport Route & Facilities - North (Papanui & Belfast)	Complete	Christchurch (100%)	Public Transport	100%	\$960,976	\$96,098	10%	\$864,878	90%	\$2.91
Core Public Transport Route & Facilities - Northwest Orbiter	Complete	Christchurch (100%)	Public Transport	100%	\$949,055	\$94,905	10%	\$854,150	90%	\$2.86
Core Public Transport Route & Facilities -	Complete	Christchurch (100%)	Public Transport	100%	\$6,829,327	\$522,444	7.7%	\$6,306,883	92%	\$14.60

Christchurch City Council Development Contributions Policy 2025

Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
South-West Lincoln Road (Phase 1)										
Delivery Package - Bus Lane Priority	In Progress	Christchurch (100%)	Public Transport	100%	\$294,572	\$35,879	12.2%	\$258,693	88%	\$2.52
Delivery Package - Public Transport Bus Priority Electronic Installations	In Progress	Christchurch (100%)	Public Transport	100%	\$764,219	\$41,268	5.4%	\$722,951	95%	\$1.85
Delivery Package - Public Transport Stops, Shelters & Seatings Installation	In Progress	Christchurch (100%)	Public Transport	100%	\$7,652,335	\$413,226	5.4%	\$7,239,109	95%	\$17.21
Eastgate Public Transport Hub Passenger Facilities Upgrade	Complete	Christchurch (100%)	Public Transport	100%	\$1,773,692	\$177,369	10%	\$1,596,323	90%	\$8.12
Lincoln Road Passenger Transport Improvements (Curletts to Wrights)	In Progress	Christchurch (100%)	Public Transport	100%	\$12,498,323	\$881,393	7.1%	\$11,616,930	93%	\$20.35
Main North Road Bus Lane Modifications	Complete	Christchurch (100%)	Public Transport	100%	\$1,363,103	\$166,026	12.2%	\$1,197,077	88%	\$14.36

Christchurch City Council Development Contributions Policy 2025

Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Programme - Mass Rapid Transit	LTP	Christchurch (100%)	Public Transport	100%	\$7,400,000	\$901,320	12.2%	\$6,498,680	88%	\$52.26
Programme - PT Futures	LTP	Christchurch (100%)	Public Transport	100%	\$68,980,000	\$8,401,764	12.2%	\$60,578,236	88%	\$452.73
Programme - Public Transport Stops, Shelters & Seatings Installation (Category 1)	LTP	Christchurch (100%)	Public Transport	100%	\$128,270	\$6,927	5.4%	\$121,343	95%	\$0.27
Programme - Transitional PT Infrastructure to Support Hubs & Spokes	Complete	Christchurch (100%)	Public Transport	100%	\$27,986	\$2,799	10%	\$25,187	90%	\$0.11
Public Transport Minor Works Programme	Complete	Christchurch (100%)	Public Transport	100%	\$156,293	\$9,831	6.3%	\$146,462	94%	\$0.54
Public Transport Real Time Information (ITS) Installations	In Progress	Christchurch (100%)	Public Transport	100%	\$353,144	\$19,070	5.4%	\$334,074	95%	\$0.87
The Palms Public Transport Facilities	In Progress	Christchurch (100%)	Public Transport	100%	\$1,397,697	\$89,453	6.4%	\$1,308,244	94%	\$2.60

Christchurch City Council Development Contributions Policy 2025

Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Central City Transport Interchange	Complete	Christchurch (100%)	Public Transport	100%	\$22,944,268	\$1,743,764	7.6%	\$21,200,504	92%	\$54.76
Riccarton Road Bus Priority	Complete	Christchurch (100%)	Public Transport	100%	\$17,789,617	\$2,166,775	12.2%	\$15,622,842	88%	\$196.26
Central City Projects - Central City Transport Interchange Extension	Complete	Christchurch (100%)	Public Transport	100%	\$1,528,339	\$111,569	7.3%	\$1,416,770	93%	\$4.93
Route 3: Queenspark-City	Complete	Christchurch (100%)	Public Transport	100%	\$2,475,042	\$235,129	9.5%	\$2,239,913	90%	\$13.24
Passenger Transport Infrastructure	Complete	Christchurch (100%)	Public Transport	100%	\$17,878	\$1,698	9.5%	\$16,180	91%	\$0.10
COMMUNITY INFRASTRUCTURE										

Christchurch City Council Development Contributions Policy 2025

Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Banks Peninsula Cemetery Development	In Progress	Community Wide (100%)	District Wide	100%	\$303,274	\$237,719	78.4%	\$65,555	22%	\$8.09
Belfast Cemetery Extension Development	In Progress	Community Wide (100%)	District Wide	100%	\$1,394,423	\$209,843	15%	\$1,184,580	85%	\$12.57
Cemeteries Burial Beams Development	In Progress	Community Wide (100%)	District Wide	100%	\$103,148	\$80,852	78.4%	\$22,296	22%	\$2.82
Cemeteries New Asset Development	In Progress	Community Wide (100%)	District Wide	100%	\$134,477	\$105,409	78.4%	\$29,068	22%	\$3.83
Cemetery Development	Complete	Community Wide (100%)	District Wide	100%	\$409,935	\$321,324	78.4%	\$88,611	22%	\$12.93
Duvauchelle Cemetery Development	Complete	Community Wide (100%)	District Wide	100%	\$427,627	\$335,192	78.4%	\$92,435	22%	\$11.05

Christchurch City Council Development Contributions Policy 2025

Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Lyttleton Catholic Cemetery Extension Development	LTP	Community Wide (100%)	District Wide	100%	\$323,576	\$253,632	78.4%	\$69,944	22%	\$8.34
Memorial Cemetery Development	Complete	Community Wide (100%)	District Wide	100%	\$354,873	\$278,164	78.4%	\$76,709	22%	\$11.74
Memorial Cemetery Development	In Progress	Community Wide (100%)	District Wide	100%	\$1,132,191	\$887,458	78.4%	\$244,733	22%	\$29.67
Whakata - Christchurch Cemetery Development (Templeton)	In Progress	Community Wide (100%)	District Wide	100%	\$1,750,630	\$1,372,216	78.4%	\$378,414	22%	\$45.57
Delivery Package FY17 - Neighbourhood Parks - Play and Recreation (New)	Complete	Community Wide (100%)	District Wide	100%	\$99,186	\$39,674	40%	\$59,512	60%	\$1.39
Governors Bay Community Centre & Pool Reserve - Play and Recreation Facilities (New)	Complete	Community Wide (100%)	District Wide	100%	\$170,330	\$34,066	20%	\$136,264	80%	\$1.32

Christchurch City Council Development Contributions Policy 2025

Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Seager Park Playground	Complete	Community Wide (100%)	District Wide	100%	\$55,958	\$33,575	60%	\$22,383	40%	\$1.23
Waitikiri Square Playground	Complete	Community Wide (100%)	District Wide	100%	\$142,112	\$56,845	40%	\$85,267	60%	\$1.99
Canterbury Agricultural Park Toilet and Changing Rooms	Complete	Community Wide (100%)	District Wide	100%	\$892,610	\$357,044	40%	\$535,566	60%	\$13.25
Halswell Skate Park	Complete	Community Wide (100%)	District Wide	100%	\$391,745	\$156,698	40%	\$235,047	60%	\$5.14
Belfast Cemetery Extension	Complete	Community Wide (100%)	District Wide	100%	\$1,870,625	\$1,466,273	78%	\$404,352	22%	\$65.70
Cemetery Beams New Development	Complete	Community Wide (100%)	District Wide	100%	\$840,770	\$659,030	78.4%	\$181,740	22%	\$28.34
New Library to support population growth	LTP	Community Wide (100%)	District Wide	100%	\$1,637,823	\$1,134,015	69.2%	\$503,808	31%	\$38.97
Matatiki: Hornby Centre	Complete	Community Wide (100%)	District Wide	100%	\$46,743,024	\$22,057,018	47.2%	\$24,686,006	53%	\$797.66

Christchurch City Council Development Contributions Policy 2025

Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Matatiki: Hornby Centre Development Contributions	Complete	Community Wide (100%)	District Wide	100%	\$1,538,727	\$743,752	48.3%	\$794,975	52%	\$25.97
Te Pou Toetoe Linwood Pool	Complete	Community Wide (100%)	District Wide	100%	\$22,643,281	\$10,944,747	48.3%	\$11,698,534	52%	\$435.96
Parakiore Recreation and Sports Centre Equipment (formally Metro Sports Facility)	In Progress	Community Wide (100%)	District Wide	100%	\$1,392,026	\$328,240	23.6%	\$1,063,786	76%	\$11.60
Parakiore Recreation and Sports Centre (formally Metro Sport Facility)	In Progress	Community Wide (100%)	District Wide	100%	\$150,316,752	\$35,444,690	23.6%	\$114,872,062	76%	\$1,422.28
Little River Play and Recreation Development	Complete	Community Wide (100%)	District Wide	100%	\$320,110	\$50,814	15.9%	\$269,296	84%	\$2.24
Play & Recreation Development	Complete	Community Wide (100%)	District Wide	100%	\$1,122,709	\$192,276	17%	\$930,433	83%	\$9.49
Cross Reserve - Play Space Renewal	In Progress	Community Wide (100%)	District Wide	100%	\$15,476	\$1,425	9.2%	\$14,051	91%	\$0.10

Christchurch City Council Development Contributions Policy 2025

Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Hunter Terrace Bicycle Pump Track Renewal and New Mini Basketball Court	In Progress	Community Wide (100%)	District Wide	100%	\$74,607	\$6,870	9.2%	\$67,737	91%	\$0.47
Linwood Park Skate Park Renewal	LTP	Community Wide (100%)	District Wide	100%	\$595,951	\$54,875	9.2%	\$541,076	91%	\$3.64
Quarry View Park - New Play Space	In Progress	Community Wide (100%)	District Wide	100%	\$14,492	\$14,492	100.0%	\$0	0%	\$0.57
Waihoru Spreydon-Cashmere-Heathcote Local Play Space Renewals	LTP	Community Wide (100%)	District Wide	100%	\$441,512	\$40,654	9%	\$400,858	91%	\$2.59
Waimaero Fendalton-Waimairi-Harewood Local Play Space Renewals	LTP	Community Wide (100%)	District Wide	100%	\$387,828	\$35,711	9.2%	\$352,117	91%	\$2.27
Waipapa Papanui-Innes-Central Local Play Space Renewals	LTP	Community Wide (100%)	District Wide	100%	\$593,859	\$54,682	9.2%	\$539,177	91%	\$3.47

Christchurch City Council Development Contributions Policy 2025

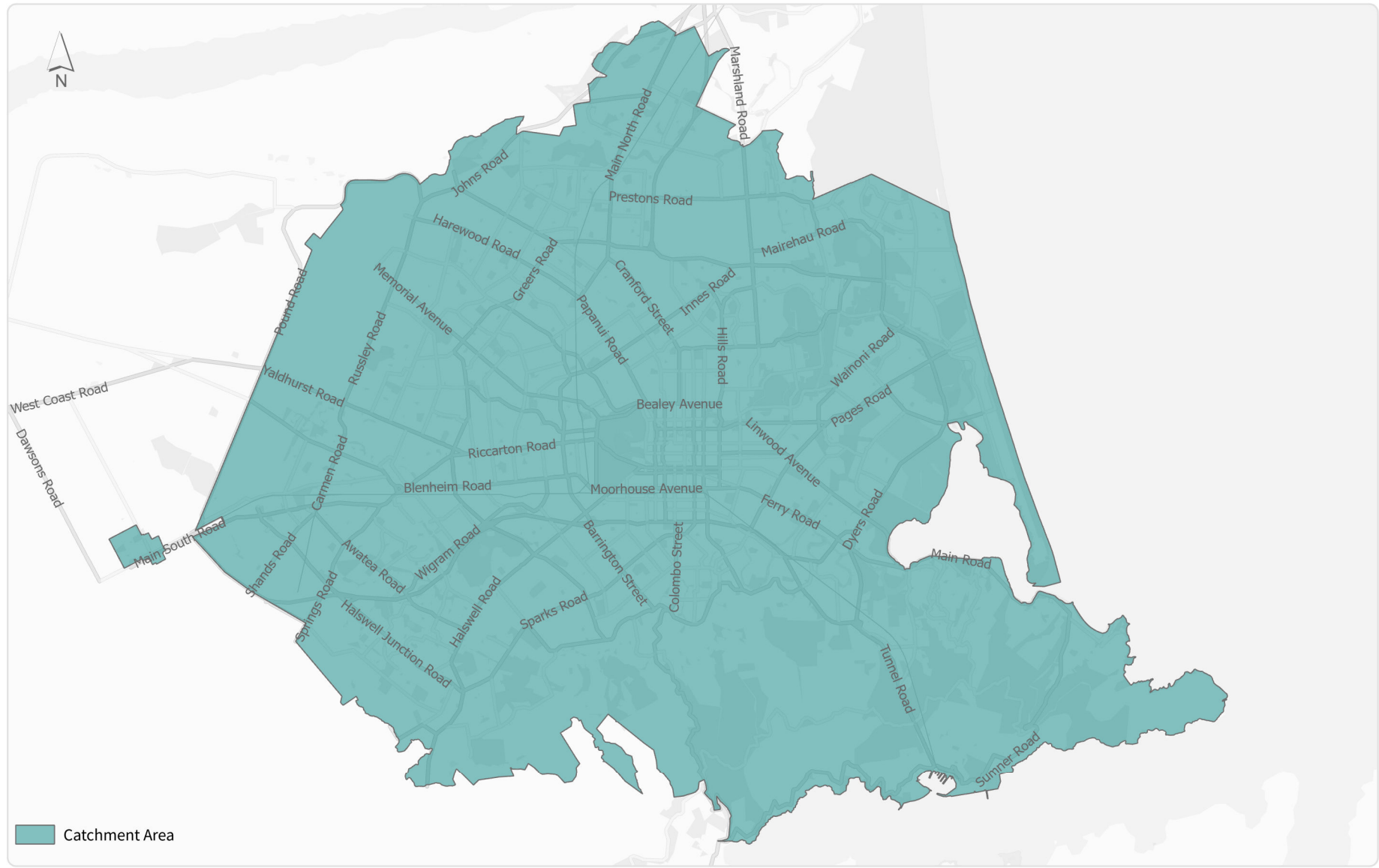
Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Waipuna Halswell-Hornby-Riccarton Local Play Spaces Renewals	LTP	Community Wide (100%)	District Wide	100%	\$332,467	\$30,613	9.2%	\$301,854	91%	\$1.95
Waitai Coastal-Burwood-Linwood Local Play Space Renewals	LTP	Community Wide (100%)	District Wide	100%	\$499,539	\$45,997	9.2%	\$453,542	91%	\$2.93
Waltham Park - Play Space Renewal	In Progress	Community Wide (100%)	District Wide	100%	\$281,582	\$25,928	9.2%	\$255,654	91%	\$1.71

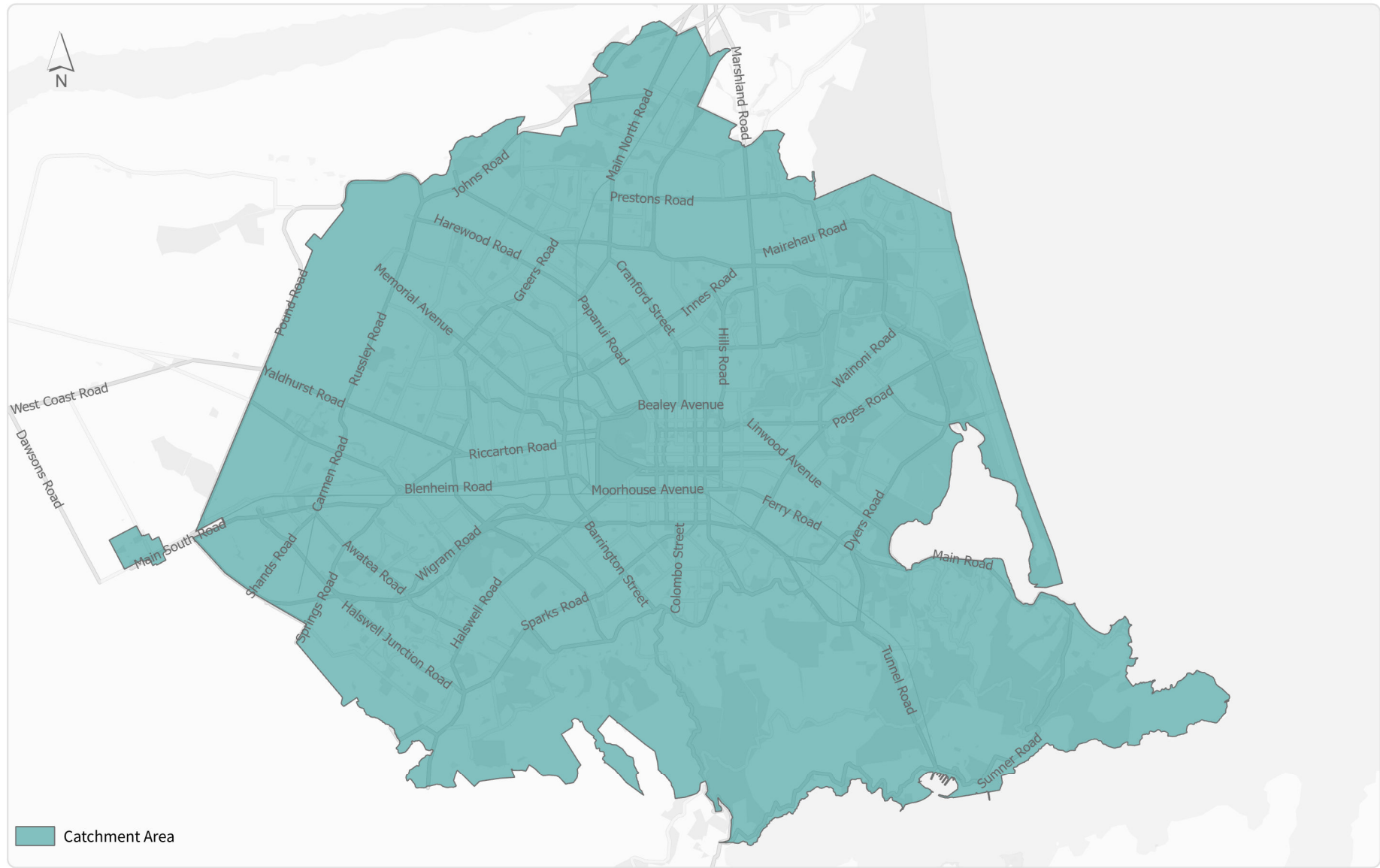
Christchurch City Council Development Contributions Policy 2025

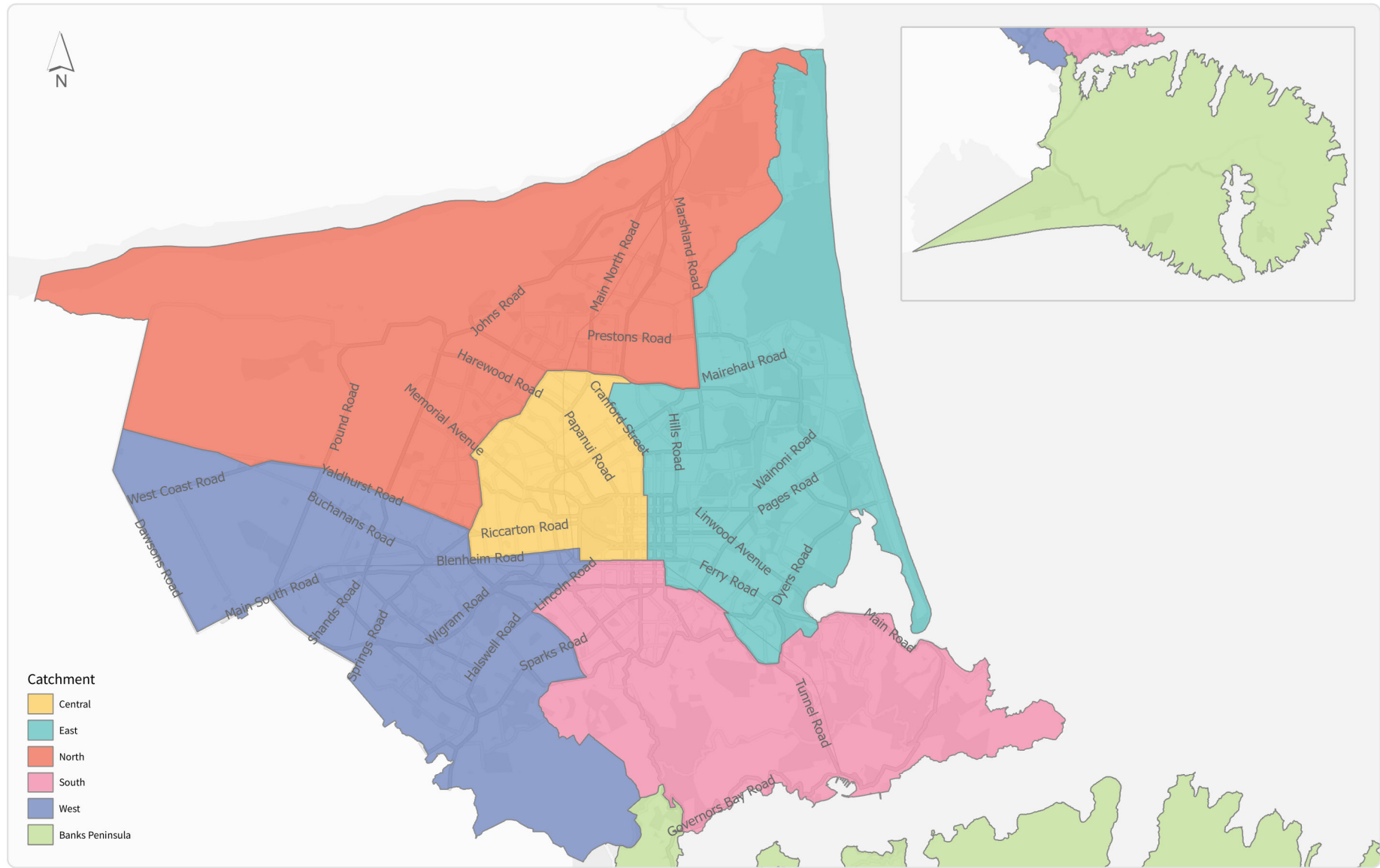
APPENDIX 3

CATCHMENT MAPS FOR DEVELOPMENT CONTRIBUTIONS ACTIVITIES

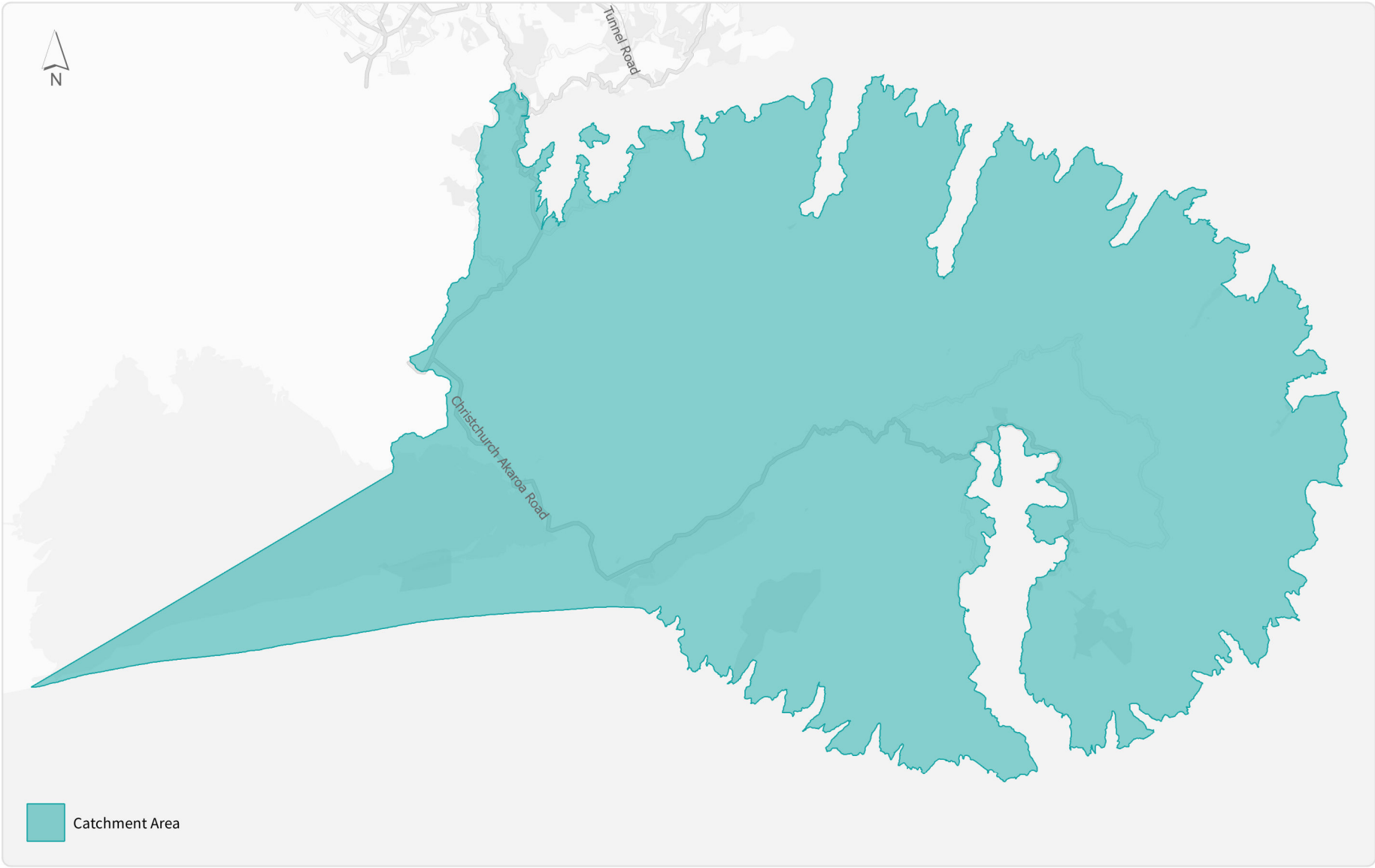
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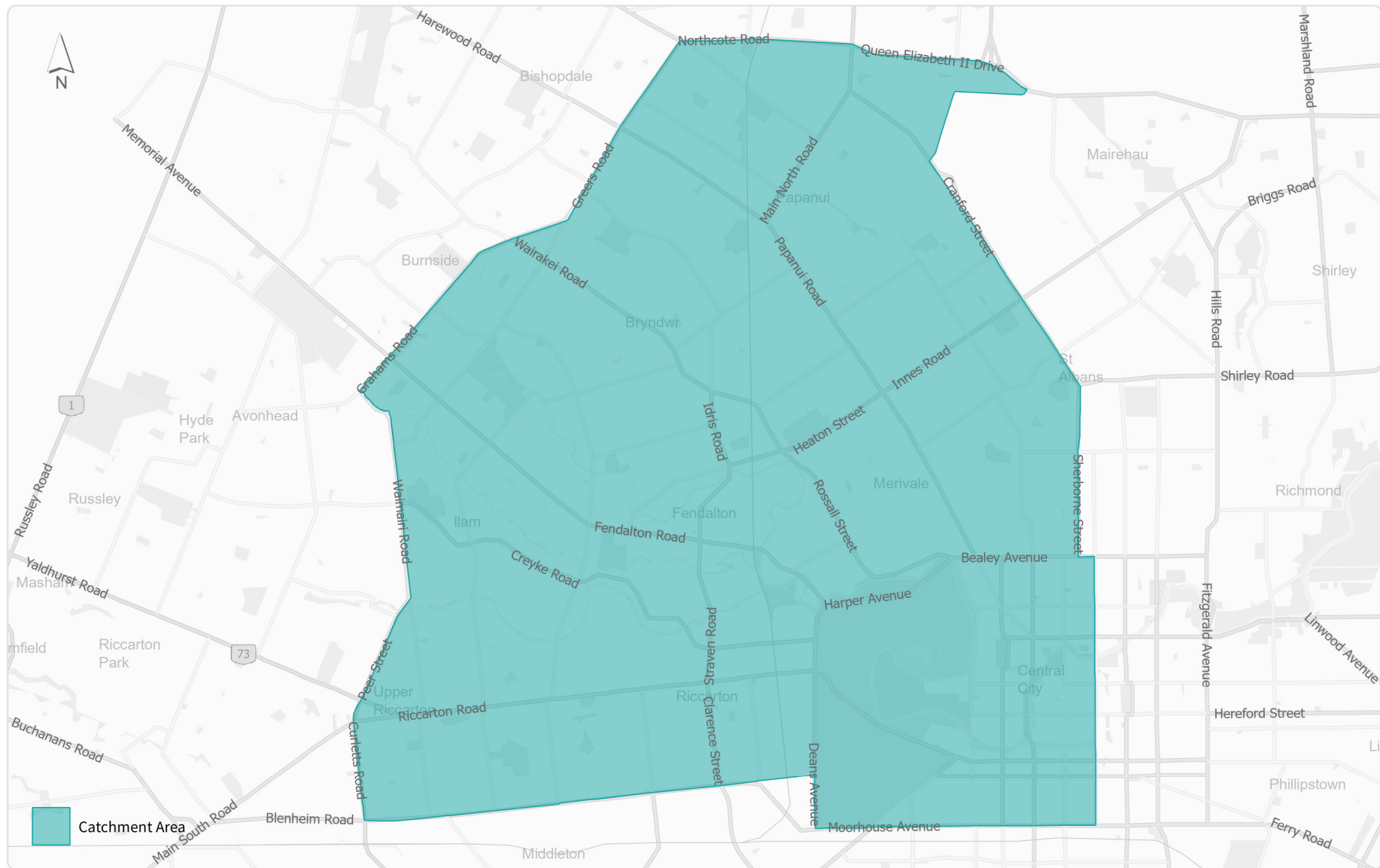


Development Contributions Policy 2025
Road Network Catchments

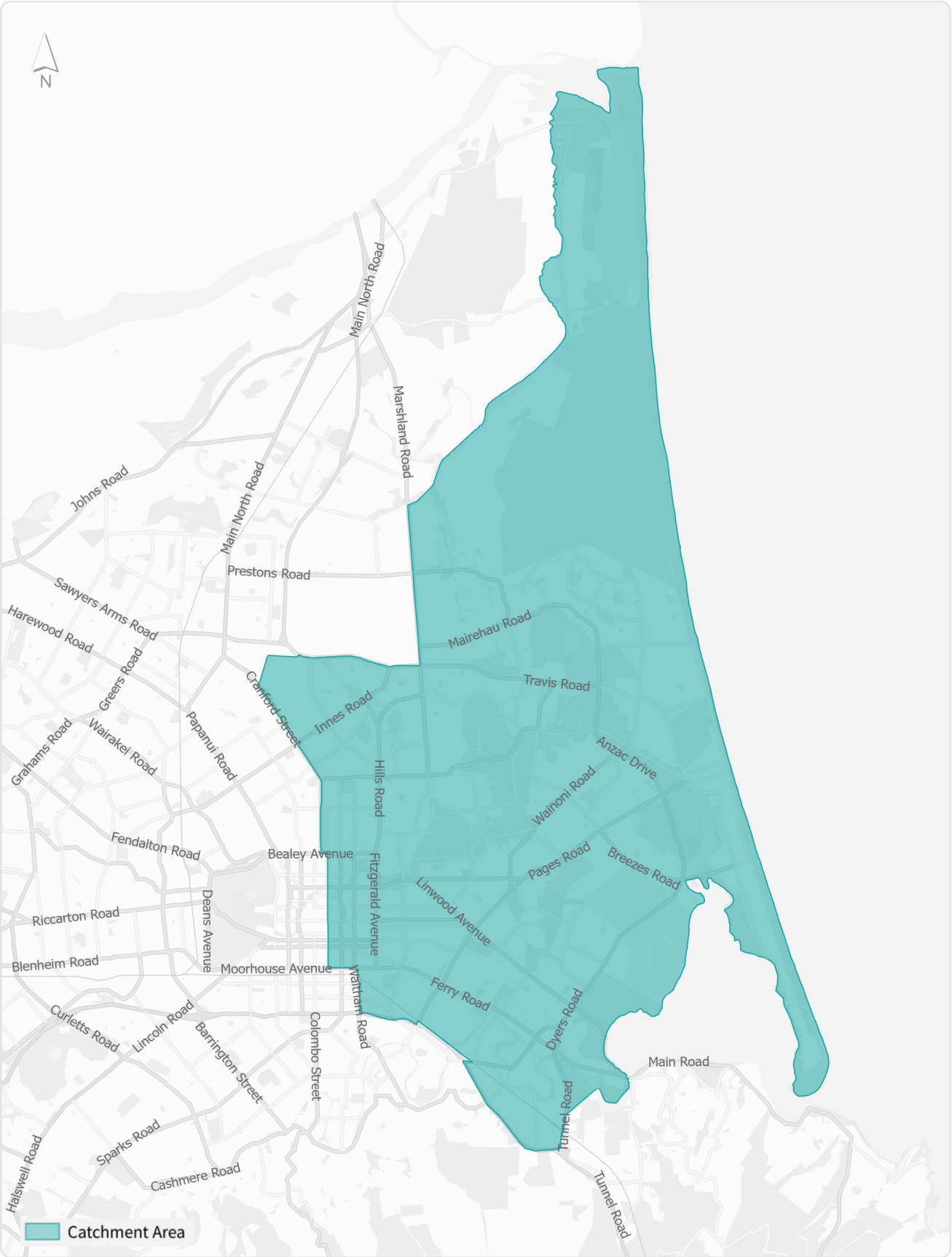


Development Contributions Policy 2025
Road Network Catchments
Banks Peninsula Catchment



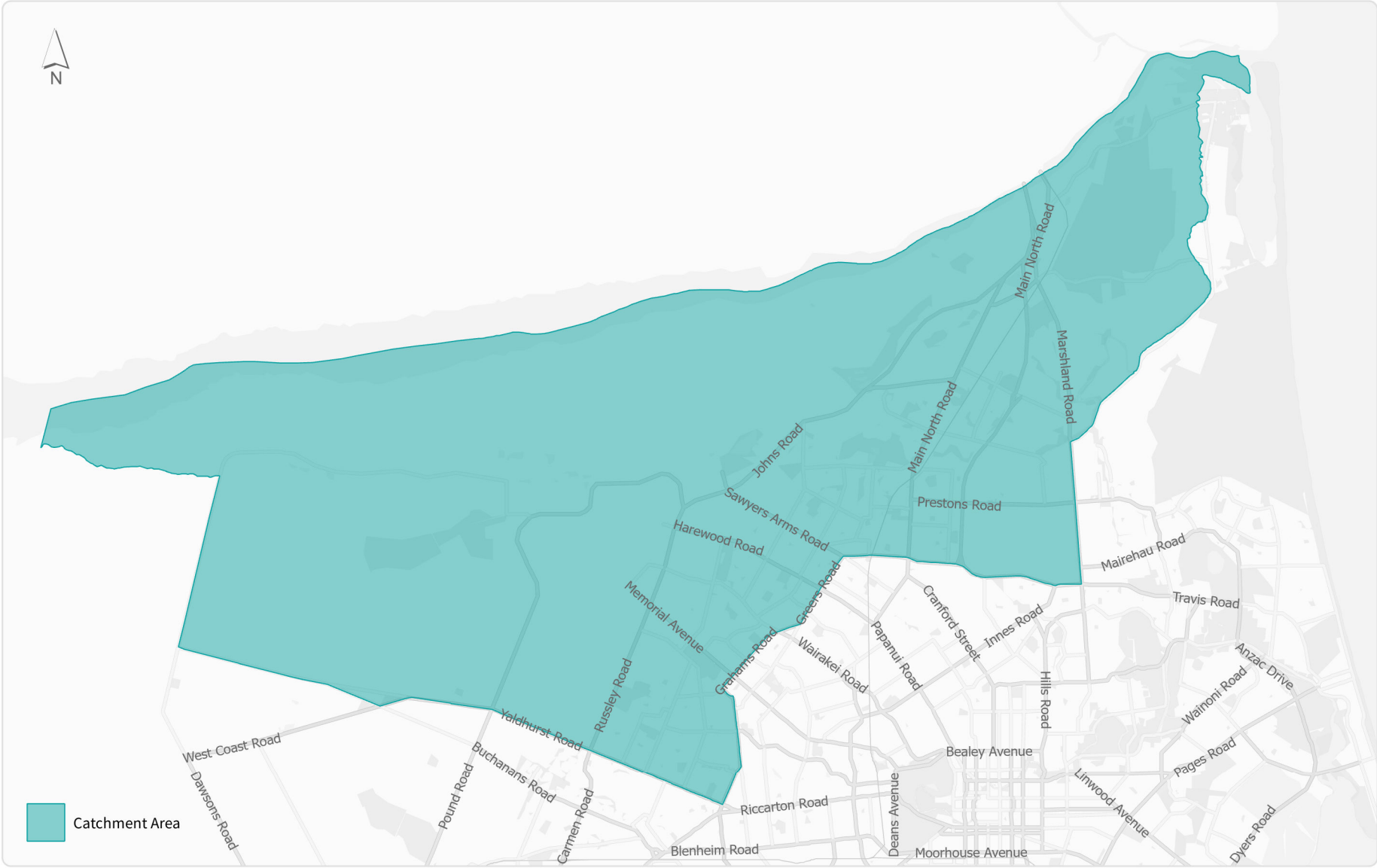


Development Contributions Policy 2025
Road Network Catchments
Central Catchment



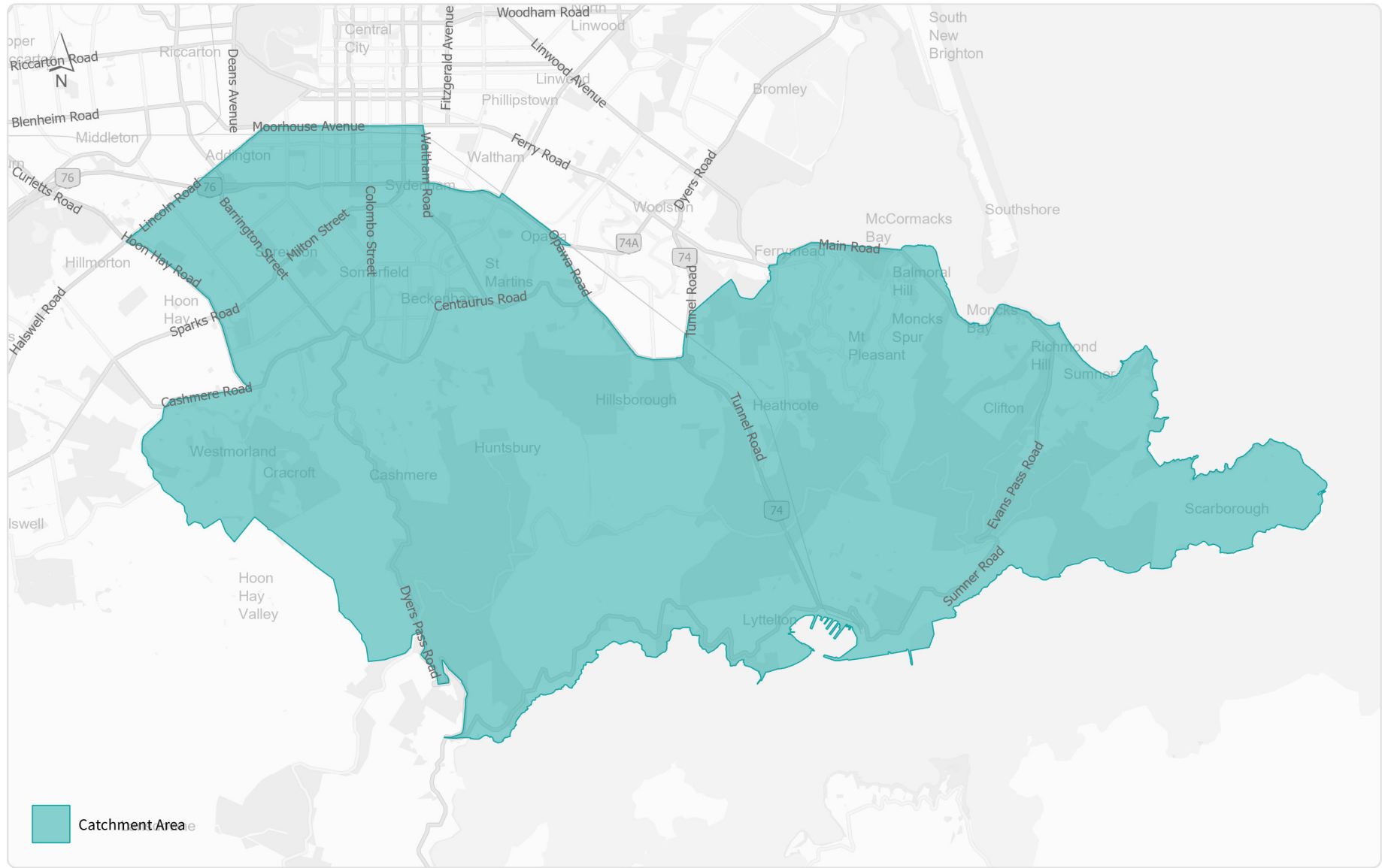
Development Contributions Policy 2025
Road Network Catchments
East Catchment





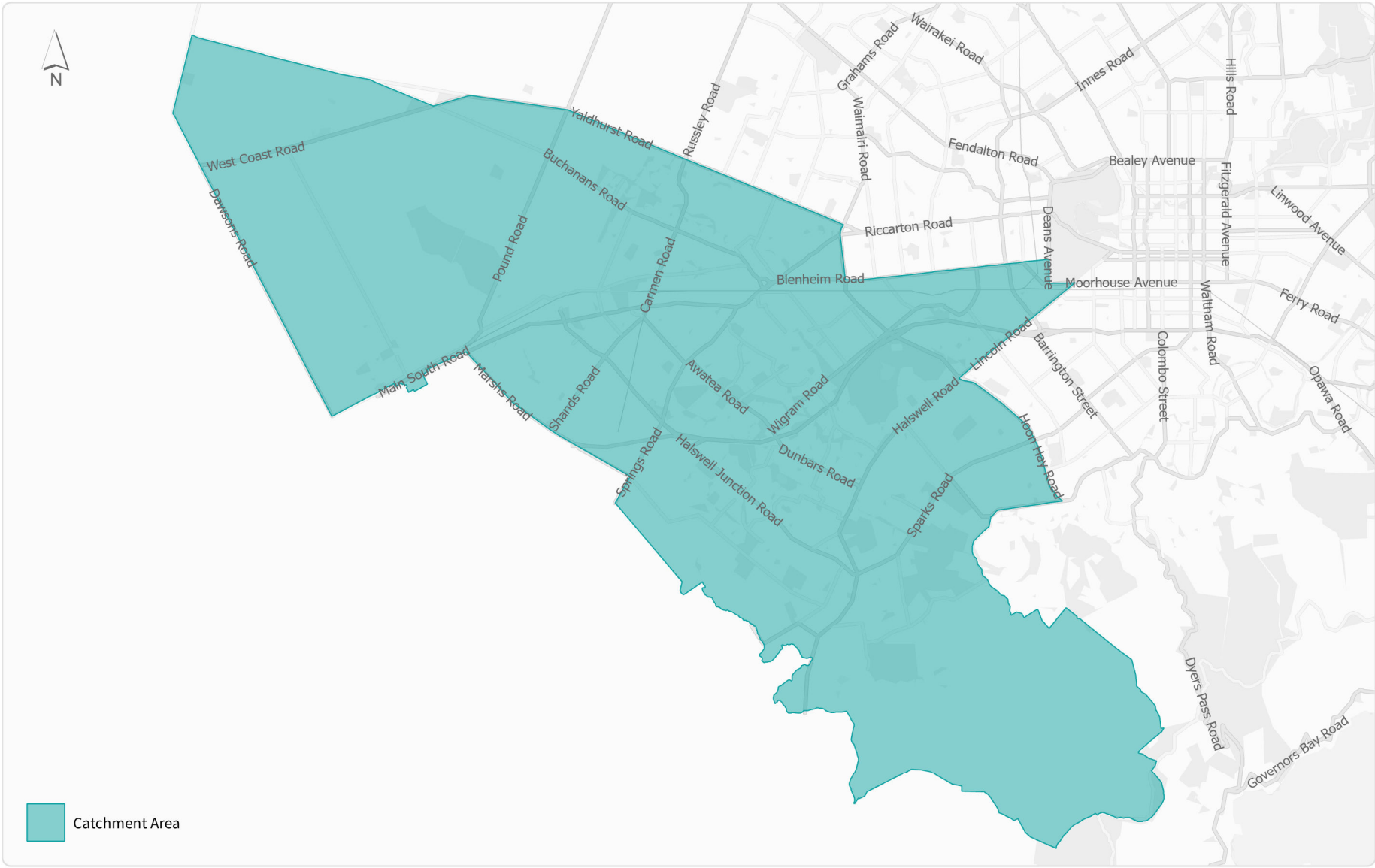
Development Contributions Policy 2025
Road Network Catchments
North Catchment



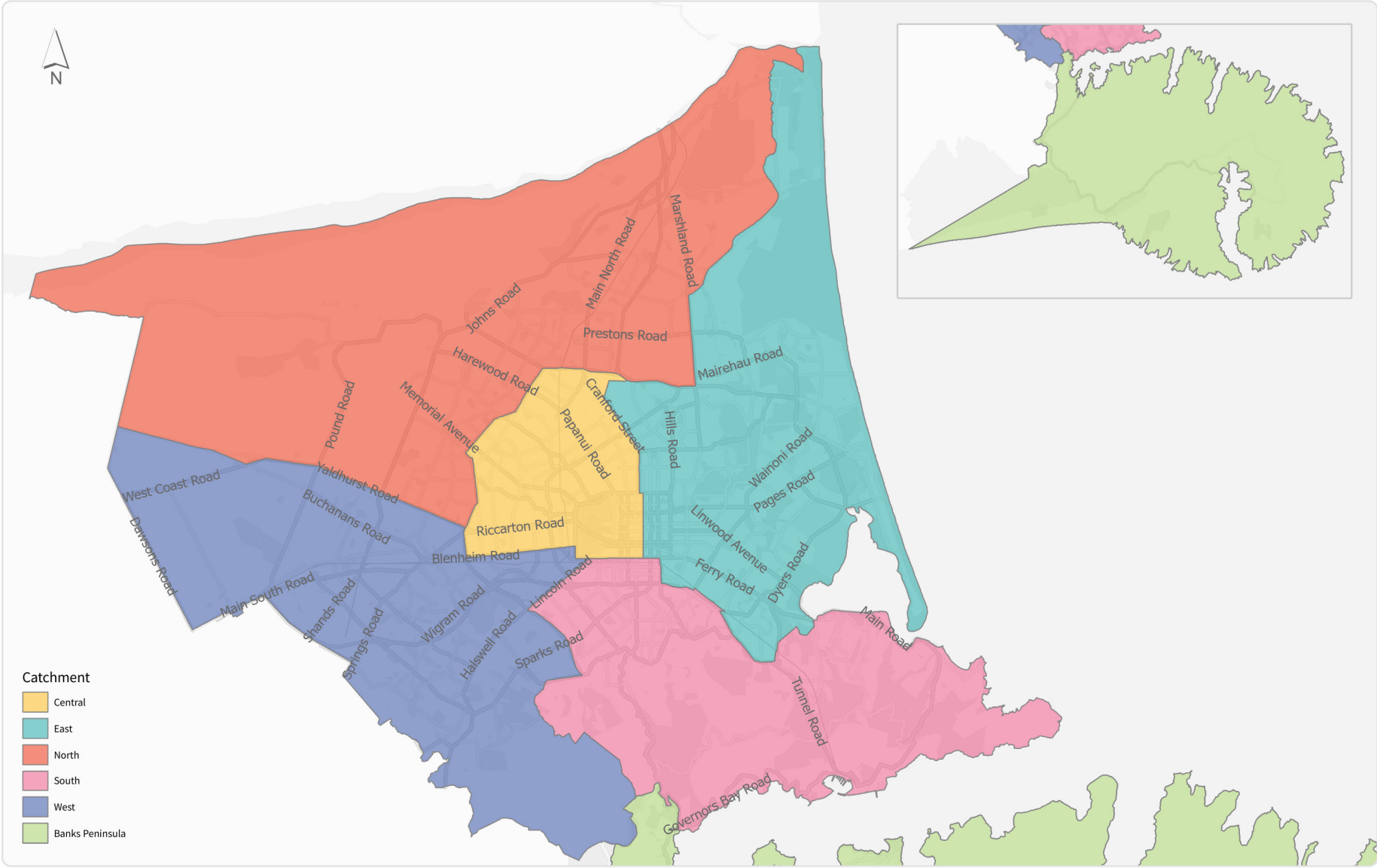


Development Contributions Policy 2025
Road Network Catchments
South Catchment

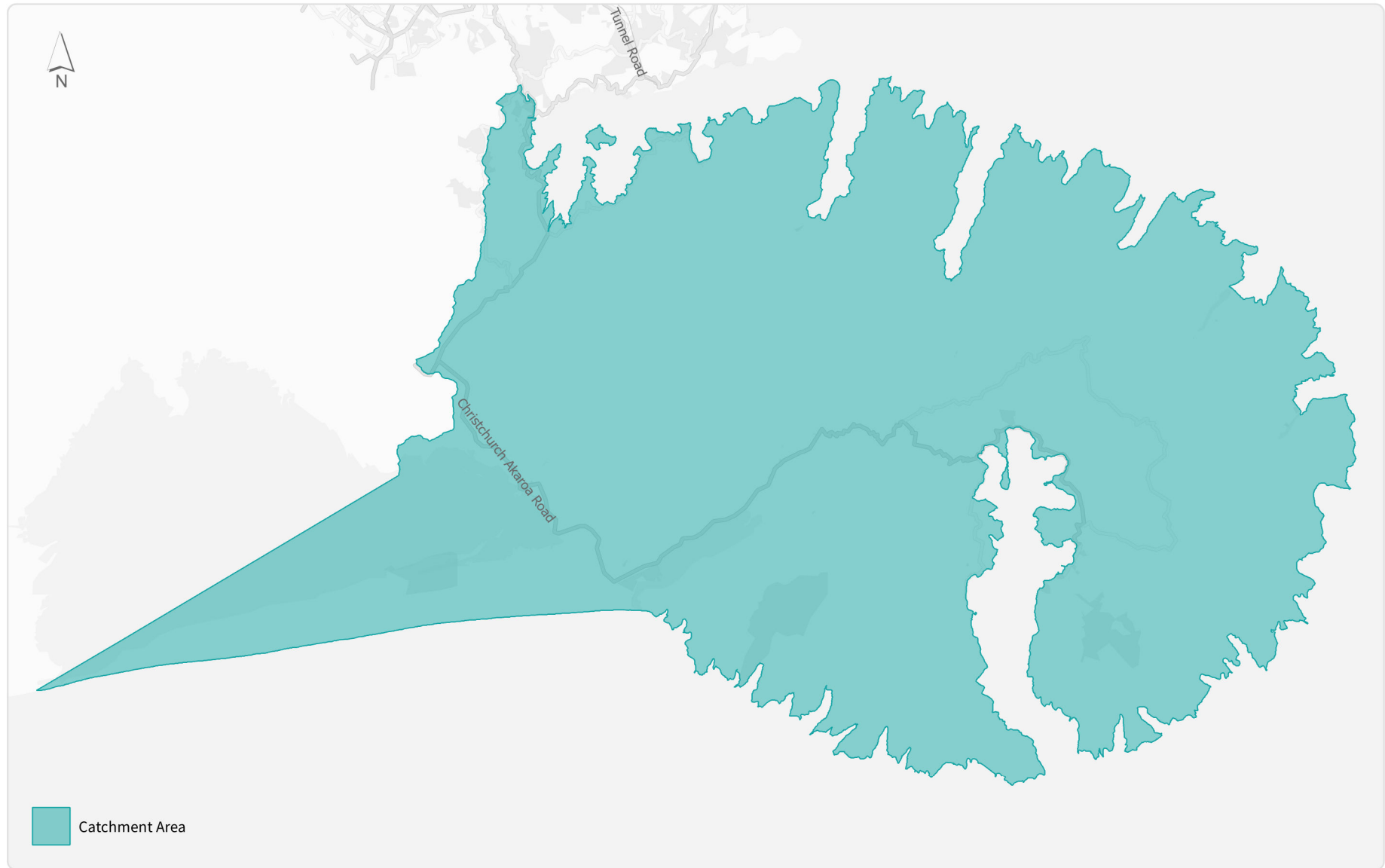




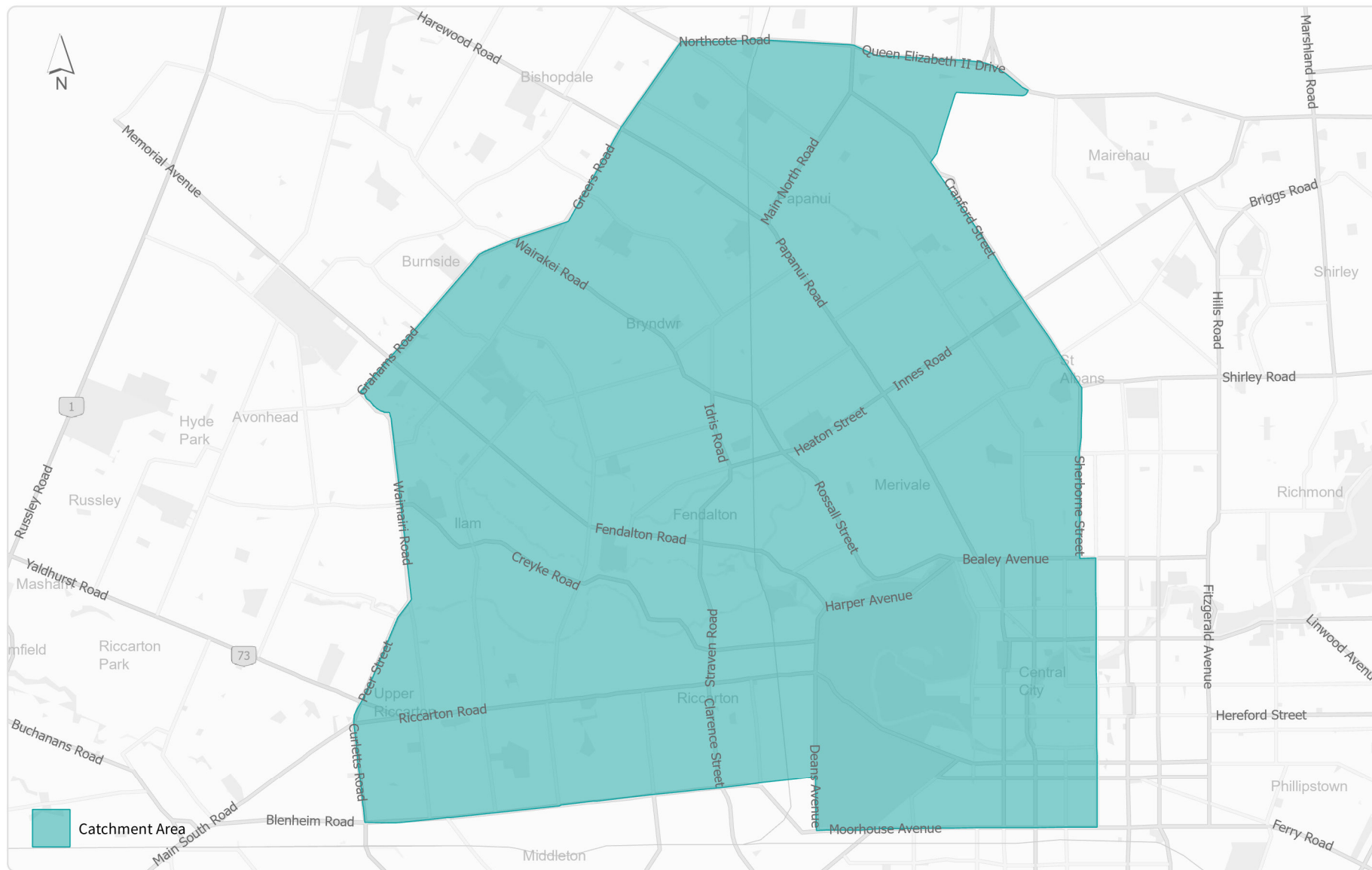
Development Contributions Policy 2025
Road Network Catchments
West Catchment



Development Contributions Policy 2025
Neighbourhood Parks Catchments

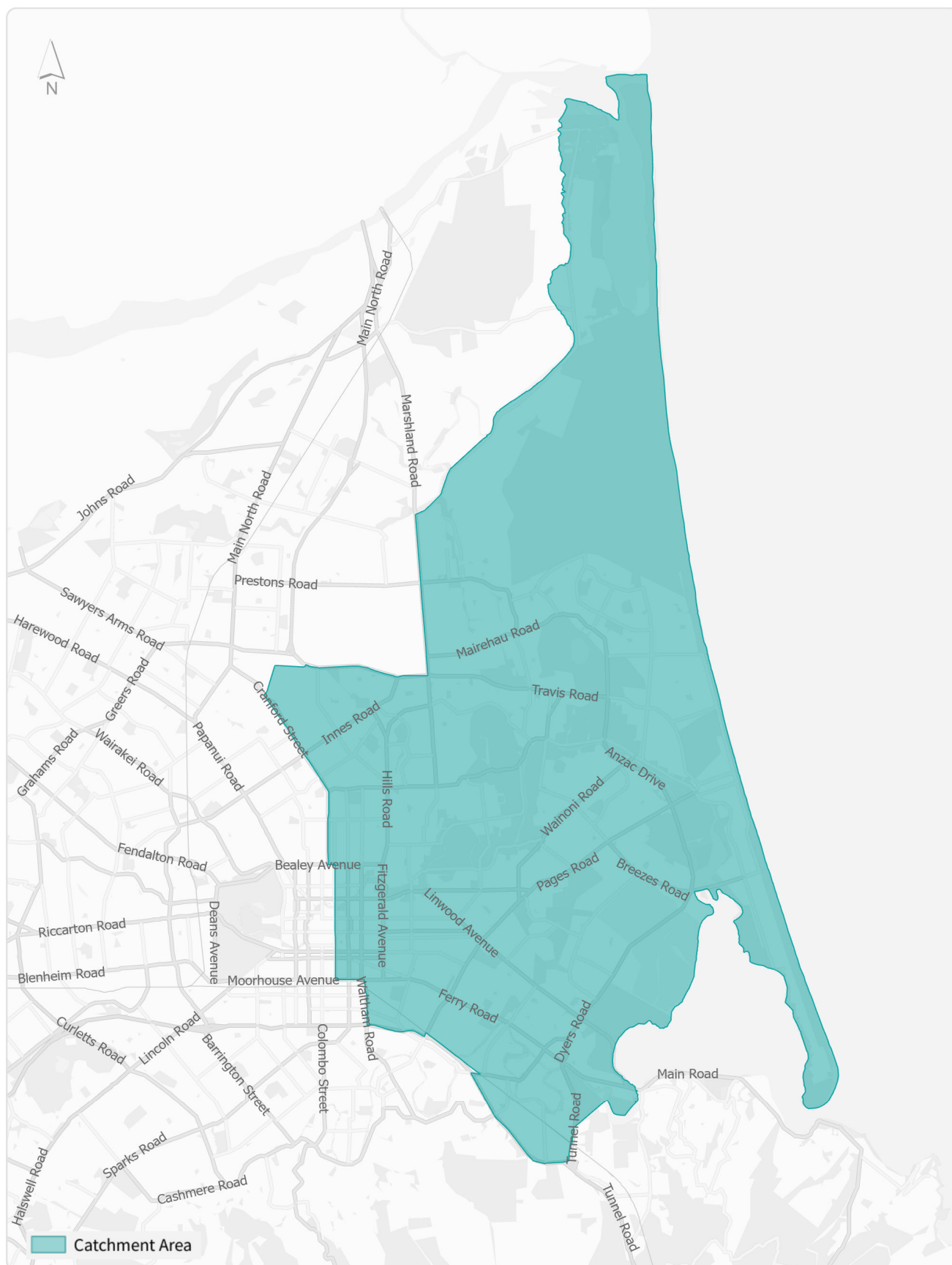


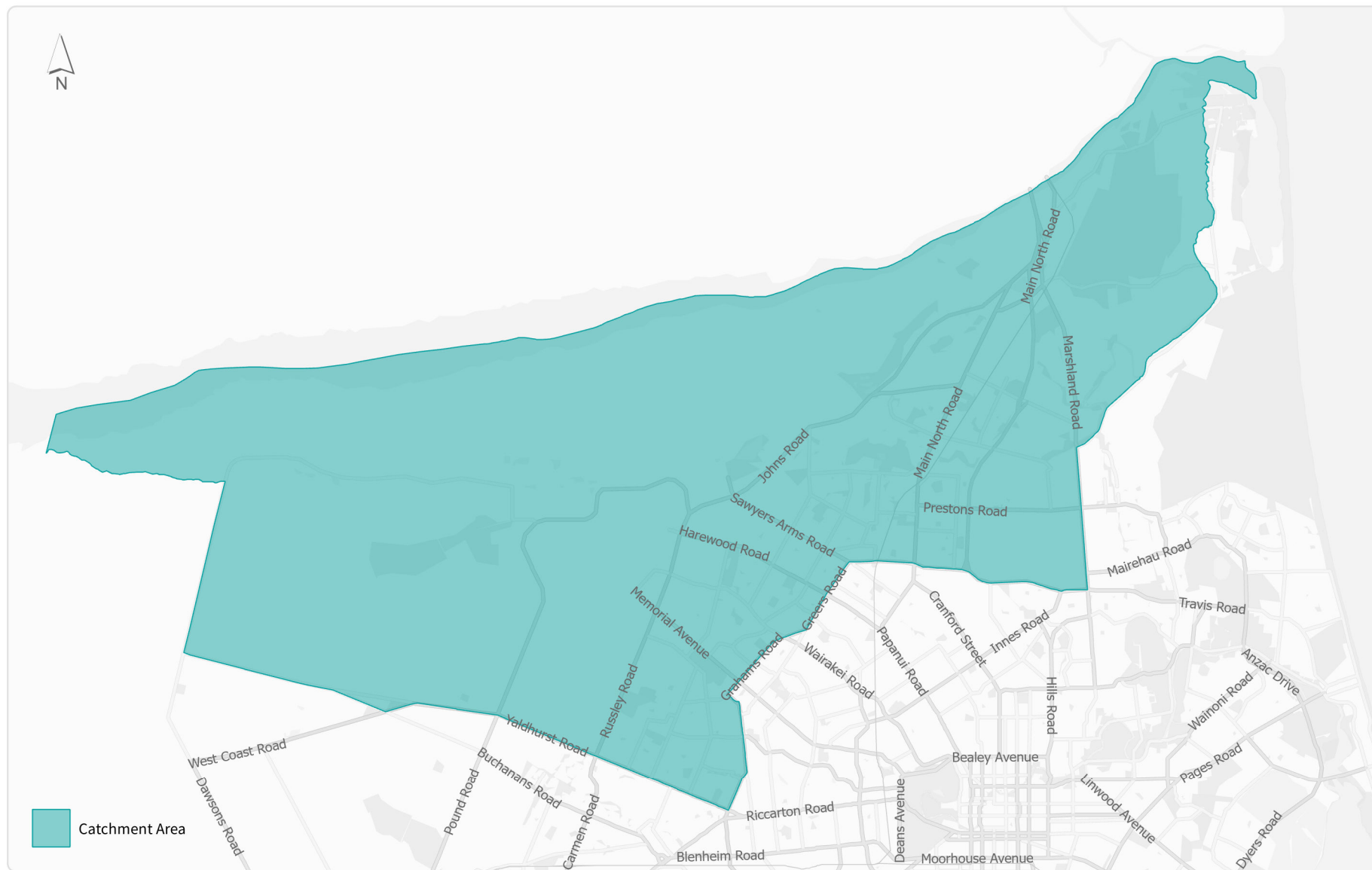
Development Contributions Policy 2025
Neighbourhood Park Catchments
Banks Peninsula Catchment



Development Contributions Policy 2025
Neighbourhood Park Catchments
Central Catchment

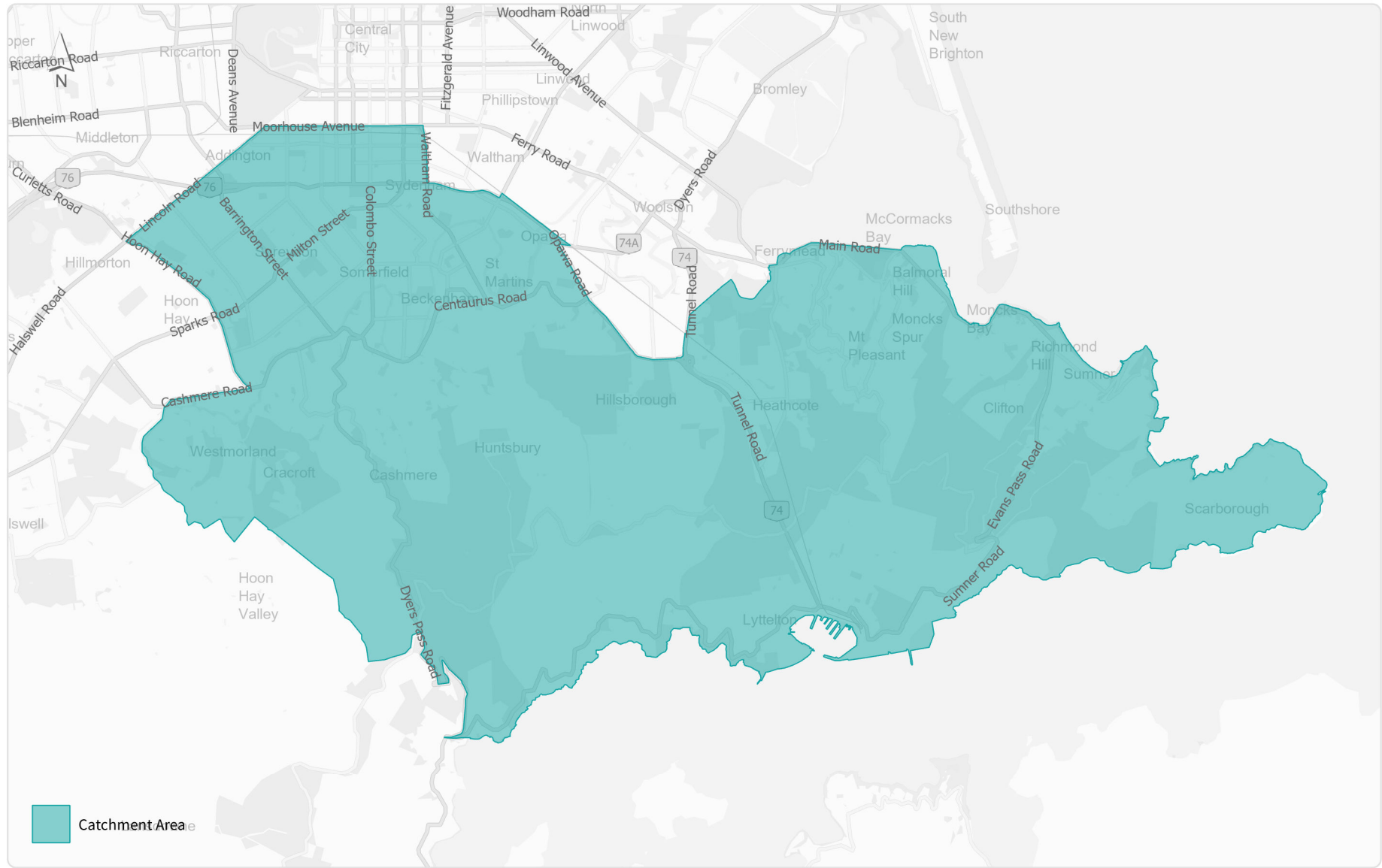




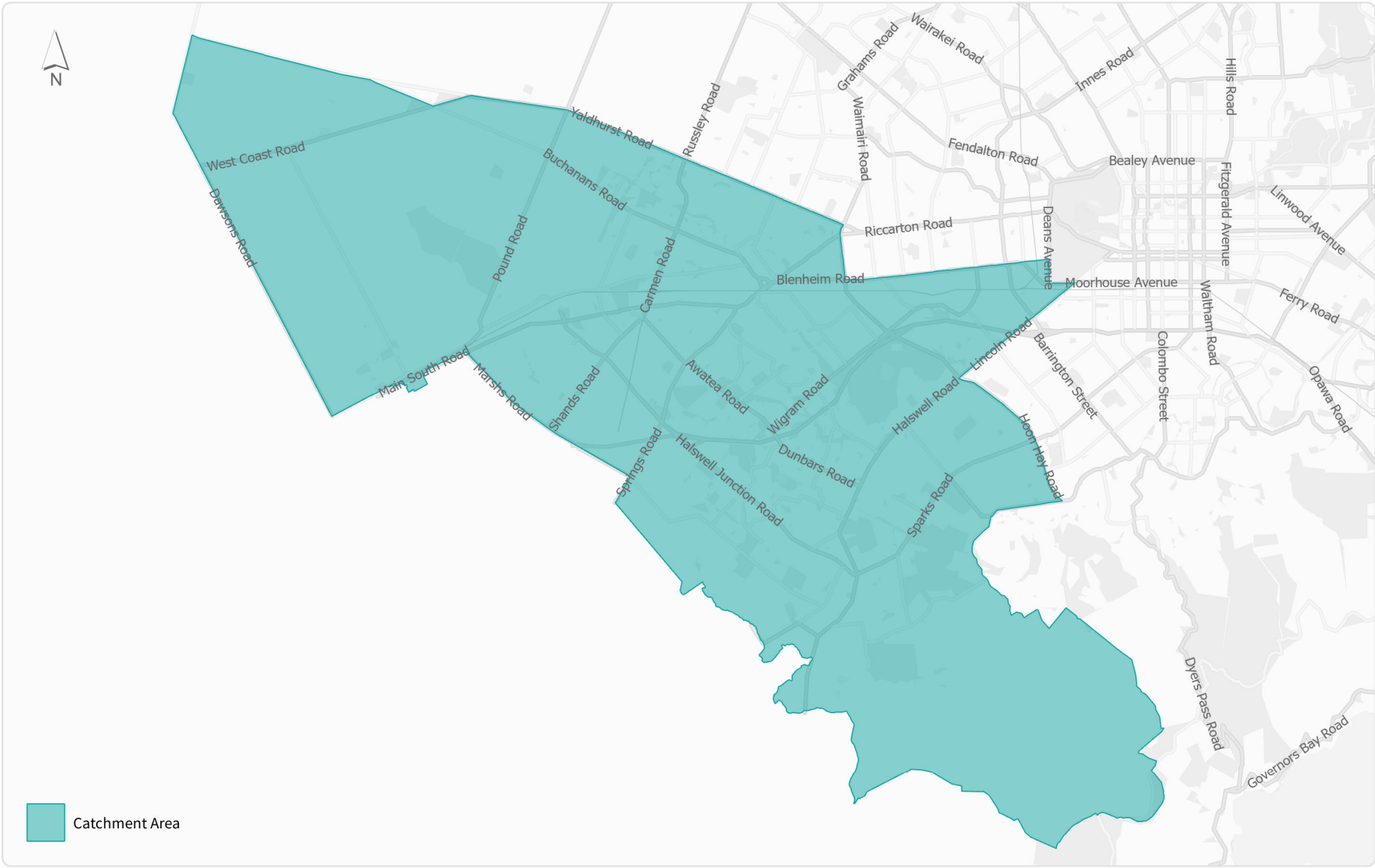


Development Contributions Policy 2025
Neighbourhood Park Catchments
North Catchment

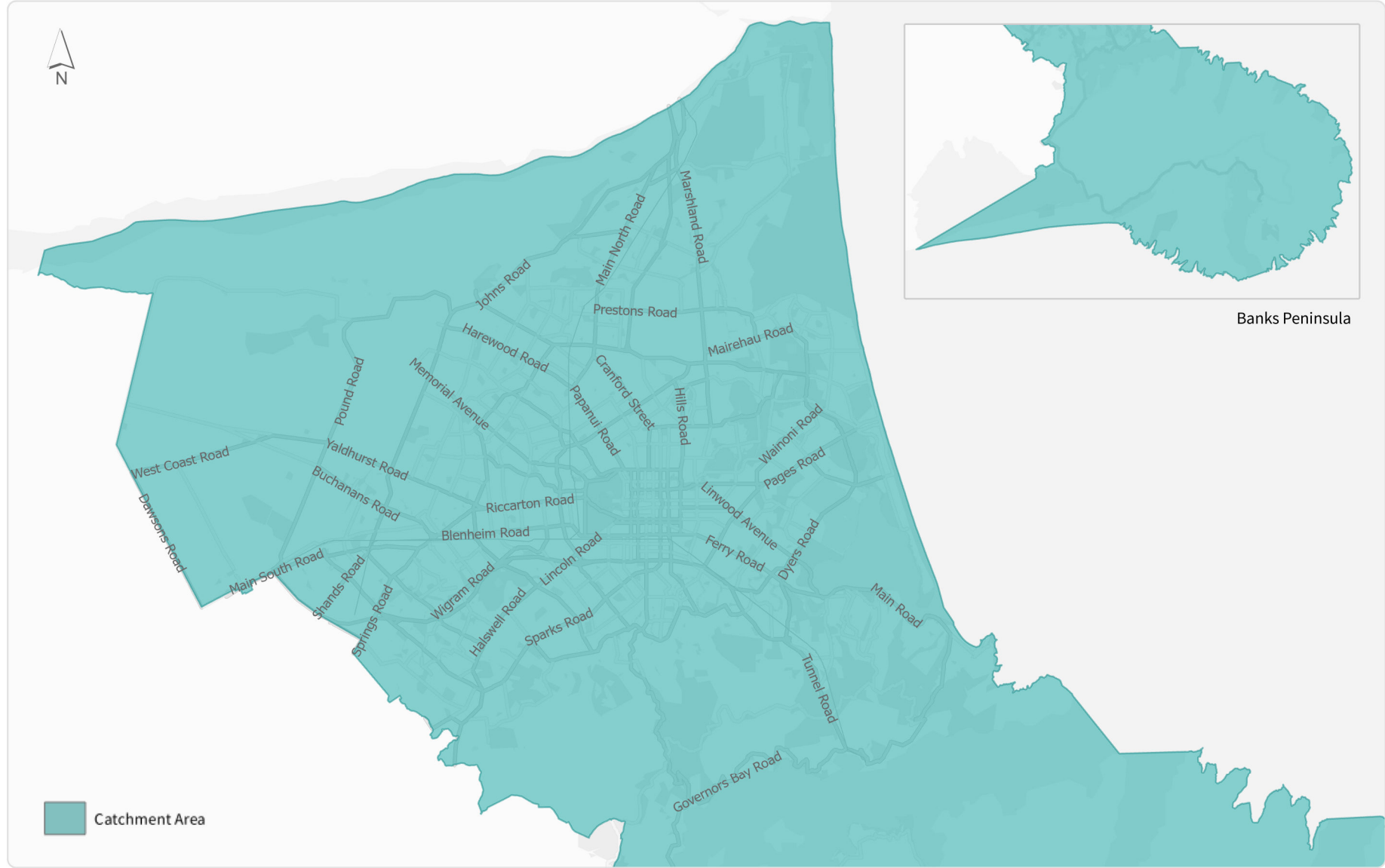


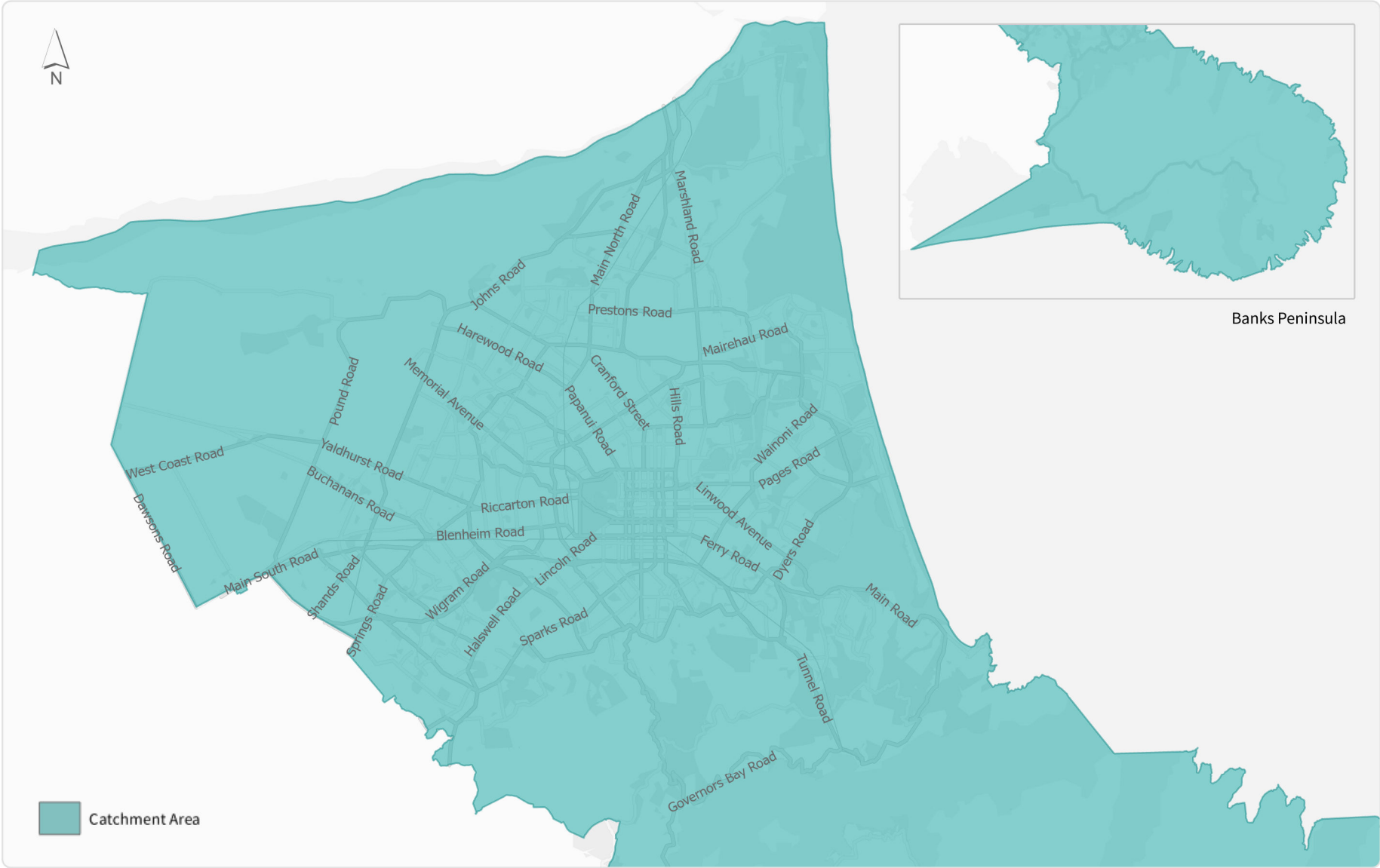


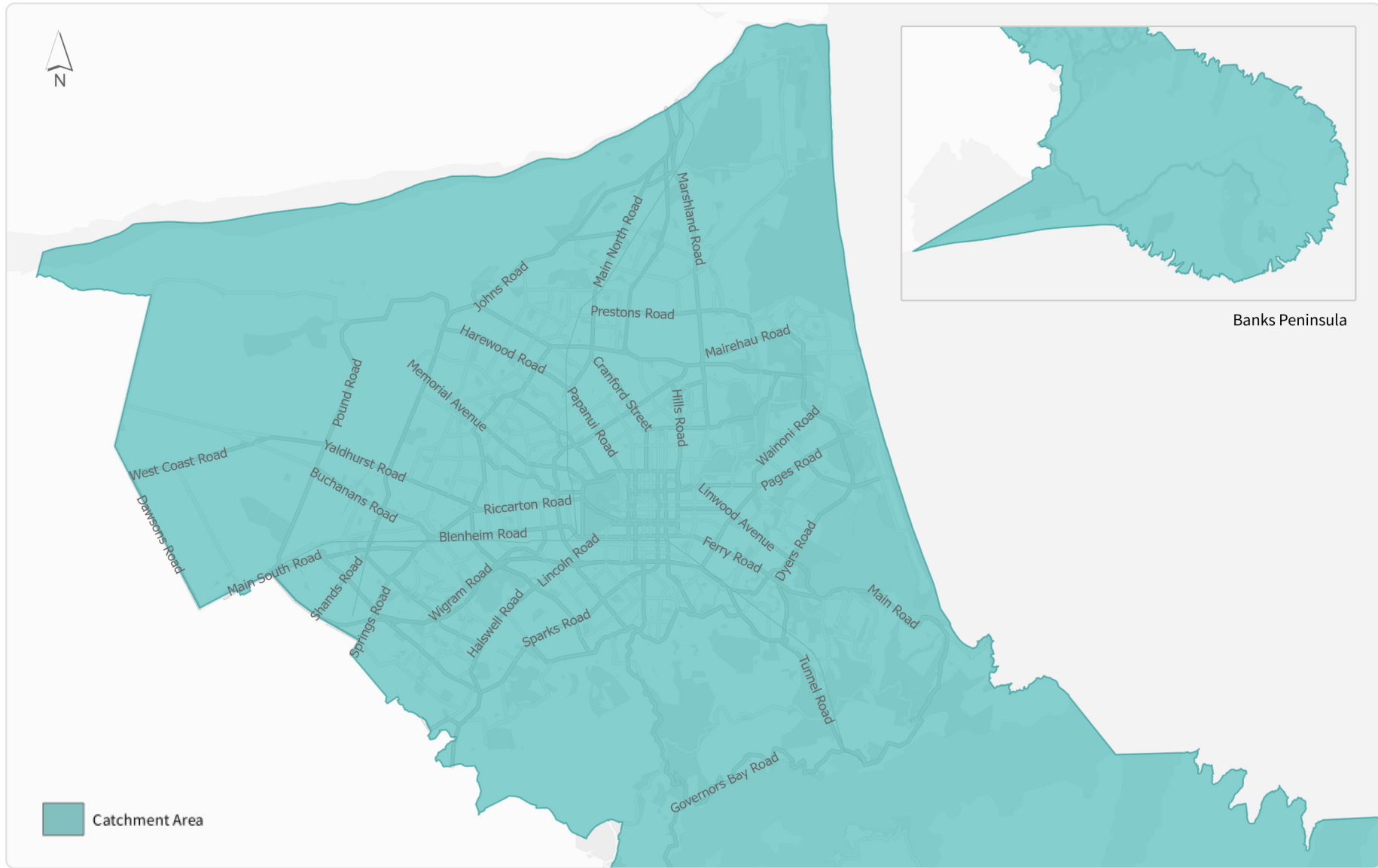
Development Contributions Policy 2025
Neighbourhood Park Catchments
South Catchment

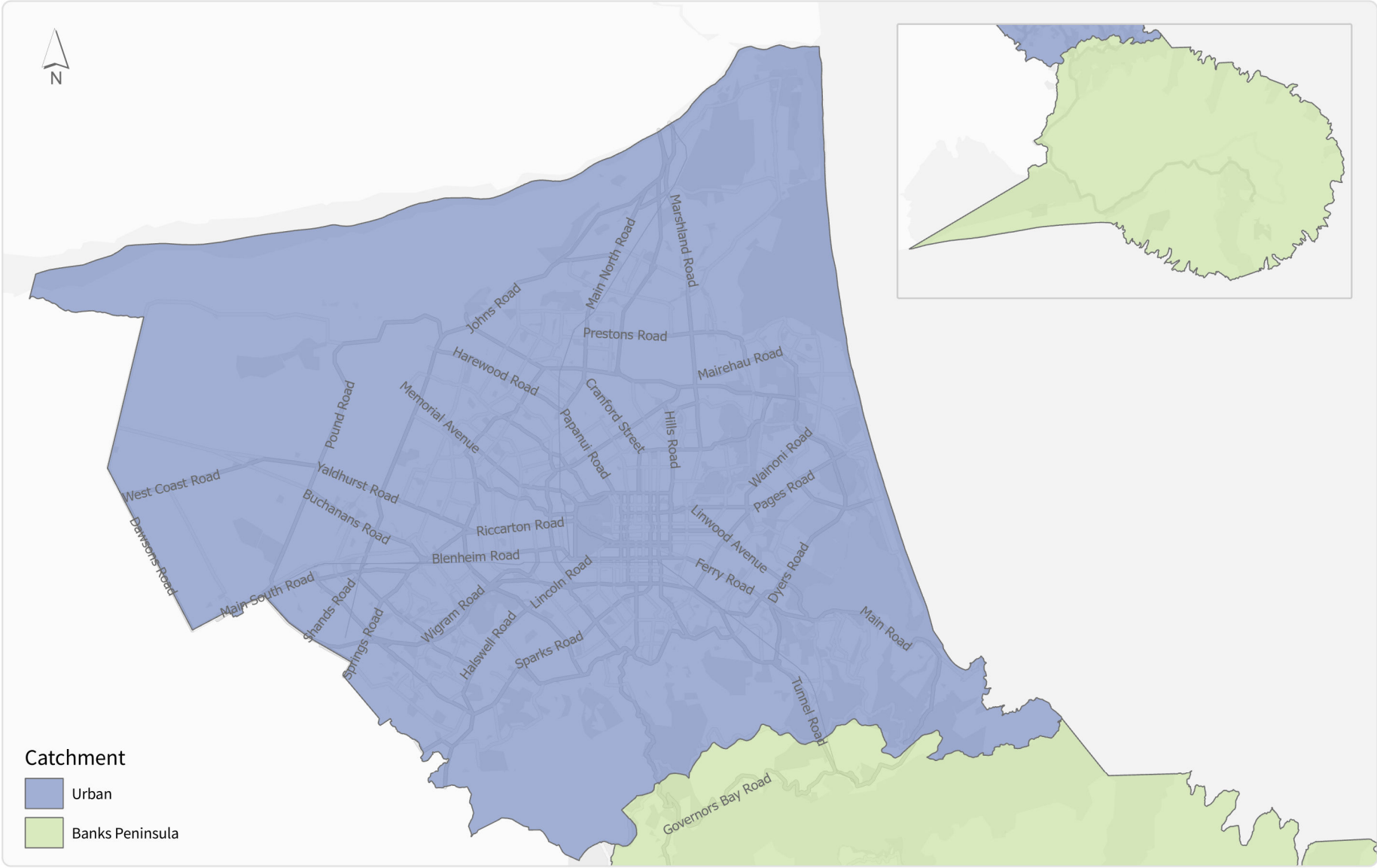


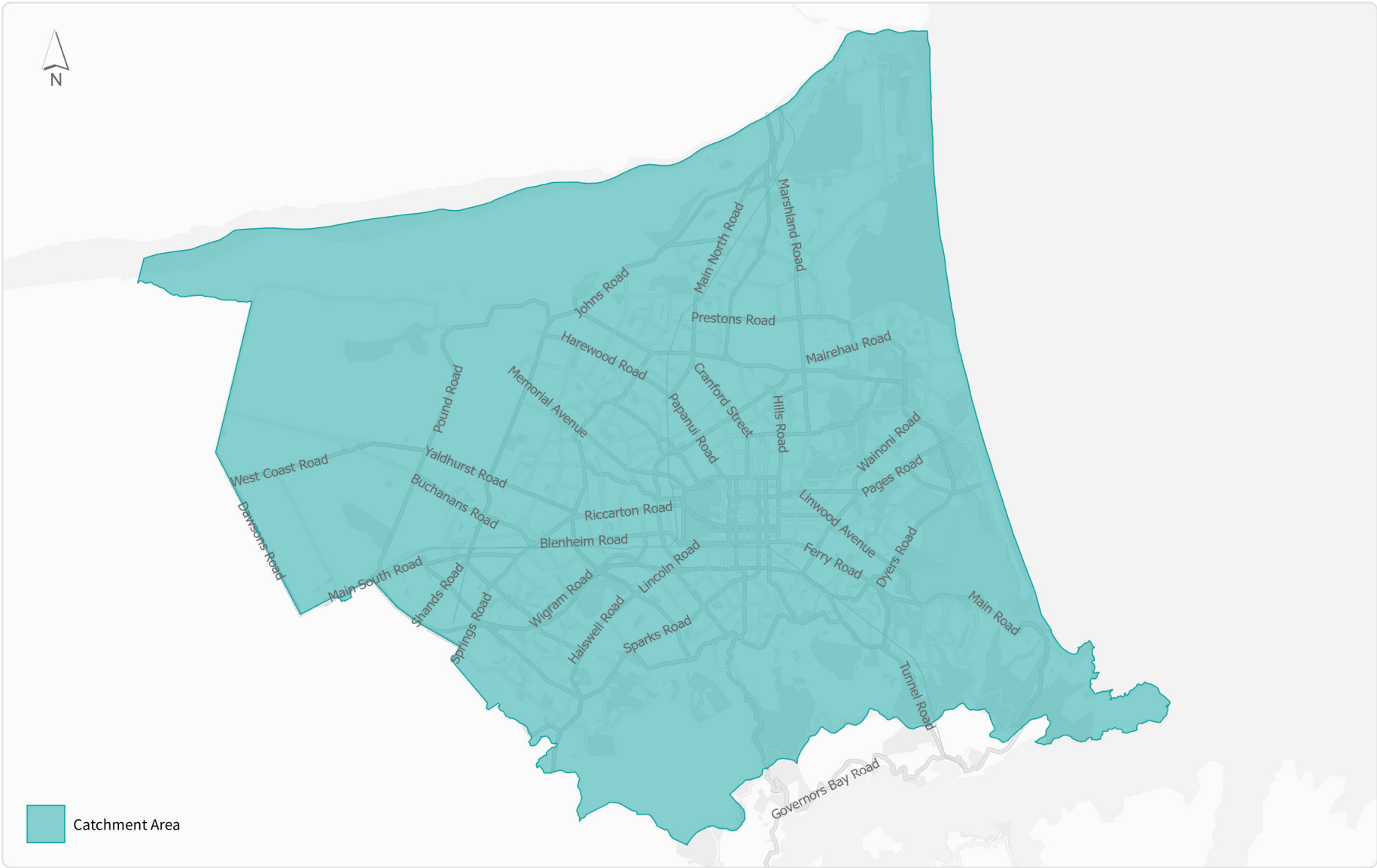
Development Contributions Policy 2025
Neighbourhood Park Catchments
West Catchment





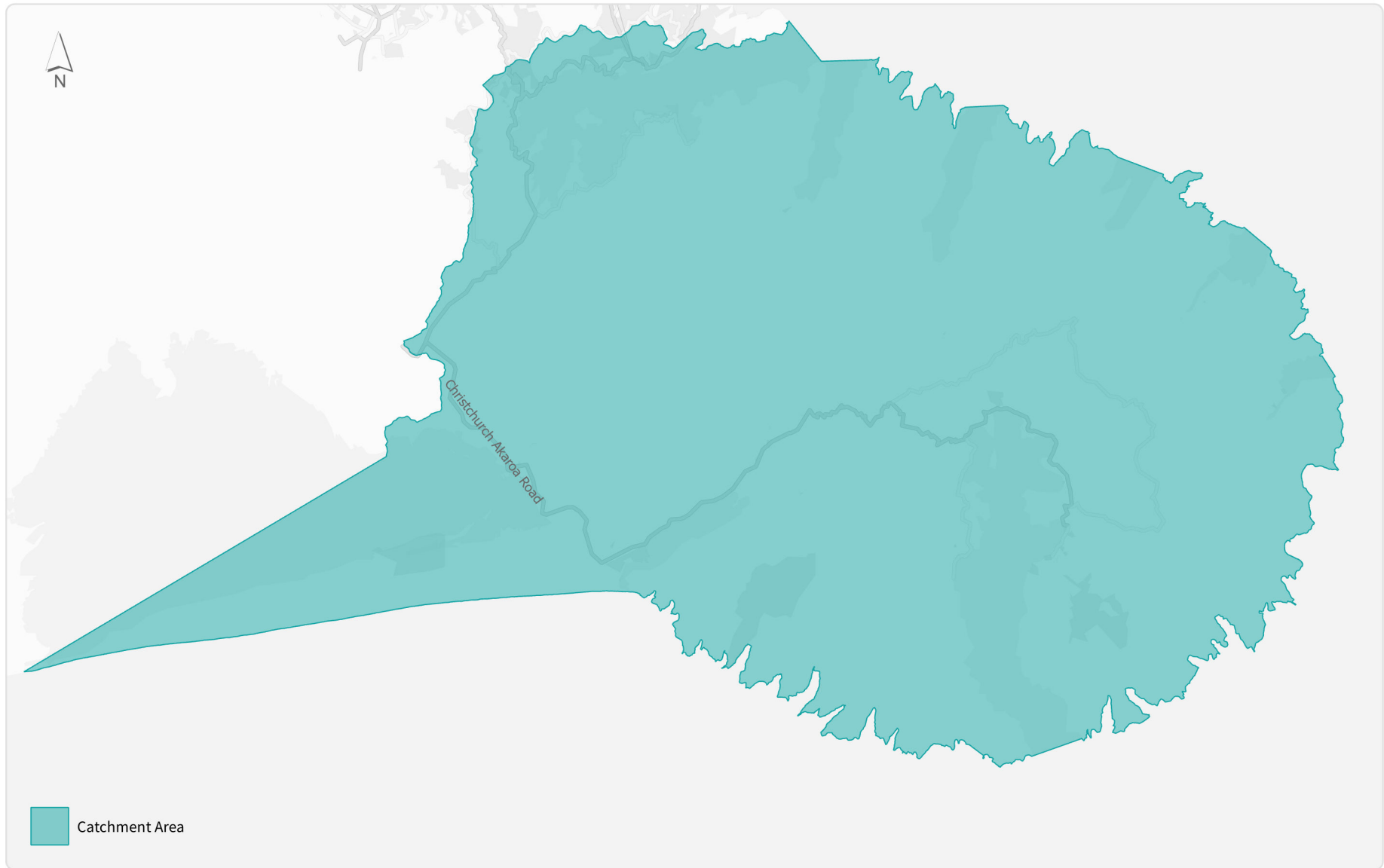




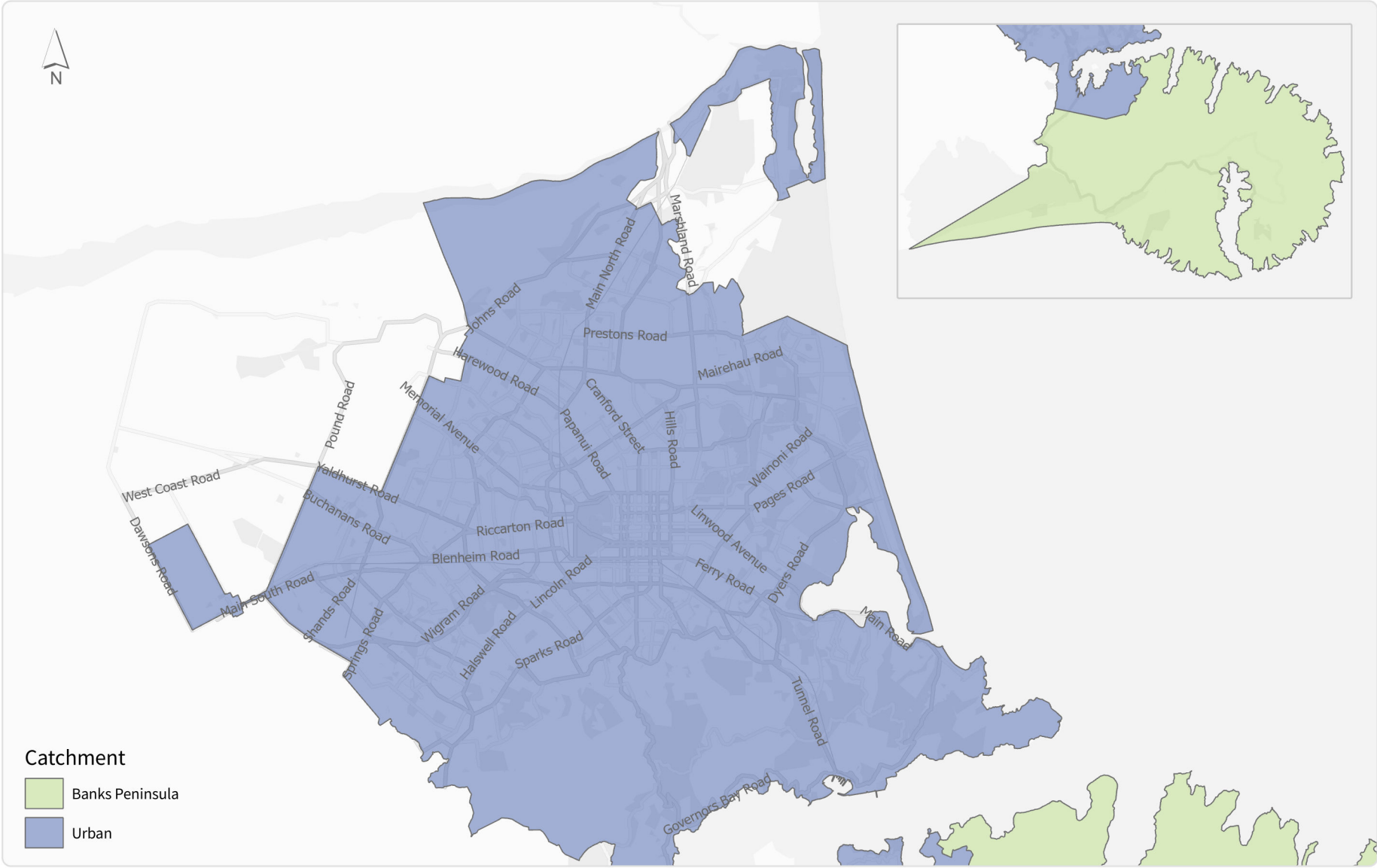


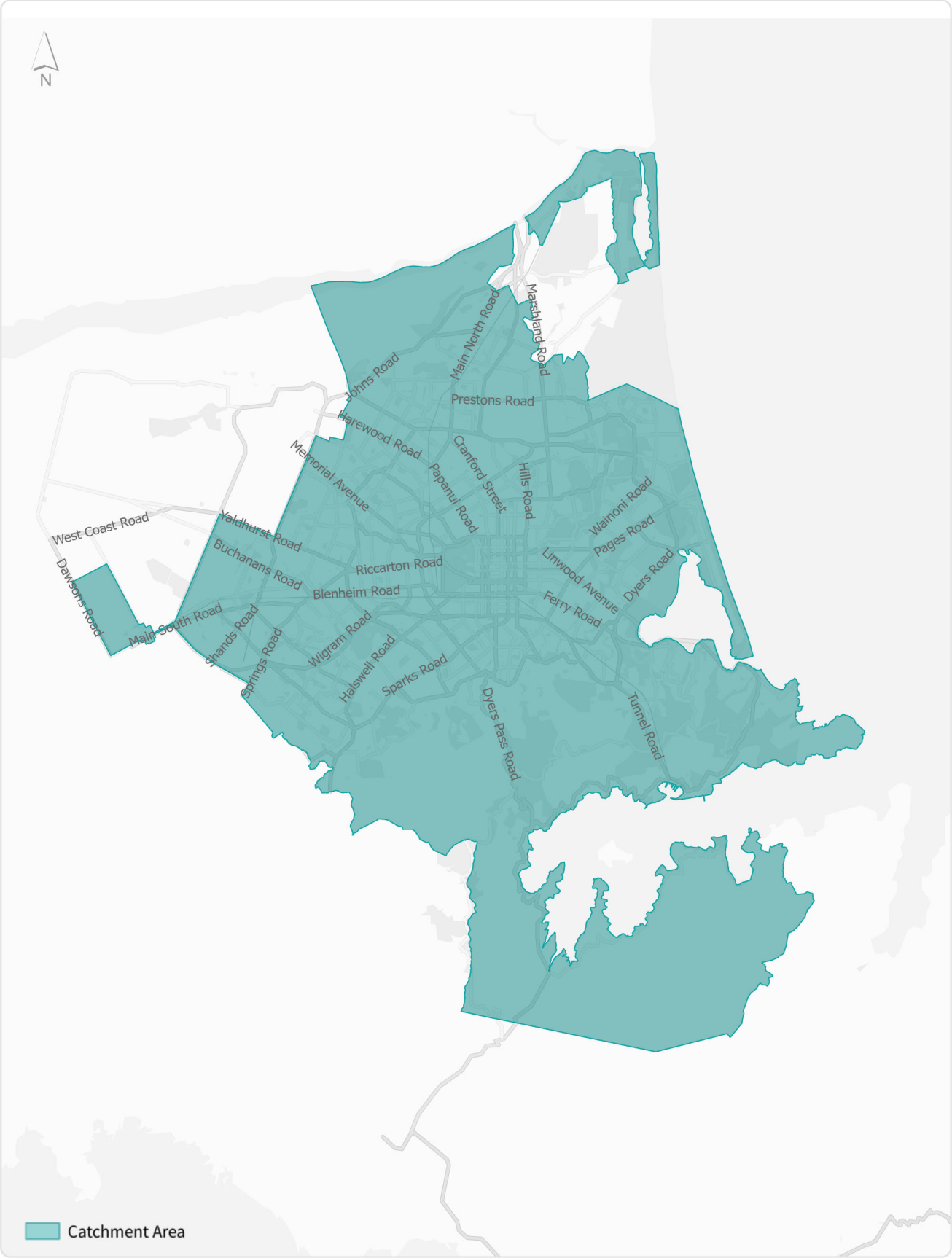
Development Contributions Policy 2025
Stormwater and Flood Management Catchments
Urban Catchment

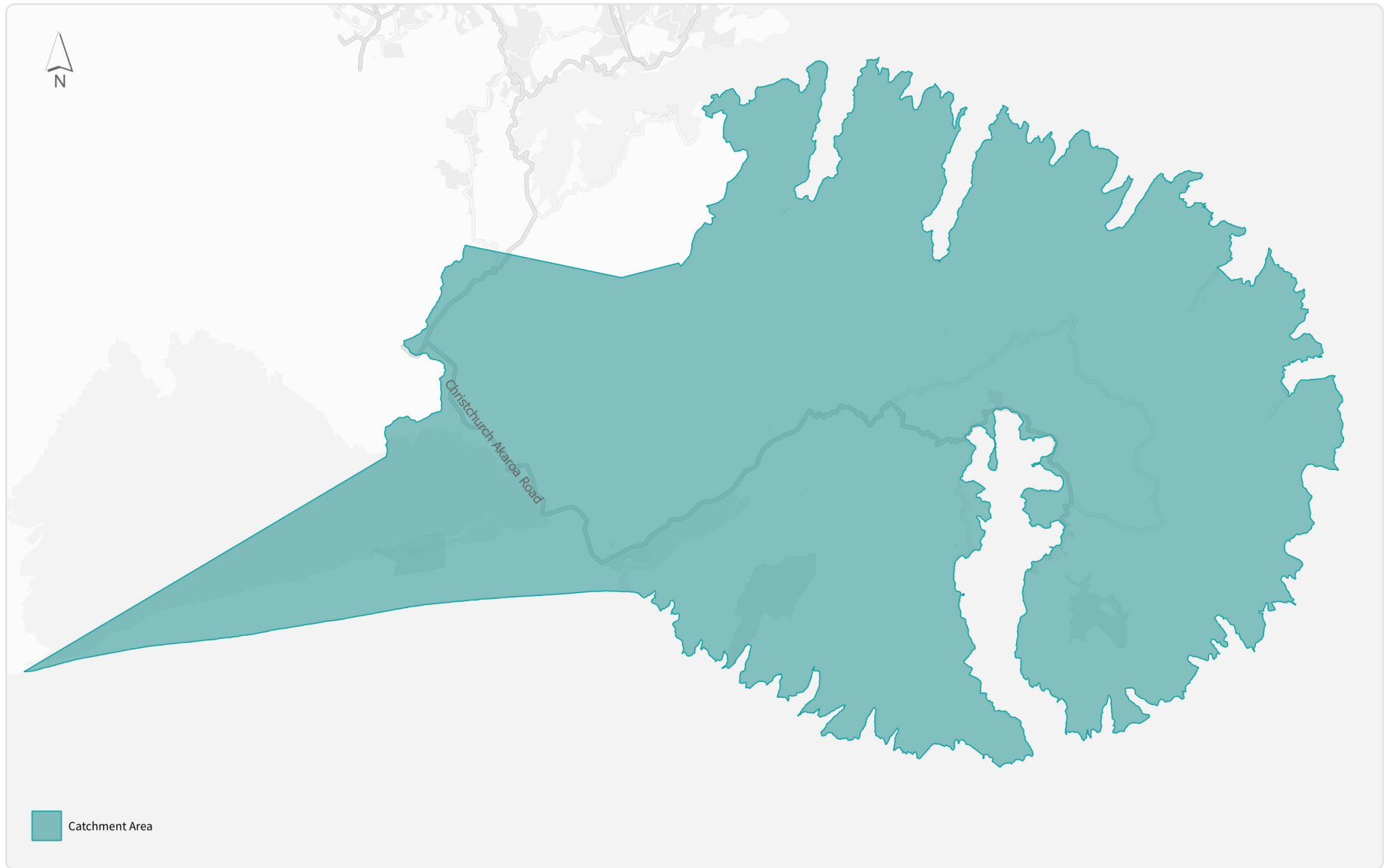




Development Contributions Policy 2025
Stormwater and Flood Management Catchments
Banks Peninsula Catchment

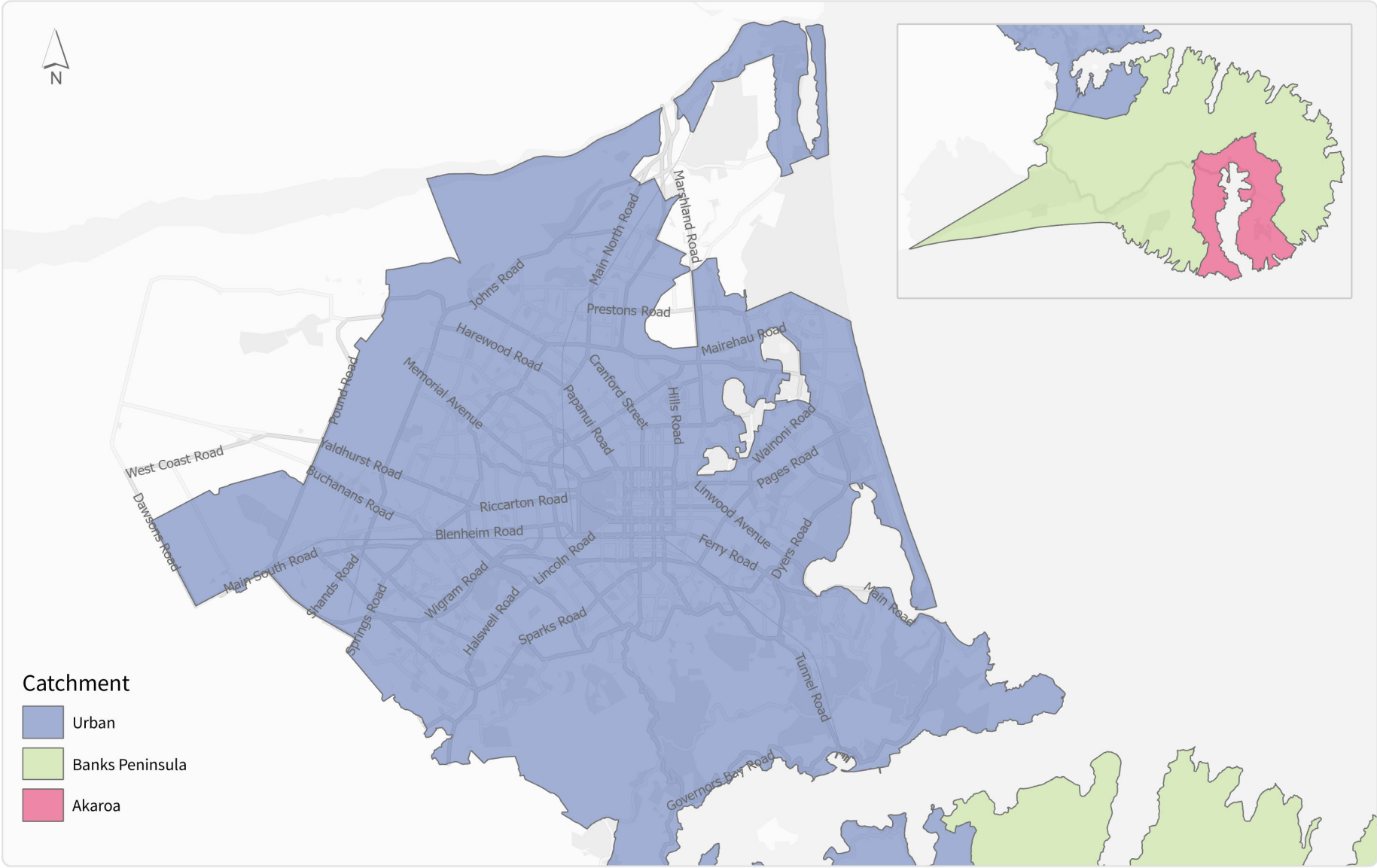


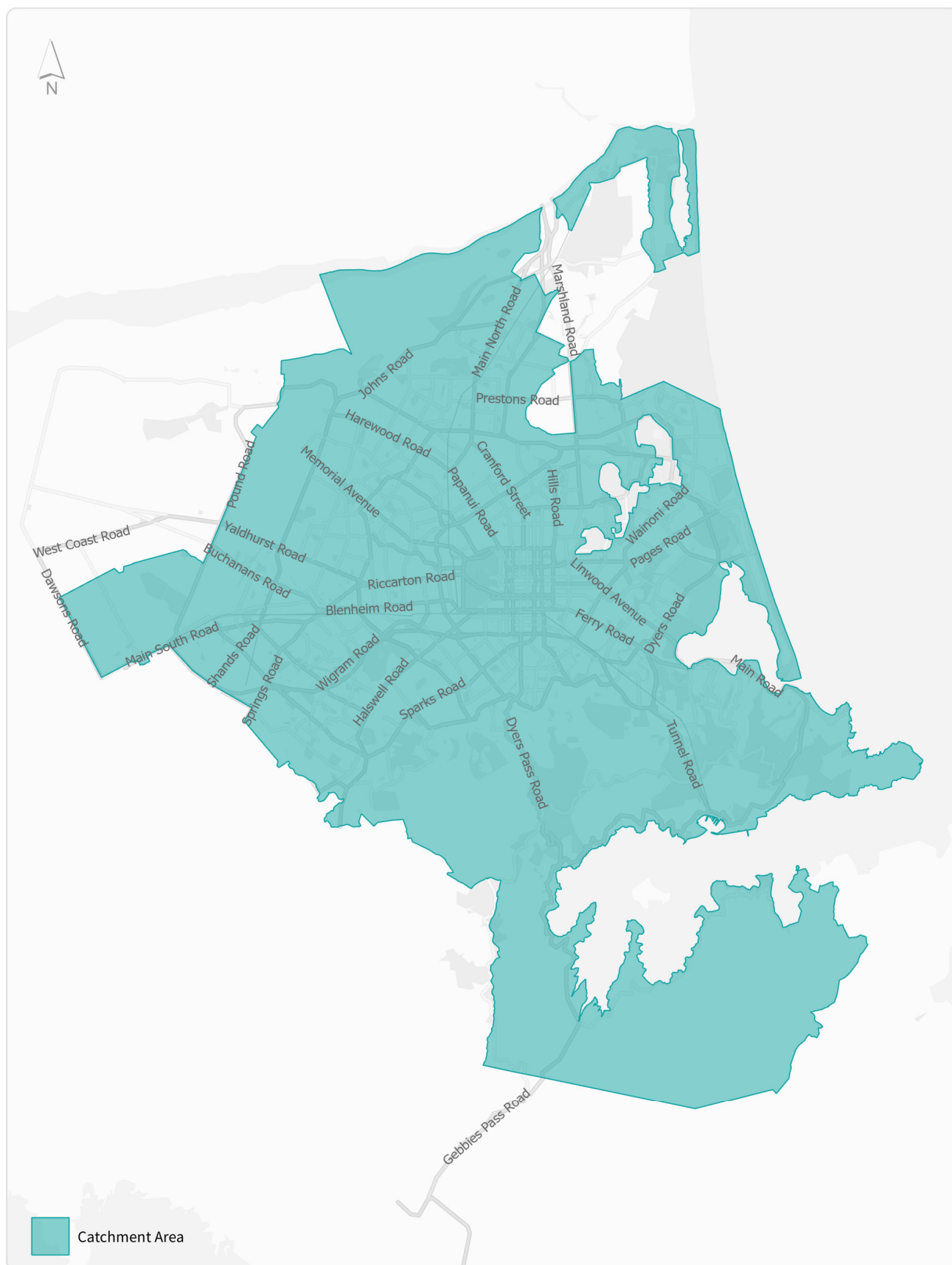


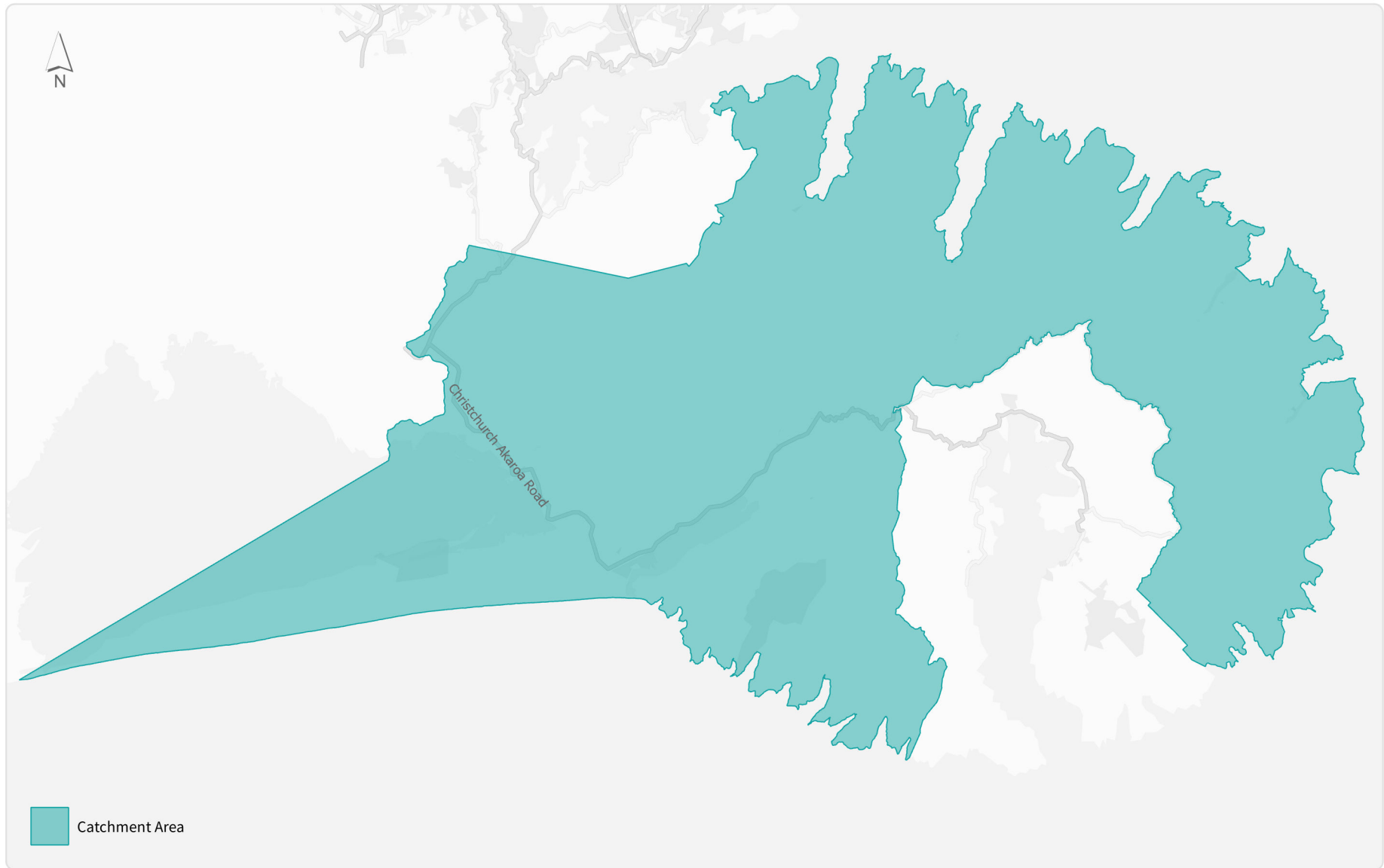


Development Contributions Policy 2025
Water Supply Catchments
Banks Peninsula Catchment

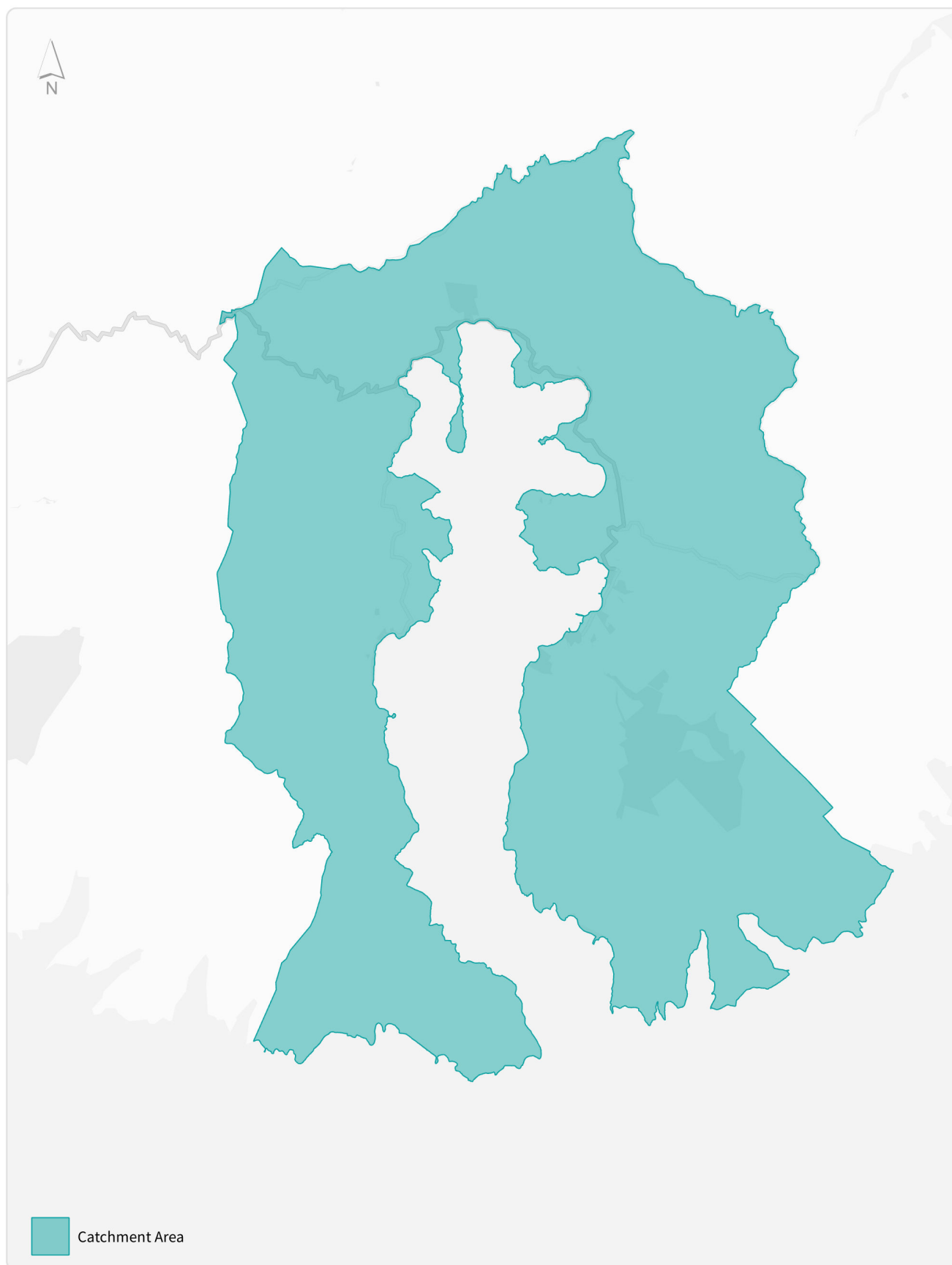








Development Contributions Policy 2025
Wastewater Treatment and Disposal Catchments
Banks Peninsula Catchment



Christchurch City Council Development Contributions Policy ~~2024~~/2025

Christchurch City Council

Draft Development Contributions Policy
~~2024~~(2025)

Item 3

Attachment B

Christchurch City Council Development Contributions Policy ~~2024~~/2025

Draft Development Contributions Policy ~~2024~~(2025)

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PART 1 INTRODUCTION

1.1 About development and financial contributions

Christchurch has a growing population and business sector. The Council needs to provide infrastructure and facilities to cater for growth in a timely fashion and development and financial contributions are key to funding this investment.

Development contributions are a funding source available under the Local Government Act 2002 (LGA) that enables the Council to levy a fair charge on those who benefit from the provision of infrastructure to service growth. Development contributions are used to help fund infrastructure required to service growth development, including pipes, roads, parks and community facilities.

Financial contributions are provided for under section 77E of the Resource Management Act 1991 (RMA) and the Christchurch District Plan. Financial contributions enable the Council to charge a developer for the cost of work required to mitigate the effects of a development on the natural and physical environment caused by the new development.

Charging development and financial contributions enables the Council to recover a fair, equitable, and proportionate share of the cost of the capital investment needed to sustainably service growth development from those who cause and/ or benefit from that investment.

1.2 Policy objectives

1. To ensure that developers contribute fairly to the funding of infrastructure and facilities to service growth over the long term.

2. To provide predictability and transparency regarding assets to be provided to service growth development and how those assets are funded.
3. To ensure development contribution revenue is part of the Council's overall revenue mix that funds the provision of infrastructure and facilities for new development.
4. To reflect the purpose of development contributions provisions as set out in section 197AA of the LGA and the development contributions principles set out in section 197AB of the LGA.

1.3 Reasons for requiring development contributions

1.3.1 Strategic reasons

The Council's vision statement, community outcomes and strategic priorities constitute the Council's Strategic Framework and guide decisions made by Council with a focus on improving overall community wellbeing.

The Council considers its provision of infrastructure is an essential part of its leadership and facilitation roles that support public health and safety, growth management and sustainable development.

To fulfil this role the Council must invest in additional assets to provide new or additional infrastructure in anticipation of growth. Development contributions help the Council to meet those needs.

1.3.2 Fairness and equity

Christchurch City Council has decided to use development contributions as the primary method of funding growth-related infrastructure. This approach enables the cost of providing growth infrastructure to be funded primarily by those who cause and/or benefit from that investment.

Current residents have made considerable investment in existing infrastructure, some of which has capacity to cater for growth and can service new dev

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elopment at no cost to developers. It is appropriate that additional or new infrastructure required to service growth requirements should be funded primarily by those who benefit from it, while recognising the community as a whole can also benefit.

Capital expenditure incurred for reasons other than to provide for growth is funded from rates rather than development contributions.

1.4 Financial contributions

The Council can require developers to pay financial contributions under section 77E of the Resource Management Act 1991 (RMA) and the Christchurch District Plan.

Financial contributions enable the Council to charge a developer for the cost of work required to mitigate the impact of a specific development on the environment. A financial contribution charge will therefore reflect the cost to address adverse effects on the natural and physical environment caused by the new development.

The Council cannot collect both financial contributions and development contributions for the same purpose (asset) from the same development.

1.5 Delegations

Implementation of this policy and the charging of development contributions is delegated to the Chief Executive or his/her sub-delegates. Specific delegations are provided in the Council's Delegations Register.

1.6 Policy review

The LGA requires a development contributions policy to be reviewed at least every three years. A review of the policy must include consultation that gives effect to the requirements of section 82 of the LGA (which sets out principles for consultation).

A development contribution charge may be increased at any time, without community consultation, if that increase complies with the requirements of section 106 of the LGA. Any change of this type must use the Statistics New Zealand Producers Price Index Outputs for Construction as the basis for change. The Council must also make explanatory information, required under section 106 (2C)(b) of the LGA, publicly available before an increase takes effect.

PART 2 DEFINITIONS

Terms may be used or applied differently in the Development Contributions Policy than in other Council documents. Where possible consistency has been sought, however some differences are unavoidable.

Accessory building means a building separate from the principal building or buildings on the site, the use of which is incidental to the use of the principal building or buildings on the site or (where there is no principal building) the use of the site. In respect of land used for residential activity "accessory building" extends to include a sleep out (but not a family flat) garage or carport (whether free standing or attached to any other building), shed, glasshouse, fence, swimming pool, or similar structure.

A 'potentially habitable accessory building' is one that can be lived in or could be lived in with some alterations made.

Active travel means walking, cycling and other non-motorised forms of transport.

Activity means the provision of community facilities by the Council, as grouped within the following capital programmes:

Reserves:

- Regional parks
- Garden and heritage parks
- Sports parks
- Neighbourhood parks

Network infrastructure:

- Water supply
- Wastewater collection
- Wastewater treatment and disposal
- Stormwater and flood protection
- Road network
- Active travel
- Public transport

Community infrastructure:

- Cemeteries
- Playgrounds
- Public toilets
- Aquatic centres
- Sports halls
- Libraries

Allotment means an allotment as defined by section 218 of the Resource Management Act 1991.

Backlog means the portion of a project that is required to meet the agreed level(s) of service for the existing community.

Bulky (large format retail) means large retail activities and includes the retail sale of bulky goods including furniture and whiteware.

Business unit means a separately leased area used for non-residential purposes.

Business zone means zones for non-residential purposes as described in the Christchurch District Plan.

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Catchment means a separately identified geographical area for which a development contribution is set.

Child-Care (pre-schools) means the use of land and/or buildings for early childhood education.

Community facilities means reserves, network infrastructure or community infrastructure for which development contributions may be imposed.

Community infrastructure is defined in the Local Government Act 2002 as:

- a) land, or development assets on land, owned or controlled by the territorial authority for the purpose of providing public amenities; and
- b) includes land that the territorial authority will acquire for that purpose

Examples of community infrastructure assets for which development contributions might be required include, but are not limited to, aquatic centres, sports halls, libraries, playgrounds and public toilets.

Commercial means a business providing personal, professional, administration, property, financial, household, or other services to the general public.

Complete application means an application for consent or connection to Council infrastructure that the Council considers is complete including applications that are prescribed in Section 88 of the RMA and/or Section 45 of the Building Act 2004.

Cost allocation means the allocation of the capital costs of a project to the various drivers for the project, such as renewal, backlog and additional capacity to meet growth.

Council means the Christchurch City Council.

DC means development contribution.

DCP means Development Contributions Policy.

Developed means land on which physical improvements have been made or where development to land has occurred (refer to the definition of 'development').

Developer means an individual or firm, or a group of individuals or firms, who apply for a consent or service connection for which a development contribution is assessed under this policy.

Development means:

- a) any subdivision, construction of a building, change in land use or other development that generates additional demand for reserves, network infrastructure, or community infrastructure; but
- b) excludes the pipes and lines of a network utility operator.

Examples include residential development, being the creation of additional lots and/or household units, and non-residential development, being the creation of additional lots and/or an increase in gross floor area (GFA), water usage, impervious surface area (ISA) and traffic movements (VKT), including through a change in land or building use.

Development Contribution means a contribution –

- a) provided for in a development contribution policy adopted under section 102(1) of the LGA 2002; and
- b) calculated in accordance with the methodology set out in schedule 13 of the LGA 2002; and comprising:
 - i. money; or
 - ii. land, including a reserve or esplanade reserve (other than in relation to a subdivision consent), but excluding Māori land within the

meaning of Te Ture Whenua Māori Act 1993, unless that Act provides otherwise; or
iii. both.

District Plan means the Christchurch District Plan.

District / District-wide means applicable within the territorial boundaries of Christchurch City Council.

Drive-in fast food restaurants means any land and/or buildings, or part thereof, principally used for the sale of meals to the general public where the meals are sold to a customer while remaining within their vehicle.

Encumbrance instrument means a legal instrument registered against a property by agreement between the developer and the Council which contains legally enforceable covenants.

Equivalence refers to the process of ensuring that both residential and business demands are expressed in a common unit – the Household Unit Equivalent (HUE). The equivalence is based on typical measures derived from the Council’s understanding of the existing and planned mix of business uses permitted by the District Plan and by observed development patterns.

Existing demand credits means a credit against development contributions required that reflects the demand on infrastructure from the property prior to the new development.

Financial Contribution has the same meaning as in Section 108(9) of the Resource Management Act 1991.

Fitness Centre means a building or room/s used for individual or organised or instructed indoor exercise.

Funding period means the period over which a capital asset is to be funded (usually by borrowing). Otherwise, it is the lesser of the asset capacity life, asset useful life or 30 years.

Garden and Heritage Parks means small to large, predominantly urban reserves intended to provide distinct ‘garden city’ landscapes and protect heritage features, such as Victorian heritage gardens, fountains, clocks and statues.

Gross Floor Area (GFA) means the total area of all floors of all buildings, measured from the exterior faces of the exterior walls, or from the centre line of a shared wall separating two buildings or tenancies, including mezzanine floors and internal balconies, plus garaging, storage areas and potentially habitable accessory buildings. For the avoidance of doubt, gross floor area includes exterior cladding.

Growth model means the methodology used by Christchurch City Council to forecast future population and development growth.

GST means Goods and Services Tax.

Guest accommodation means land and/or buildings used for accommodating visitors, subject to a tariff being paid, and includes any ancillary activities. It includes, but is not limited to, hotels, resorts, motels, bed and breakfasts, motor and tourist lodges, backpackers, hostels and camping grounds.

Habitable room means an area of a residential unit that is capable of being used as a bedroom, including any ancillary rooms, but excluding the following rooms or spaces:

- Kitchen or pantry
- Bathroom or toilet
- Laundry

- Corridor, hallway or lobby
- Garage (but including any portion of a garage used as a sleep-out)
- A room smaller than 6m²

One living or dining space in a residential unit, whether open plan with the kitchen or not, will be assessed as a living space. Any additional living or dining spaces capable of being partitioned or closed for privacy will be assessed as a habitable room.

Hardware means a site where the primary activity is the retail sale of a range of building materials, households and garden hardware, and other DIY goods.

Household Unit Equivalent (HUE) means the typical demand on infrastructure exerted by an average household unit.

Industrial means the use of land, infrastructure and buildings for the manufacturing, fabricating, processing, packing or storage of goods, substances, energy or vehicles; the servicing and repair of goods and vehicles whether by machinery or hand; or any other similar activities.

Infrastructure Design Standard (IDS) means the Council's Infrastructure Design Standard, operative 1 July 2009, including as amended or substituted.

Impervious Surface Area (ISA) means the area of a lot that is covered by a hard surface that does not allow water to penetrate to ground and therefore must have drainage to allow water to be removed from the site. This includes all areas of impervious surface as defined in the Christchurch District Plan, including roof area and any areas that are or will be compacted gravel.

Kitchen or kitchenette means a part of a building with any equipment used for cooking (including but not limited to an oven, rangehood or stove) and/or a sink or tap connected to potable water that is capable of being used as a cooking area.

Level of service means the standard of service the Council has committed to provide for each activity. Levels of service are detailed in the Council's Service Plans, Long Term Plan and Annual Plan.

LGA means Local Government Act 2002 and its amendments.

Lot means the same as 'Allotment' in the Christchurch District Plan, with the additional requirement that the lot is 'developable'. A lot is considered undevelopable if it does not meet the density requirements and/or the minimum lot size for the zone it is in or it cannot contain a fully complying development under the city plan effective at the date the assessment is undertaken.

LTP means the Council's Long Term Plan.

Manufacturing industries means the use of land and/or buildings for manufacturing, processing, servicing and repair activities. It includes the activities set out in Division C: Manufacturing in the Australian and New Zealand Standard Industrial Classification (ANZSIC).

Businesses in the Manufacturing Division are often described as plants, factories or mills and characteristically use power-driven machines and other materials-handling equipment. Activities undertaken that are incidental to their manufacturing activity, such as selling directly to the consumer products manufactured on the same premises from which they are sold, are also included in the division.

Medical centre means a building with a subdivision of rooms being used by legally qualified general medical practitioners, veterinarians, dentists, and registered health care professionals.

Mixed business and industrial warehouse means the use of land and/or buildings for manufacturing, processing, servicing and repair activities.

Neighbourhood park means a small to medium sized reserve to provide informal local, passive and active recreation and open space. Development of a neighbourhood park can include play equipment, seating, paths and plants.

Network infrastructure means the network of assets required to provide roads and other transport, water, wastewater, and storm water collection and management.

Non-residential means any development of land or buildings that does not fall under the definition of 'residential.' It may otherwise be termed business or commercial.

NZTA means New Zealand Transport Agency Waka Kotahi.

Offices means any of the following:

- administrative offices where the administration of an organisation, whether trading or non-trading, is conducted, including bank administration offices
- professional offices where professional services are available and carried out. This includes, but is not limited to, accountants, solicitors, architects, surveyors, engineers and consultants.

Private development agreement (PDA) has the same meaning as a development agreement in the LGA and means any private agreement relating to a development that is assessed for development contributions and signed between a developer and the Council.

Public transport infrastructure means bus priority systems and bus stop infrastructure.

Regional park means a large, predominantly rural reserve, including coastal areas, the plains, wetlands and the Port Hills. Regional parks are primarily intended to protect and conserve natural, cultural and heritage landscapes and

features while providing for passive recreation with a visual relief and remoteness from urbanity.

Renewal means that portion of project expenditure that is to replace an existing asset on a like for like basis.

Repair and maintenance means activities set out in Subdivision S94: Repair and Maintenance in the Australian and New Zealand Standard Industrial Classification (ANZSIC). It includes automotive repair and maintenance, machinery and equipment repair and maintenance and other repair and maintenance (furniture, sporting equipment, musical instruments, jewellery, watches and clocks).

Reserves means land acquired or purchased for a reserve, including the cost of providing improvements necessary to enable that land to function as a reserve useable for its intended purpose as defined in the Reserves Act 1977.

Residential means the use of land and buildings for living accommodation purposes, including residential units and unit/strata developments, but excludes guest accommodation and prisons.

Residential care room means a room within a facility providing rest home care, retirement village, or other care facility, or a room within a home for the residential care of older persons. This also includes care rooms in a residential facility.

Residential unit means a self-contained building, part of a building, or group of buildings used for a residential activity, that includes a kitchen and bathroom facilities, and is physically separated, or capable of being separated, from any other residential unit.

Retail centres and shops (excluding supermarkets) means the use of land and/or buildings for displaying or offering goods for sale or hire to the public.

This includes store-based retailing (clothing, footwear, and personal accessories, electronic goods, floor coverings and textile goods, recreational goods, food and beverage, department stores and pharmaceuticals), motor vehicle parts retailing and non-store retailing and retail commission-based buying and/or selling.

Retail units generally operate from premises located and designed to attract a high volume of walk-in customers, have an extensive display of goods, and/or use mass media advertising designed to attract customers.

Retirement unit means any self-contained residential unit within a retirement village but does not include aged or residential care rooms.

Retirement village means a development that contains two or more residential units and shared-use community facilities for the residential accommodation of people who are predominantly retired and/or require residential care. Retirement villages are the only residential development type assessed for development contributions using a HUE equivalence method.

RMA means the Resource Management Act 1991.

Road network means the public road network, including traffic services and safety programmes, road infrastructure (including bridges, walls and culverts), road drainage facilities (kerbs and channels) and road amenity (including street lighting and landscaping).

Rural means land or buildings outside the urban areas that are used for the purposes of agricultural, horticultural or pastoral farming; intensive livestock management; boarding or training of animals; outdoor recreation activity; or forestry; or any other similar activities; and may include a residential unit.

Service connection means a connection to Council infrastructure to enable a property to use a service provided by, or on behalf of, the Council.

Service Plan means the detailed plan for each activity provided by the Council that details planned capital and operating expenditure, levels of service and contribution to achieving community outcomes. These plans are available on the Council website.

Service stations with retail means any site where the primary activity is the retail sale of motor vehicle fuels.

Short-Term accommodation means land and/or buildings used for short term rental purposes (less than 90 days). It does not include hotels, resorts, backpackers, bed and breakfasts and other forms of guest accommodation.

Site means the area covered by the development being assessed for development contributions, being made up of one or more lots or part lots.

Small residential unit means a residential unit with one habitable room.

Sports park means a large park to provide for active recreation (sporting activities and events) and open space.

Stormwater and flood protection means the network of pipes, streams and other assets that make up the surface water management system.

Subdivision means the same as a 'subdivision' under the RMA.

Supermarkets means the sale of groceries or specialised food lines (including convenience stores), whether or not the selling is organised on a self-service basis.

Unallocated means that proportion of the cost of a capital project that cannot be attributed to backlog, growth or renewal.

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Undeveloped means land on which development, as defined in this policy, has not been undertaken and includes lots deemed to be undeveloped.

Unit of demand means a HUE, being the typical demand placed on an infrastructure type by an average household.

VKT means vehicle kilometres travelled per day.

Warehousing means the use of land and/or buildings for storage and sorting of materials, goods or products. It includes activities set out in the following divisions of the Australian and New Zealand Standard Industrial Classification (ANZSIC): Division F: Wholesale Trade; Division I: Transport, Postal and Warehousing; Subdivision L66: Rental and Hiring Services.

Wastewater collection means the network of wastewater pipes and pumps.

Wastewater treatment and disposal means wastewater treatment plants and associated discharge facilities.

Water supply means the network of bores, pipes and pumping stations needed to provide potable water.

Wet industries means an industry that utilises water in its manufacturing or service processes other than providing mess and ablution facilities for its staff and customers.

PART 3 CALCULATING DEVELOPMENT CONTRIBUTIONS

Development contribution assessment

Table 1 summarises the steps required to assess whether a development contribution is required and, if so, to calculate the charge.

Table 1. Process for determining development contribution charge

Step 1 – Development test	Does the development meet the criteria for being a "development" for which development contributions are assessed?
Step 2 – Assess demand on infrastructure from the new development	How much growth capacity for each activity will the development require?
Step 3 – Determine any existing demand credits	If replacing previous development(s), how much capacity was previously used? What is the net increase in capacity required to service the development?
Step 4 – Calculate the net increase in demand from the new development	The net increase in demand for each activity is calculated by subtracting Step 3 (credits) from Step 2 (demand).
Step 4 – Apply the relevant catchment charges	Apply the relevant catchment development contribution charge for each activity
Step 5 – Calculate the total development contribution required	Aggregate the development contribution charges required for each activity

3.1 Step 1 - Development test

Section 197(1) of the LGA defines a "development" as "any subdivision, building (as defined in section 8 of the Building Act 2004), land use, or work that generates a demand for reserves, network infrastructure, or community infrastructure".

Section 198 of the LGA provides for a development contribution assessment to be made at multiple points within the development process (subdivision consent, land use consent, building consent, certificate of acceptance or authorisation for service connection). To avoid doubt, if the Council does not require a development contribution at the first opportunity, it does not forfeit its right to do so at a later opportunity.

3.1.1 Exemptions and exceptions

3.1.1.1 Crown development

Section 8 of the LGA does not bind the Crown meaning the Crown is exempt from paying development contributions.

Crown entities such as Kāinga Ora and charter or integrated schools are not the "Crown" and are assessed for development contributions.

In accordance with section 8(4) of the LGA, private developments on Crown-owned land are not exempt from paying development contributions.

3.1.1.2 Council development

Council developments are subject to applicable development contributions except for any required for the same activity as the development itself. For example, a new wastewater facility is not required to pay development contributions for wastewater but will pay all other applicable development contributions.

3.1.1.3 Parking buildings

The parking component of parking buildings and other pay to park facilities are not assessed for development contributions for transport activities. This avoids double collecting for transport activities. Non-parking components of these developments are assessed as for development contributions under this policy.

3.2 Step 2 - Assess the demand on infrastructure

The demand the development places on the relevant infrastructure types is quantified. The demand is measured as a proportion of the demand placed on infrastructure by an average residential unit, referred to as a Household Unit Equivalent (HUE).

3.2.1 Household Unit Equivalent (HUE)

A HUE is the average demand a household places on Council infrastructure. It is assumed that all single households place this level of demand on Council infrastructure. This is an efficient method of assessing development contributions for residential development.

Non-residential developments are assessed as a proportion of the HUE.

Table 2. Assumed residential demand on infrastructure per Household Unit Equivalent (HUE)

Activity	Base unit measure	Demand per HUE
Water supply	Litres per day	644.80
Wastewater collection /treatment and disposal	Litres per day	572.00
Stormwater and flood protection	Impervious surface area m ²	367.00
Transport	Vehicle trips per day	6.35

¹ See Definitions section for definition of 'habitable room'

3.2.2 Residential development

For resource consent (subdivision) applications, it is assumed that every lot created will contain one HUE. If, at a future time, more than one residential unit is developed on a lot, a development contribution assessment is undertaken for each additional residential unit.

A lot will be assessed as containing more than one household unit if it contains more than one kitchen that creates a self-contained residential unit. In these cases, each residential unit will be assessed at a base rate of 1 HUE.

3.2.2.1 Small residential unit adjustment

A small residential unit adjustment is applied to a residential unit with one habitable room¹. A residential unit with one habitable room will be assessed at 0.6 HUE for all activities.

If development contributions have already been paid at the time of resource consent for subdivision and then building consent application is received for a residential unit with one habitable room, no refund will be provided.

3.2.2.2 Large residential unit adjustment

A large residential unit adjustment is applied to a residential unit with seven or more habitable rooms.

Residential units with seven or more habitable rooms will be assessed at 1.4 HUE for all activities other than stormwater and flood protection, which will be assessed at 1 HUE.

3.2.2.3 Subsequent redevelopment

If a residential unit has previously received a small residential unit adjustment and is later the subject of a consent application which will result in an increase

in the number of habitable rooms, a development contribution assessment will be made, recognising the development contributions previously paid.

3.2.2.4 Short term accommodation

All residential units consented as short term accommodation will be assessed using residential development HUE rates, as outlined in section 3.2.2.

3.2.2.5 Multi-unit stormwater and flood protection

Developments of two or more attached residential units on a single lot will be assessed for stormwater and flood protection based on the HUE rates outlined in section 3.2.1 and 3.2.2. If assessed HUEs result in ISA that is more than double the area of the development site, the development site will instead be assessed as though it is 100% impervious.

3.2.3 Non-residential development

Development contributions required for non-residential development are calculated as a multiple of the HUE.

For the transportation, water supply, wastewater collection and wastewater treatment and disposal activities the development contribution is calculated according to the average demand on infrastructure per square metre of GFA by business type.

For stormwater and flood protection the development contribution is calculated according to the ISA of the development.

The HUE multipliers are detailed in Part 8 of this policy.

Where additional public floor area, not included in the initial assessment of GFA, later becomes part of the GFA then an assessment for development contributions will be undertaken for the new area. An example of where this could arise is the covering in of an outdoor public floor area to become part of

the total floor area used by the business. An assessment triggered by an application to extend a non-residential building, will use the same demand assumptions as are used to assess a new development.

For reserves and community infrastructure activities, non-residential development is assessed as 1 HUE per additional new lot at subdivision or when creating a new business unit regardless of scale or land use associated with the development

3.2.3.1 Timing of assessment

An assessment for development contributions for a non-residential development is undertaken when the Council is ready to grant resource consent or building consent, noting the Council may choose not to assess for development contributions under the first consent application received.

This assessment will assume demand of 1 HUE per lot for each activity for which development contributions are required.

A further assessment may be undertaken at the time of subsequent resource consent, building consent or application to connect to Council infrastructure if it is found the subsequent development will increase demand on Council infrastructure. Any subsequent assessment will credit development contributions already paid.

3.2.3.2 Rural accessory buildings

Non-residential buildings accessory to rural activities that do not place additional demand on infrastructure are not assessed for development contributions.

3.2.4 Special assessments

Where a development is not consistent with the land use or business type expected under the applicable zone in the District Plan or as detailed in Part 8 of

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~~the policy if the demand on any infrastructure for which a development contribution is levied is expected to be significantly different than the average for the applicable zone~~, the Council may require a special assessment for development contributions for the activities considered to be outside the expected demand. Situations where this may be required include:

1. Where the type of development proposed is not adequately covered by ~~the land uses set out in Tables 4, 6 and 8~~.
2. Where the demand for an activity from the development is expected to be more than double the value identified as average for that type ~~or location~~ of development as set out in Tables ~~4, 6 and 8~~.
3. The development is complex or unique and the Council believes it will place significantly different demand on infrastructure from that expected for the business type.
- 3.4. The development provides infrastructure to be vested with the Council, which reduces the impact of the development's demand on Council stormwater infrastructure, prior to discharge into the Council network.
- 4.5. The development provides for a significant reduction² of its demand on Council stormwater infrastructure at the owner's cost, prior to discharge into the Council network.

Developments for which the Council requires a special assessment, for some or all activities, include education facilities, wet industry facilities, hospitals, sports stadiums, airports, and other developments at the Council's discretion.

A developer may ask the Council to consider undertaking a special assessment if:

1. The development is expected to place less than half the assumed demand on infrastructure for the value identified as average for that type ~~or location~~ of development as set out in Tables ~~4, 6 and 8~~.
2. The request is made within 10 working days of the initial assessment for development contributions being issued.

² Significant reduction means a reduction of more than half the assumed demand. The determination of impact on the Council's network is at the sole discretion of the Council.

The decision on whether demand is expected to be less than half the assumed demand, and whether a special assessment will be completed, is at the Council's sole discretion.

3.2.4.1 Scope of special assessment

A special assessment is only completed for the activities the Council considers a special assessment is required. All other activities will be assessed using the normal provisions of this policy.

A special assessment will always be undertaken on the assumption that the development will operate at its full capacity. No adjustment will be considered for the development operating at a level below full capacity. This is because the Council must provide infrastructure appropriate for peak demand.

3.2.4.2 Council may require developer to provide information

The Council may require a developer to provide technical information relating to the demand the development will place on Council infrastructure.

The decision to accept the accuracy of the information provided by the developer is at the sole discretion of the Council.

3.2.4.3 Disputes regarding technical information

In instances where the developer and Council cannot agree on the technical information required under 3.2.4.2, the developer may request a third-party consultant be engaged to provide advice to support completion of a special assessment. The decision to engage a third-party consultant is at the Council's discretion.

If the developer requests and the Council agrees, a consultant will be chosen from the Council's Professional Services Panel and the developer will be responsible for all costs associated with engaging the consultant. The consultant's advice will be used in the special assessment unless both developer and Council object, in this instance, the Council has discretion regarding the final technical inputs.

3.2.5 Retirement villages

Residential units and care suites in retirement villages are assessed for development contributions as set out in Table 4.

3.2.6 Non-serviceable development

A development outside the areas serviced for one or more of water supply, wastewater collection, and wastewater treatment and disposal will not be assessed for development contributions for a non-serviceable activity. If the property is later able to connect to the network in the future, it will be assessed for a development contribution for the relevant activity at that time.

3.2.7 No connection required

If a development does not connect to Council infrastructure for water supply, wastewater collection or wastewater treatment and disposal or stormwater, and places no demand on Council infrastructure, then no development contribution is required for that activity. If the development later requires connection to services it will be assessed for development contributions at that time.

3.2.8 Temporary buildings

Temporary buildings are those permitted or consented under section 6.4 of the Christchurch District Plan.

The Council will not require development contributions for a temporary building for up to five years or until an application is received to make the building permanent, whichever comes first. An extension of up to two years (but not

beyond the limit of the District Plan) may be considered. The Council may require an encumbrance or memorandum of agreement to be registered on the title.

When an application for resource consent or building consent is made for a permanent development on the site, development contributions will be assessed taking into account any financial or development contributions paid for the temporary development and any applicable existing demand credits.

3.3 Step 3 - Determine existing demand credits

The Council has decided it will provide developers with existing demand credits to recognise that a development may replace previous development on the same site and therefore may not place additional demand on infrastructure and facilities.

3.3.1 Life of existing demand credits

Existing demand credits expire 10 years after the previous development on a site last exerted demand on infrastructure. The Council considers this a reasonable time within which a developer can redevelop a previously used site. If, over the preceding 10 year period, a lot has not been used for either residential or non-residential purposes, the land will be regarded as undeveloped and deemed to have 1 HUE existing demand credit.

3.3.2 Limitations to existing demand credits

Existing demand credits cannot be used to reduce the development contribution for any activity below zero.

Credits from one activity cannot be used to offset development contributions required for another activity.

Lots that have been or are being used by a network utility operator for utility purposes are deemed to have no existing demand credits.

3.3.3 Considerations when assessing existing demand credit for residential development

A credit of 1 HUE per activity per previously existing residential unit or lot is provided. If there is an encumbrance or other legal instrument on the title recognising credits or arrangements associated with amalgamation or amalgamation reversal these will be taken into account.

A residential development on an undeveloped lot created after 1 July 2004, will receive a credit of the greater of 1 HUE per lot or the HUEs assessed if development contributions were paid at time of subdivision.

If an existing residential unit previously received a small residential unit adjustment at the time of initial development, the existing demand credit will reflect the greater of the adjustment applied at the time of initial development or the number of consented habitable rooms. If the Council has no record of a small residential unit adjustment being applied at the time of initial development, a credit of 1 HUE per unit will apply.

3.3.4 Considerations when assessing existing demand credit for non-residential development

Where a new non-residential development replaces a non-residential development, or for subdivision of a site containing previous development, credits will be assessed for each activity by applying the equivalences in Tables 4, 6, 8 and 13 and to the GFA and/ or impervious surface area of the previous development.

Credits will be assessed based on the previous use of the site using the highest level of actual or otherwise verifiable demand from the past 10 years.

A non-residential development on an undeveloped lot created prior to 1 July 2004 will receive a credit of 1 HUE per lot.

A non-residential development on an undeveloped lot created after 1 July 2004, will receive a credit of the greater of 1 HUE per lot or the HUEs assessed if development contributions were paid at time of subdivision.

3.3.5 Other considerations when assessing existing demand credit for any development

No transfer of credits between titles can occur, except where the titles relate to the same development site (e.g. new titles created on subdivision).

Where amalgamation of titles occurs, a memorandum of agreement will be registered on the title/s associated with the amalgamation detailing the existing use credits available from the previous titles and when they expire.

Where an amalgamation of titles is reversed, an encumbrance will be registered on the title/s associated with the amalgamation reversal. The existing use credits may be reassigned by the owner of the previously amalgamated titles or their successor.

No existing demand credits will be given for a lot that cannot legally be developed, or where, following a boundary adjustment with a neighbouring lot, the previously undevelopable lot is then of a size that can legally be developed.

If a lot has not previously been connected to Council infrastructure for one or more of water supply, wastewater collection, or stormwater no existing use credits will be given for that activity.

A special assessment can be used at the Council's discretion to establish the existing demand credits applicable.

3.3.6 Unlawful development

If development has been undertaken without the required consents, and a development contribution has not been paid, the property will not receive an existing demand credit.

3.4 Step 4 - Calculate net increase in HUEs (demand) from the development

The net increase in demand (for each activity in HUEs) is calculated by subtracting Step 3 (credits) from Step 2 (demand).

3.5 Step 5 - Apply the relevant catchment charge

Development contribution charges are applied on a catchment basis. Some activities use a district-wide catchment (the charge per HUE is the same anywhere in the district) while other activities use defined catchments (the charge per HUE varies depending on which catchment the development is located in).

3.6 Step 6 – Calculate the development contribution

For each activity, multiply the net assessed HUEs by the charge per HUE for each activity for the relevant catchment.

3.6.1 Limit on amount of reserves development contribution

The total amount of the development contribution for the reserves group of activities is subject to a statutory maximum under section 203(1) of the LGA. Development contributions for reserves must not exceed the greater of:

1. 7.5% of the value of the additional lot created by subdivision; or
2. The value of 20m² of land for each additional household unit created by the development.

All land valuations for this purpose are undertaken by the Council based on an assessment that identifies the average value of 20m² of land on the same valuation roll and in the same District Plan zone as the development land. This approach has proven to provide good quality valuation data in an efficient and cost-effective way.

For developments of four or more residential units the Council will have a bespoke land valuation carried out if the initial valuation indicates the statutory maximum development contribution for reserves will not be exceeded.

For larger residential subdivisions the Council will have a bespoke land valuation carried out.

3.6.2 Minimum charge

For administrative efficiency, the Council will not require development contributions where the total charge is \$50 or less.

3.8 Amended assessments

The Council reserves the right to amend a development contribution assessment if an error has been made in the assessment and the development contribution has not been paid.

3.9 Other charges may apply

3.9.1 Works and services

Nothing in this policy prevents the Council from requiring the provision of works and services that are required to service that development, to connect it to existing infrastructure services or to avoid, remedy or mitigate the environmental effects of the development.

3.9.2 Service connection fees

The Council may require a service connection fee before agreeing to a connection to Council network infrastructure. This fee is separate to and in addition to any development contribution charge.

3.9.3 Development Impact Fee

In situations where the Council will not be granting a resource consent, building consent or authorisation to connect to Council infrastructure, but where a development will place additional demand on Council infrastructure, the Council will levy a development impact fee equal to the development contribution that would otherwise be required.

The purpose of the payment is to ensure that an applicant contributes to ensuring the capacity of Council's assets is maintained in the same way as an applicant under a consent/ authorisation would be required to contribute.

Examples of situations when this may arise include:

- Where the Council is asked to exercise its discretion under Schedule 1(2) of the Building Act 2004 to exempt an applicant from the requirement for a building consent, but the work to be undertaken will increase demand on Council's assets. In this situation, the Council will charge a development impact fee as a condition of the exemption being granted.
- Where a variation to a consent to discharge an increased volume of trade waste is applied for. In this situation, the Council will require the applicant to enter into a Trade Waste Agreement with the Council as referred to in clause 18 of the Christchurch City Council Trade Waste Bylaw 2015, with a provision that the applicant must pay a development impact fee.

Development impact fees paid are treated as though they are development contributions. This means;

- The infrastructure capacity the fee relates to is recorded as it is for development contributions to ensure the Council does not charge twice for the same capacity;
- Development contributions credits will apply for the capacity the fee relates to.

PART 4

ASSESSMENT AND CHARGING OF DEVELOPMENT CONTRIBUTIONS

4.1 Development contributions assessment

4.1.1 Event triggering the timing of assessment

The Council may undertake a development contributions assessment in conjunction with the granting of:

- resource consent (subdivision or land use)
- building consent or certificate of acceptance
- authorisation for a service connection.

The Council will seek to undertake the assessment at the earliest opportunity possible. However, the Council reserves the right to assess at any stage of the development.

The Council will provide the developer with an assessment notice at the time a consent is granted that details the assessed development contributions required by the Council but which is not an invoice for payment.

The Council may, in certain circumstances and at its discretion, grant a consent or service connection before a development contribution assessment is completed. This will normally only be if the Council has requested further information to undertake the assessment and there are valid reasons for that information not being provided in time.

The Council may reassess the development contributions requirement if, following initial assessment, the development changes in scale or intensity or

there are other factors which mean the initial assessment does not accurately reflect the development, including errors in the initial assessment.

4.1.2 Estimate of development contributions requirement

Developers can use the provisions of this policy to estimate their own development contributions requirement. Alternatively, an estimate of development contributions can be requested prior to the lodging of an application for consent. The accuracy of the estimate will depend on the detail of information provided by the developer. The charge for the estimate service is set out in the Council's schedule of fees and charges.

4.1.3 Staged development

4.1.3.1 Subdivision and land use development

For subdivision or land use development undertaken under a single consent, the development contribution requirement for each stage of development will be assessed using the policy in force at the time the complete application for resource consent is received by the Council.

For staged subdivision or land use development undertaken under multiple consents, each consent is subject to assessment using the policy in effect at the time the complete application for that consent was received.

For subdivision development, the assessment for each stage of development will be undertaken upon receipt of a section 223 certificate issued under the RMA.

4.1.3.2 Building development

For staged building development undertaken for a single building, the development contributions for each stage will be assessed using the policy in effect at the time the first consent was lodged.

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4.1.3.3 Previous assessments for staged development

Assessments for staged developments will recognise development contributions already assessed or paid under earlier stages of the development.

4.1.4 Variation to consent or conditions of consent

An application to vary a consent may result in changes to information used to assess a development contributions requirement, in which case a new assessment will be undertaken. An application for a new or varied consent will not limit the Council's ability to collect development contributions owing in relation to an existing development under section 208 of the LGA.

4.1.5 Transitional provision – 2021 policy

The Development Contributions Policy ~~2024–2025~~ may result in lower development contributions charges for some developments compared to the 2021 policy.

Section 198 (2A) of the LGA requires the Council to undertake its assessment of development contribution requirement under the development contributions policy in place at the time it receives a complete application for resource consent, building consent or authorisation to connect to Council infrastructure.

The Council wishes to avoid developers surrendering consents and then reapplying for the consent in order to trigger a new development contribution assessment under the ~~2024–2025~~ policy. This practice could create a significant draw on the Council's consenting resources and favours developers who are aware of the option to do this.

The Council will therefore remit the difference in cost between a development contributions assessment undertaken under a previous policy and under the ~~2024–2025~~ policy where this is less under the ~~2024–2025~~ policy. A remission is only available where the developer could lawfully surrender a resource consent or

building consent and reapply for consent and thereby trigger a requirement for a new development contribution assessment under the ~~2024–2025~~ policy.

The decision to provide this remission is at the sole discretion of the Council.

4.2 Invoicing and payment

An invoice for development contributions will be issued at one of the following points :

- **Resource consent (subdivision)** –prior to the release of a section 224(c) certificate.
- **Resource consent (land use)** – prior to commencement of the development.
- **Building consent** – prior to issue of the code compliance certificate or for building work where no consent was obtained, prior to issue of the certificate of acceptance. In the event of a staged development, prior to the release of the code compliance certificate for each stage.
- **Service connection** – prior to authorisation for connection is granted.
- **At any time prior to the above triggers** if requested by the developer or at the Council's discretion.

“Prior to” in the above situations means any time between the consent or service connection being granted and the final approval step.

The Council may issue an invoice, at its discretion, if it considers the development is using Council infrastructure for which development contributions are required.

Payment of development contributions must be made within 30 days of the invoice being issued (or later if specified on the invoice). The Council may prevent the commencement of a land use consent and will not issue a section 224(c) certificate, code compliance certificate or certificate of acceptance or authorise a service connection until required development contributions are paid.

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4.2.1 Fee for development contribution assessment

Under section 12 of the LGA the Council can charge fees. At the time of invoicing, a fee to cover the cost for the Council to administer the development contribution assessment will be invoiced alongside the development contribution requirement.

The development contribution assessment fee is set out in the Council's schedule of fees and charges.

34.3 Land in lieu of cash payment for development contributions

The Council does not accept land in lieu of cash payment for development contributions. All development contributions should be paid, and any land accepted by the Council will be purchased and paid for under a sale and purchase agreement or private development agreement.

4.4 Enforcement powers

4.4.1 Debt recovery

Debt recovery action commences when the Council sends a letter of demand for the debt, or sends the debt to a debt collector or a lawyer to be recovered, whether or not any court proceedings are issued.

If the Council commences debt recovery action in respect of an unpaid development contribution, interest will be charged, and is payable from the date the debt became due. Interest will be calculated in accordance with, or on a basis that ensures it does not exceed interest calculated in accordance with Schedule 2 of the Interest on Money Claims Act 2016.

Where an encumbrance instrument or memorandum of agreement is entered into and payment is not made as required, the Council may pursue recovery under and on the terms of that document.

The Council reserves its right to recover the costs incurred in pursuing recovery of the debt on a solicitor/client basis.

4.4.2 Other enforcement powers

The Council may use powers detailed in Section 208 of the LGA, which enables the following action(s) if development contributions required are not paid:

- (a) in the case of a development contribution required under Section 198(1)(a) of the LGA, withhold a certificate under Section 224(c) of the RMA, and/ or prevent commencement of a resource consent under the RMA.
- (b) in the case of a development contribution required under Section 198(1)(b) of the LGA, withhold a code compliance certificate under Section 95 of the Building Act;
- (c) in the case of a development contribution required under Section 198(1)(c) of the LGA, withhold a service connection to the development.

In each case, the Council may register the development contribution under the Land Transfer Act 2017, as a charge on the title of the land in respect of which the development contribution is required.

PART 5 POSTPONEMENTS, REMISSIONS AND REVIEWS

5.1 Postponement of payment

The Council may, in extraordinary circumstances and at its sole discretion, agree to postpone payment of development contributions following written request from a developer that explains why a postponement of payment should be considered.

The terms of any postponement shall be at the discretion of the Council and may, without limitation, provide for the payment of interest by the developer. In agreeing to a postponement, the Council may require an encumbrance to be registered on the title or memorandum of agreement entered into. Any costs associated with the application of a legal instrument shall be paid by the developer.

5.1.1 Security instruments

5.1.1.1 Encumbrance

An encumbrance enables the Council to enter into an agreement with a developer to postpone payment of development contributions while ensuring the Council has a call on the land in the event of non-payment.

The encumbrance will be prepared by the Council's solicitors at the developer's cost and will be on terms satisfactory to the Council. The Council may require payment of interest by the developer.

While the Council's preference is to use an encumbrance instrument, the Council may consider the use of a memorandum of agreement if appropriate security is available.

5.1.1.2 Bank Bond

Where the value of postponed or deferred development contributions is \$1,000,000 or more, or the Council is otherwise of the view that such security is required, the Council may require a Bank Bond as security against the development contributions payable. This may be in addition to, or as a condition of, a memorandum of agreement, encumbrance or a PDA.

5.2 Rebate of development contributions

The Council may have development contribution rebate policies in place to advance strategic objectives. Any such policy will sit outside this development contributions policy.

5.3 Development of Māori land within a Papakāinga/ Kāinga Nohoanga zone of the District Plan

The LGA requires a policy on development or financial contributions to support the principles set out in the Preamble to Te Ture Whenua Māori Act 1993.

In summary, those principles are to:

- recognise that land is a taonga tuku iho of special significance to Māori people
- promote the retention of that land in the hands of its owners, their whānau, and their hapū, and to protect wāhi tapu
- facilitate the occupation, development, and utilisation of that land for the benefit of its owners, their whānau, and their hapū

The Council believes it has a role to encourage owners of Māori land to retain that land and to develop it in ways that benefit its owners, their whānau, and their hapū.

The Council has a development contributions rebate scheme, provided for under the Development Contributions Rebate Policy, which applies to residential development and non-residential development for social or cultural purposes

on Māori land within a Papakāinga/ Kāinga Nohoanga zone of the Christchurch District Plan. The rebate provides that qualifying developments do not pay development contributions.

5.4 Refund of development contributions

A refund of cash development contributions or return of land taken in lieu of cash will occur in accordance with Sections 209 and 210 of the LGA, in the following circumstances:

1. the development does not proceed
2. the consent lapses or is surrendered
3. the Council does not provide reserves, network infrastructure or community infrastructure for which a development contribution was required and does not apply the funds to providing alternative infrastructure to service growth demand
4. the Council does not apply money, or use land required for a specified reserve purpose within 10 years of that contribution being received

For the avoidance of doubt, and except in relation to any money or land taken for a specified reserves purpose, the Council will not refund a development contribution where a specific infrastructure project does not proceed, so long as the funds are applied to providing infrastructure to service growth development associated with the activity for which the funds were initially required.

Any refund of development contributions will be to the consent holder and/or title holder of the affected property at the time the refund is made. The refund will be for the development contribution paid, less any costs incurred by the Council in relation to the development and its discontinuance, including costs incurred administering the refund.

5.5 Reconsiderations and objections

5.5.1 Reconsideration of assessed development contributions

Section 199A of the LGA provides for a developer to request that the Council reconsiders the development contribution assessment.

A request for reconsideration must be made within 10 working days of the date on which the person lodging the request received the development contributions assessment.

A request for reconsideration form must be completed and lodged with the Council. The form is available from the Council website www.ccc.govt.nz or from Te Hononga Civic Offices at 53 Hereford Street, Christchurch.

If the Council believes further information is required before it can make a decision, it will request further information in writing from the applicant as soon as possible after the Reconsideration Request form is received.

A request for reconsideration will not be accepted by the Council if it is received after the 10 day period, or if an objection has been lodged under section 199C of the LGA.

5.5.1.1 Grounds for reconsideration

Section 199A of the LGA provides that a request for reconsideration may only be made on the following grounds:

1. the development contribution was incorrectly calculated or assessed under the Council's development contributions policy; or
2. the Council incorrectly applied its development contributions policy; or
3. the information used to assess the development contribution, or the way the Council has recorded or used it when requiring a development contribution, was incomplete or contained errors

A developer retains the ability to lodge a request for reconsideration even if a third-party consultant was engaged to provide technical information to support completion of a special assessment under 3.2.4.3.

5.5.1.2 Reconsideration decision

If the request for reconsideration meets one or more of the grounds for reconsideration the Council will undertake a new assessment taking into account the findings of the reconsideration.

The Council will provide written notice of the outcome of the reconsideration within 15 working days of receiving all relevant information

5.5.2 Formal objection to assessed development contributions

A developer required to pay a development contribution may object to the assessment. Only developments for which application for resource consent, building consent or service connection was lodged on or after 8 August 2014 can enter into the objection process.

5.5.2.1 Grounds for objection

Under section 199D of the LGA an objection can be made on the grounds that the Council:

1. failed to take into account features of a development that, on their own or cumulatively with other developments, would substantially reduce the impact of the development on requirements for community facilities;
2. required a development contribution for community facilities not required by, or related to, the objector's development;
3. was in breach of section 200 of the LGA (limitations applying to requirement for development contribution); or
4. incorrectly applied its development contributions policy to the development

An objection must be lodged within 15 working days from the date on which the person lodging the objection receives notice from the Council of the development contribution requirement, or notice of a decision on a request for reconsideration.

A developer retains the ability to lodge an objection even if a third-party consultant was engaged to provide technical information to support completion of a special assessment under 3.2.4.3.

An Objection to Assessed Development Contributions form is available from the Council website www.ccc.govt.nz or from Te Hononga Civic Offices at 53 Hereford Street, Christchurch.

5.5.2.2 Development contributions commissioners

Objections are decided by development contributions commissioners selected by the Council from a register of commissioners appointed by the Minister of Local Government. The Council is responsible for administering the objections process.

5.5.2.3 Recovery of costs

The Council is able to recover costs it incurs it from the objector, including the costs of:

1. selecting, engaging, and employing development contributions commissioners;
2. secretarial and administrative support of the objection process; and
3. preparing for, organising and holding the hearing

5.5.3 Reassessment does not trigger reconsideration or objection rights

The initial assessment is the requirement for a development contribution to which the reconsideration and objection provisions apply. A reassessment does not trigger the ability to seek a formal reconsideration or review, except at the Council's discretion.

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5.6 Private development agreement (PDA)

A PDA is defined in section 197 of the LGA 2002 as: "... a voluntary contractual agreement made under sections 207A to 207F between 1 or more developers and 1 or more territorial authorities for the provision, supply or exchange of infrastructure, land, or money to provide network infrastructure, community infrastructure, or reserves in 1 or more districts or part of a district".

The Council will use a PDA for any agreement between a developer and the Council where the developer will provide land, infrastructure and/or money in lieu of development contributions.

For the avoidance of doubt, if an agreement between the Council and a developer does not include an offset of development contributions an agreement other than a PDA will be entered into.

A PDA is subject to the Council's financial delegations as though it were a cash transaction.

5.6 Remissions

The Council considers that there may be a development that is so unique it has not been anticipated by the policy, so much so that the Council considers the full development contribution assessment to be unfair and unable to be remedied under the provision of a special assessment.

The development, itself, must be sufficiently distinct from other developments that remitting a development contribution requirement would not create a new precedent in terms of the Council's current interpretation and application of the policy.

In these cases, the Council may, at its sole discretion, consider and grant a full or partial remission of development contributions in cases where it is satisfied this threshold has been met.

The developer must write to the Chief Executive seeking a remission and explaining how the development has met this threshold and why the Council should grant a full or partial remission in the interest of fairness. The explanation must be specific to the development (not the developer or intended future occupier) and the features of the development that make it unique. There are no remissions provided for under this policy. This does not have any effect on special assessments provided for under 3.2.4 of this policy.

PART 6

ALLOCATING THE COSTS OF DEVELOPMENT

Under section 199 of the LGA, development contributions can be required if the effect of a development means new or additional assets or assets of increased capacity are needed and, as a consequence, the Council incurs capital expenditure to provide appropriately for reserves, network infrastructure and community infrastructure. These effects include the cumulative effects a development may have in combination with other developments.

6.1 Assessment of method of funding

The Council's decision to use development contributions to fund infrastructure to service growth development has been made following consideration of factors outlined in the Council's Revenue and Financing Policy and those required by the LGA including the matters set out under section 101(3);

- the community outcomes to which the activity primarily contributes
- the distribution of benefits between the community as a whole, any identifiable part of the community, and individuals
- the period in or over which those benefits are expected to occur; and
- the extent to which the actions or inaction of particular individuals or a group contribute to the need to undertake the activity
- the costs and benefits, including consequences for transparency and accountability, of funding the activity distinctly from other activities
- the overall impact of any allocation of liability for revenue needs on the community

6.1.1 Contribution to achieving community outcomes

Community outcomes describe the future state the Council is aiming to achieve for community wellbeing. Capital expenditure to meet demand for infrastructure from growth development contributes to achievement of the following community outcomes:

A collaborative confident city

Our residents have the opportunity to actively participate in community and city life, have a strong sense of belonging and identity, and feel safe.

A green, liveable city

Our neighbourhoods and communities are accessible and well-connected, supporting our goals to reduce emissions, build climate resilience and protect and regenerate the environment, especially our biodiversity, water bodies and tree canopy.

A cultural powerhouse city

Our diverse communities are supported to understand and protect their heritage, pursue their arts, cultural and sporting interests, and contribute to making our city a creative, cultural and events powerhouse.

A thriving prosperous city

Our city is a great place for people, business, and investment where we can all grow our potential, where enterprises are innovative and smart, and where together we raise productivity and reduce emissions.

Table 3. Activity contribution to achieving community outcomes

Community outcome	Reserves	Network Infrastructure	Transport	Community Infrastructure
Collaborative and confident				✓

Community outcome	Reserves	Network Infrastructure	Transport	Community Infrastructure
Green and liveable	✓	✓	✓	
Cultural powerhouse	✓			✓
Thriving and prosperous		✓	✓	✓

6.1.2 Distribution of benefits

The Council considers using development contributions to fund growth-related infrastructure (rather than rates or other funding options) is appropriate for the following reasons:

- A fair share of the cost of providing infrastructure capacity to service growth is allocated to the person(s) that generally create the need for that capacity.
- A fair share of the cost of providing growth capacity is allocated to the beneficiaries of the additional capacity.
- The cost of providing infrastructure to support growth is transparently identified.
- A fair and proportional approach to cost allocation avoids over-recovery of funding for assets provided to service growth

6.1.3 Period of benefit

The economic life of an asset is the period over which it will provide benefit to the community before needing to be replaced. The types of assets that development contributions are used to fund usually have a long economic life (often 30 – 75 years or more).

The period of benefit forms part of the calculation made on the period over which development contributions will be collected. This is generally the lesser of:

- the capacity life of the asset (when there is no capacity to service further new development)
- the economic life of the asset (when the asset will be renewed)
- the period over which the asset is funded (when the asset is fully paid for)

The Council usually borrows over a 30 year term to fund the cost of new capital assets. This promotes intergenerational equity as today’s ratepayers are not required to fully fund an asset that future generations will benefit from.

6.1.4 Actions or inaction of particular individuals or a group

This is often referred to as “the exacerbator pays” principle, whereby if someone’s actions cause the Council to incur cost – such as a developer(s) causing the Council to need to invest in growth infrastructure – then the person causing that cost to be incurred should pay. This principle is considered separate to but in conjunction with an assessment of the distribution of benefits.

6.1.5 Funding by activity

The requirement for development contributions is assessed and charged at an activity level. This groups the assets required to provide the relevant activities in a way that balances efficiency, transparency and accountability. The activities and groups of activities used are:

Network infrastructure

- **Water supply** – includes bores, water treatment facilities, network pumps and pipes.
- **Wastewater collection** - includes network pumps and pipes.
- **Wastewater, treatment and disposal** - includes wastewater treatment plants and residual waste disposal assets.

- **Stormwater and flood protection** - includes detention areas, network pumps and pipes, treatment facilities and outfall pipes.
- **Road network** - includes roads and traffic management and safety assets.
- **Active travel** - includes footpaths and cycle ways.
- **Public transport infrastructure** - includes bus terminals, shelters and bus lanes.

Reserves

- **Regional parks** – normally large park areas with particular ecological, environmental or amenity values. Many regional park areas are on the Port Hills and Banks Peninsula.
- **Garden and heritage parks** – open space areas devoted to gardens and/ or heritage features.
- **Sports parks** - park areas for which the primary purpose is to enable sport to be played. They may also be used for passive recreation out of the relevant sports season.
- **Neighbourhood parks** – small parks, often with playgrounds, that are primarily for residents in the local neighbourhood to enjoy.

Community infrastructure

- **Cemeteries** – acquisition and development of land for use as a cemetery
- **Playgrounds** - provision of playgrounds, normally located within neighbourhood parks
- **Public conveniences** – provision of public convenience facilities including public toilets, restrooms, public seating, picnic tables etc.
- **Aquatic centres** – public swimming pools, splash pads, paddling pools etc.
- **Sports courts** – indoor and outdoor venues for court sports

6.1.6 Impact of development contribution funding on community wellbeing

The Council must consider how its funding choices impact on the wellbeing of the community as a whole. The Council believes using development contributions to help fund the cost of assets provided to service growth development is fair and equitable for both developers and the wider community.

If the Council believes a high development contribution charge will have a negative effect on community wellbeing it can decide to reduce the charge through imposing a cap or using a rebate or remission.

6.2 Allocating benefits and costs through catchments

6.2.1 What are catchments and why are they used?

Catchments are defined geographic areas. Allocating the costs of providing growth infrastructure on a catchment basis enables the Council to recover the costs of providing infrastructure to service growth more fairly and accurately from new development in each catchment.

The Council has used the following principles to guide decisions on development contribution catchments (in conjunction with the LGA principles).

- Wherever possible, development contributions should fund the full capital cost to the Council of providing infrastructure to service new growth development.
- Variations in development contribution charges by catchment reflect the costs of servicing growth demand in different catchment areas.
- Intentional cost sharing will be avoided where feasible to support fair and reasonable charges (while recognising that some cost sharing is inevitable and potentially desirable in terms of reflecting community benefit).

Using catchments to determine development contributions enables the following benefits:

- Allocating the cost of providing infrastructure to service growth development to those that benefit from, or create the demand for, that infrastructure is fair and reasonable.
- Allocating the cost of providing infrastructure to service growth provides price signals to developers regarding the cost of providing infrastructure that could promote more efficient development decisions.
- Cost sharing (or shifting) across the district is reduced, although some cost sharing may be inevitable and even desirable in certain circumstances.
- Development is normally less costly, and therefore more attractive, in areas where infrastructure capacity able to service growth already exists.

5.2.2 Catchment configuration

Catchments have been configured to reflect the characteristics of each activity and in a manner that balances practical and administrative efficiencies with fairness and equity. Characteristics taken into account include similarities or differences in:

- development patterns – e.g. low or medium density greenfield residential development areas
- demand placed on infrastructure – e.g. geographical areas that exclusively use specific infrastructure
- network design and connectivity – parts of a network that operate somewhat independently or that share key infrastructure components. It can be more efficient to allocate costs to areas that share key infrastructure components
- physical geography and topography – particularly geographic separation between towns, villages and city
- level of service provision

- the need to protect environmental and human health and differences in the drivers and behaviours of those using the activities across the district.

Catchment boundaries may be reviewed in conjunction with a review of the policy to ensure the approach remains fair and efficient.

6.2.2.1 Catchment maps not to be considered exact

Catchment boundaries shown on maps are as accurate as possible but may not reflect exactly where a particular lot is serviced from for a particular activity. To avoid doubt, the catchment from which a property is serviced is the catchment that applies to that particular property.

6.2.3 District-wide catchments

District-wide catchments have the same development contribution charge per HUE regardless of location. In general, the Council uses district-wide catchments if:

- The impact of growth in terms of demand on Council infrastructure is independent of where the growth occurs.
- A capital project benefits both a specific catchment and the district as a whole (although the demand may be location specific). In this case a cost sharing approach between the district as a whole and particular catchment(s) may be used to reflect the distribution of benefits.
- Using multiple area-specific catchments is impractical or inefficient.

6.2.4 Determining charge by catchment

The development contribution charge is allocated by the cost of the asset to the catchment(s) serviced. These costs are aggregated by activity to identify the cost of servicing forecast growth demand in the catchment for the relevant activity. This cost is then divided by the forecast future growth development in that

catchment (in HUEs) to derive the development contribution by activity and catchment.

For example, if the cost of providing growth infrastructure for a catchment is \$1,000,000 and the future growth forecast in that catchment is for 1,000 additional new HUEs then the development contribution charge per HUE will be $\$1,000,000 / 1,000 = \$1,000$.

The cost of providing new or increased capacity infrastructure to service growth demand is allocated to the catchment(s) it benefits. This may mean that costs are allocated to more than one catchment if the benefits are available to developments in multiple catchments.

Growth infrastructure provision in one catchment may benefit another catchment. This is particularly relevant for infrastructure networks that radiate out from a central location – more capacity may be needed close to the centre of the network to service growth at the periphery.

6.3 Cost allocation methodology

6.3.1 Cost allocation for residential demand and development

The cost allocation methodology used to allocate the share of capital expenditure to be funded from development contributions is referred to as 'Modified Shared Drivers'. This methodology is applied to past, current and future investment in infrastructure assets that provide capacity to service growth development. The analysis to determine the cost to service growth is undertaken at a project or programme level as appropriate.

The Modified Shared Drivers methodology allocates a share of the cost of providing an asset to one or more of the various drivers. Those drivers are:

- **Renewal** - the programmed replacement of assets as they reach the end of their useful life - funded from rates.

- **Backlog** – the provision of assets to raise the service provided to meet agreed levels of service to the current community - funded from rates.
- **Changed (increased) levels of service** - provision of assets to increase the levels of service to an agreed new standard - funded from rates.
- **Growth** – the provision of assets required to provide the agreed levels of service to growth development - funded from development contributions.
- **Unallocated** - provision of assets required to provide the agreed levels of service but which don't fit into any of the above categories – funded from rates.

The cost of the growth component of an asset is established and allocated as a development contribution charge as follows:

1. The scope and gross cost of the project is determined. Any non-capital costs are deducted.
2. Any third party funding (e.g. from NZTA) is identified and deducted.
3. The value of any asset renewal component of the project is deducted, taking into account the scope of assets being renewed and their remaining life at the time of renewal. Early replacement of existing assets to provide new additional capacity for growth requires the residual value of the asset to be allocated to growth.
4. Capacity and demand information based on current levels of service is used to allocate shares to backlog and growth.
5. Any remaining share is defined as unallocated.

Only the net cost of the growth component of any asset is funded from development contributions.

The cost of providing infrastructure to service growth then needs to be allocated to those that will benefit from the investment.

6.3.2 Funding period

Capacity and useful life information is used to determine the period over which development contributions are to be collected for the project. The period of collection will be the lesser of:

- the expected capacity life of the asset (when all capacity is taken up)
- the useful life of the asset (before the asset needs replacing) and
- when the asset is fully funded

6.3.3 Cost allocation for non-residential demand and development

The cost allocation methodology used for non-residential development uses the same 'modified shared drivers' process detailed above but converts demand into a ratio of residential demand. The methodologies used vary by activity and are explained in detail in Part 8 of this document.

PART 7 PLANNING FOR GROWTH

7.1 Growth model

Growth assumptions underpin the Council's asset management plans and capital expenditure budgets. Growth is projected for the following:

- population
- residential households
- non-residential floor area (m²)

The growth assumptions used are based on the Statistics NZ (Stats NZ) medium household projections for Christchurch City. Actual growth in Christchurch has historically tracked very closely to the medium level growth projected by Stats NZ, making them a reliable indicator of future growth in the city. The latest projections produced by StatsNZ are population projections from December 2022. Recent advice from StatsNZ suggests that the March 2021 household projections are now a better indication of future growth, especially in the short-term and medium (through to the end of the 2020's). In the longer term (2030's onwards) StatsNZ suggest that the December 2022 projections are the best indications of growth. The projections used for the development of this policy reflect this advice.

The Council's growth models provide growth forecasts at Statistics New Zealand meshblock level which is aggregated to catchment level for asset planning and development contribution calculation purposes.

Growth forecasts are subject to uncertainty regarding the amount, timing and location of growth. There will be periods when actual growth is above or below forecast growth, however, it is expected these average out close to the forecast

trend over time. Monitoring of actual versus forecast growth is used to adjust the growth model over time.

7.1.1 Population and household growth

The population of Christchurch is projected to reach around 432,900 by June 2034. The number of households in the district is projected to reach 167,400 over the same period.

Infrastructure demand per household calculations used in this policy have been based on an assumed average household size of 2.6 people. Around 2048 the average household size is projected to be 2.5 people per household.

7.1.2 Non-residential growth

Non-residential growth estimates for this policy are based on historic development patterns derived from non-residential building consent records and historic employment rates from Stats NZ's Annual Business Frame Update. Employment forecasts are from the Council's business growth model, which are translated into land demand using the Council's land demand model. The Council's "business floor-space model" allocates employment to commercial and industrial areas of the city.

7.2 Impervious surface area

Changes in impervious surface area are based on modelling provided by Lynker Analytics Ltd. Impervious surface growth projections use non-residential growth forecasts to identify the scale and location of future change.

PART 8 NON-RESIDENTIAL DEVELOPMENT DEMAND EQUIVALENCES

8.1 Summary of non-residential HUE equivalents by land use and activity

Table 4. Summary of residential and non-residential HUE equivalents by land use and activity

Land use classification ³	Measure	Water supply	Wastewater collection	Wastewater treatment and disposal	Stormwater & flood protection	Transport-related	Reserves	Community Infrastructure
All non-residential development	Per business unit						1.0000	1.0000
All non-residential development	m ² ISA				0.0044			
Retirement villages - residential unit only ⁴	Per residential unit	0.5000	0.5000	0.5000		0.3000	0.12500	0.1000
Retirement villages – care suite only ⁵	Per room	0.4000	0.4000	0.4000		0.2000	Nil	Nil
Commercial premises/offices ⁶	m ² GFA					0.0093		

³ Non-residential HUE equivalents by business type for water supply and wastewater can be found on Table 6 and Table 8

⁴ Stormwater and flood protection development contributions for residential units in retirement villages are assessed using non-residential HUE equivalents for ISA.

⁵ Community facilities within a retirement village for the predominant use of residents and their guests are not subject to a development contribution requirement.

⁶ Mechanics and other workshop will be assessed for transport-related demand using the commercial premises HUE equivalence.

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Retail centres & shops (ex Supermarkets)	m ² GFA					0.0348		
Supermarkets	m ² GFA					0.0372		
Service Stations with retail facilities	m ² GFA					0.0215		
Hardware	m ² GFA					0.0222		
Bulky goods (large format retail)	m ² GFA					0.0114		
Drive-in fast food restaurants	m ² GFA					0.0728		
Fitness centres	m ² GFA					0.0121		
Medical centres	m ² GFA					0.0224		
Mixed business & industrial warehousing	m ² GFA					0.0020		
Manufacturing industries	m ² GFA					0.0112		
Motel accommodation within Central City and Central City Edge Zones	m ² GFA					0.0002		
Motel accommodation within other zones	m ² GFA					0.0020		
Childcare (pre-schools)	m ² GFA					0.0022		
Car showroom	m ² GFA					0.0041		

Boarding houses/student hostels	Per occupant	0.4000	0.4000	0.4000		0.3846		
Household (residential)	Per residential unit	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	

8.2 Development contribution calculation methodology - water supply

8.2.1 Residential development

The average demand for water per residential unit, or Household Unit Equivalent (HUE), is 644.80 litres per day. Table 5 shows how the HUE demand for water supply is derived.

Table 5. Average residential demand for water supply - residential

Average demand per person	248 litres per day	(1)
Average household occupancy	2.6 persons per household	(2)
Assumed demand per household (1 HUE)	644.80 litres per day	(3)

Notes:

- (1) Residential consumption per person – CCC 10 year average residential water consumption.
- (2) Average occupancy per household - Statistics New Zealand Christchurch population forecast data.
- (3) Per person demand multiplied by average household occupancy.

8.2.2 Non-residential development

Non-residential development demand for water is calculated as a proportion of the HUE demand based on assumed demand by business type. The average demand by business type per square metre of gross floor area is used for the calculation.

Table 6 shows the assumed demand by business type.

It is assumed that water demand is driven by employee requirements by business type (column 2). This is divided by the average gross floor area per person for the type of business (column 1) to derive the average demand for water per square metre of floor area (column 3). The average demand per square metre is then divided by the assumed demand per household from Table 5 to calculate the HUE demand per square metre of floor area (column 4).

The Council will undertake a special assessment for businesses where water demand is significantly more than normal employee requirements.

Table 6. Assumed non-residential demand for water supply per square metre of developed building by business type(1)

Business type	Average gross floor area per person (m ² per FTE)	Average demand for water per worker (litres per FTE per day)	Average demand for water by gross floor area (litres per day per m ²)	HUE demand per m ²
Accommodation	60	244	4.07	0.0063
Commercial	19.43	56	2.86	0.0044
Retail	7.5	56	7.41	0.0115
Industrial (dry)	101	56	0.55	0.0009
Warehouse	103	33	0.32	0.0005
Childcare (per child)	N/A	56	N/A	0.0862

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(1) Christchurch City Council Infrastructure Design Standard and the AS/NZS 1547:2002.

8.3 Development contribution calculation methodology - wastewater collection and wastewater treatment and disposal

8.3.1 Residential development

The average demand for wastewater collection and wastewater treatment and disposal per residential unit, or Household Unit Equivalent (HUE), is xx litres of discharge per day.

Each new residential unit is assumed to use the average wastewater collection and wastewater treatment and disposal demand and is levied development contributions on that basis. Table 8 shows how the household unit equivalent demand for wastewater collection and wastewater treatment and disposal is derived.

Table 7. Average residential household wastewater discharge

Average discharge per person	220 litres per day	(1)
Average household occupancy	2.6 persons per household	(2)
Assumed discharge per household (1 HUE)	572 litres per day	(3)

Notes:

- (1) Average residential wastewater discharge per person - (CCC Infrastructure Design Standards).
- (2) Average occupancy per household – Statistics NZ Christchurch population forecast data.
- (3) Average discharge per person multiplied by average household occupancy.

8.3.2 Non-residential development

Non-residential development demand for wastewater infrastructure is calculated as a proportion of the HUE demand based on assumed demand by business type. The average demand by business type per square metre of gross floor area is used for the calculation.

Table 8 shows the assumed demand by business type.

It is assumed that wastewater discharge is driven by employee requirements by business type and that all water used is discharged into the wastewater network. This is divided by the average gross floor area per person for the type of business to derive the average wastewater discharge per square metre of floor area. The average discharge per square metre is then divided by the assumed discharge per household from Table 7 to calculate the HUE demand for wastewater infrastructure per square metre of floor area.

The Council will undertake a special assessment for businesses where wastewater demand is significantly more than normal employee requirements.

Table 8. Assumed non-residential demand for wastewater per square metre of developed building by business type(1)

Business type	Average gross floor area per person (m ² per FTE)	Average demand for water per worker (litres per FTE per day)	Average demand for water by gross floor area (litres per day per m ²)	HUE demand per m2
Accommodation	60	220	3.67	0.0064
Commercial	19.43	50	2.57	0.0045
Retail	7.5	50	6.67	0.0117
Industrial (dry)	101	50	0.50	0.0009
Industrial	40	130	3.25	0.0059
Warehouse	103	30	0.29	0.0005
Childcare (per child)	N/A	50	N/A	0.0874

(1) Christchurch City Council infrastructure design standard

8.4 Development contribution calculation methodology - stormwater and flood protection

8.4.1 Residential development

The demand for residential stormwater management is based on the average impervious surface area of each site. This is the sum of the average residential building footprint (m²) and the average additional impervious surfaces such as driveways and paths (m²). It does not include any impervious surfaces off the site, such as roads, vehicle crossings and footpaths.

The assumed impervious surface area of a residential unit is based on city-wide modelling commissioned by the Council.

The assumed impervious surface area per residential lot (1 HUE): **367m²**

8.4.2 Non-residential development

The assumed demand a non-residential development places on the Council stormwater and flood protection infrastructure is based on an assessment of stormwater discharge by impervious surface area of non-residential land as a proportion of the stormwater discharge from a typical residential unit.

At the time of subdivision the development contribution required for stormwater and flood protection for a non-residential lot is assessed as 1 HUE per additional lot. At the time of application for resource consent for land use or building consent a further assessment for development contributions is undertaken taking into account the planned actual impervious surface area of the developed lot.

The second (and any further) assessment considers the assumed quantity and quality of stormwater runoff. Each square metre of impervious surface is assumed to place the same quantitative demand on the stormwater and flood

protection network regardless of whether the source is residential or non-residential development.

Stormwater and flood protection networks must also resolve discharge quality requirements. Surface water runoff contamination is higher for non-residential areas. The need to deal with additional contaminant loadings affects the cost of surface water management. It is assumed that surface water from non-residential environments has twice the contaminant load as water from residential environments.

The development contribution calculation makes the assumption, based on forward planning to date and experience from other cities, that 40% of growth-related capital expenditure is to mitigate flooding and erosion and 60% for water quality mitigation. The contaminant load ratio between non-residential and residential development is therefore 2:1.

Non-residential demand on stormwater and flood protection infrastructure is calculated as follows:

Share of 1m² of non-residential impervious surface related to flooding and erosion =
1m² x flooding and erosion portion =
1m² x 40% = **0.40 m²**

Share of 1m² of non-residential impervious surface related to surface water quality =
1m² x contaminant load ratio x surface water quality portion =
1m² x 60% x 2 = **1.20 m²**

Effective equivalent area =
Flooding and erosion share + contaminant loading share =
0.40m² + 1.20m² = **1.60 m²**

1m² of non-residential impervious surface = 1.60 ÷ 367 HUE/ m² = **0.0044 HUE**

8.5 Development contribution calculation methodology - transportation

For transportation activities, the Council used a zone-based approach to assess development contributions in the 2021 policy. This means non-residential transport development contributions were determined only by their location within the different zones in the Christchurch District Plan.

For the 2025 policy, the decision has been made to use a more equitable approach that determines the non-residential transport development contributions by its industry class (another name for this is land use) – this approach is called an activity-based assessment. The Council's methodology assesses the demand on the transport network of any new building by its planned land use. This is because different industries tend to attract varying levels of vehicle trips. The activity-based assessment is now a standardised approach taken by most of the local authorities in New Zealand.

8.5.12 Standard base unit – vehicles per day

The base measurement unit for the estimation of non-residential transport development contributions is the HUE. The Christchurch Transport Model (CTM) has been used to estimate the number of trips (that can be assigned as chargeable to development contributions) that originate from an average residential dwelling in Christchurch at 6.35 vehicles per day (vpd). This estimate was made using the latest inputs into the CTM model for anticipated land use and population growth in the next ten years (amongst other assumptions).

The model is also used to estimate the proportion of trips generated that are assigned to new growth as opposed to the existing Christchurch community.

8.5.23 Non-Residential development

Each different land use is assessed by estimating the number of vehicles per day (vpd) that are generated by an industry class building. For example, a retail fast-food outlet will attract a high level of vpd in comparison to a warehouse used for storage that will have a low vpd.

Another factor also needs to be taken into consideration is the size of the building being assessed for development contributions. In general, a larger building usually attracts more traffic and therefore places a greater demand on the transport system. The size of a building by measuring its GFA in m². Overall the correct way to measure a building's impact on the transport network is via an assessment of vehicles per day per unit area. The area unit chosen is 100m² so therefore the standard measurement to assess transport network demand for each non-residential building classification or activity is vpd/100m² of GFA.

Under this methodology, measurements of vpd/100m² GFA are estimated by examining survey data available in both New Zealand and in Australia. The two principal sources of information are Trips Database Bureau (TDB) surveys, previously reported in NZTA Research Report no. 453 (2011), the comprehensive work carried out by New South Wales to support the latest version of their Guide to Transport Impact Assessment (2024) and the NZ/ Australia/ UK Trips Rate Information Computer System (TRICS). Both documents contain collections of survey data of transport demand (measured in vpd/100m² of GFA or near-equivalents) for a variety of industry activity-based classifications.

A further level of refinement considers the composition of the trips made to the new building and assesses the net impact of those trips on the transport network. Trips are classified as single purpose (Primary), as a part of multiple stop trip (Secondary) or just spontaneous/ passing by trips (Incidental). Each of these types of trips attributes a different strain on the network stemming from the land use. The land use is given a 50% allocation for a primary trip, 20% for a

secondary trip and 3% for incidental trip. The 50% reduction in the primary allocation accounts for the fact that, on average, 50% of each trip originates from a residential building and so is not attributable to the land use. For secondary and incidental trips, the land use is weighted proportionately less because of the multiple stops involved and the actual demand that is created by the new building. A further adjustment is made for each industry sector because some industries (e.g. warehousing) generate a high proportion of primary trips whereas others (supermarkets) have higher proportion of secondary and incidental trips.

Table 9: Classification of trips

	Definition	Example land use	Weighting for contribution to transport network demand (every activity)	Example Weighting for industry e.g. warehousing	Weighting for industry e.g. supermarket
Primary	Single purpose	Trip to collect goods from a warehouse	50%	60%	20%
Secondary	As a part of a multiple stop trip	A stop at a supermarket during your afternoon commute back home	20%	20%	50%

incidental	Passing by stop	A stop at a gas station when you realise you are low on fuel	3%	10%	30%
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The estimated, 'effective' transport demand as a result of the new building (called the net vpd) is estimated by adjusting the vpd for the classification type (column 3) and the appropriate industry weighting (examples given in column 4 and 5 above; mathematically the adjustment is a sum product of both the classifications and industry weightings). The net vpd is then translated into a Household Equivalent Unit (HUE) measure (i.e. HUE/m2) using the estimated value of 1 HUE = 6.35 vpd. This enables the HUE equivalent for non-residential transport development contribution to be added to the total development contribution calculation.

The derived activity-based non-residential HUE are shown in Table 2 below. The methodology and large number of industry classifications makes the Christchurch City Council amongst the most comprehensive non-residential HUE methodologies available in New Zealand.

Table 9: Activity-based non-residential HUE factory

Land use	Trips vpd ¹	Measure	Classification ²			Net Trips vpd ³	HUE Equivalence
			1	2	3		
			50%	20%	5%		
Residential unit	6.35	Unit	100	0	0	6.4	1.00
Retirement units	1.9	Unit	100	0	0	1.9	0.30
Aged-care rooms	1.3	Room	100	0	0	1.3	0.20
Offices	15.0	100m2 GFA	70	20	10	5.9	0.0093
Retail centres & shops (ex Supermarkets)	85.0	100m2 GFA	30	50	20	22.1	0.0348
Supermarkets	110.0	100m2 GFA	20	50	30	23.7	0.0372
Service stations with retail	133.0	per pump	5	20	75	13.6	0.0215
Hardware	33.0	100m2 GFA	82	5	13	14.1	0.0222
Bulky goods (large format retail)	17.0	100m2 GFA	82	5	13	7.3	0.0114
Drive-in fast food restaurants	250.0	100m2 GFA	20	30	50	46.3	0.0728
Fitness centres	21.9	100m2 GFA	60	20	20	7.7	0.0121
Medical centres	40.7	100m2 GFA	60	20	20	14.2	0.0224
Mixed business & industrial warehousing	5.0	100m2 GFA	60	30	10	1.8	0.0029

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8.6 Development contribution calculation methodology – Community Infrastructure and Reserves

8.6.1 Residential development

The demand for community infrastructure and reserves per residential unit, or Household Unit Equivalent (HUE), is calculated using population-based levels of service for each activity and notional allocation of capacity based on those calculations.

8.6.2 Non-residential development

Non-residential development demand for community infrastructure and reserves is deemed to be 1 HUE per non-residential development. This approach recognises non-residential development receives some benefit from the existence value of these assets but that it isn't possible to allocate a specific demand based on either the type of development or the gross floor area of the development in a way that is able to be applied consistently and equitably.

PART 9
SIGNIFICANT ASSUMPTIONS AND RISKS

In order for the Development Contributions Policy to be prepared and implemented efficiently there are assumptions on which the policy and calculations methodologies are based. This section sets out the significant assumptions used, identifies any risks that could emerge if the assumption does not align with reality and details of mitigation measures available to manage that risk. Wherever possible the assumptions used for the Development Contributions Policy will be consistent with those used for the Council’s current Long Term Plan.

Table 15. Significant assumptions and risk analysis

Assumption	Risk	Level of uncertainty	Mitigation
<p>Population growth</p> <p>It is assumed that the population of Christchurch will increase at the rate forecast by the StatsNZ medium projections.</p> <p>That the projections indicate that the population of Christchurch to reach 432,900 by June 2034, an increase of 8%% over the projected 2024 population.</p>	<p>Population growth is higher than projected - the Council must provide planned infrastructure sooner or provide and pay for additional unplanned infrastructure.</p> <p>Population growth is lower than projected, and the Council must support excess infrastructure capacity and service delivery.</p>	Low	<p>Growth model forecasts of population are based on best practice demographic assumptions and forecast methodologies.</p> <p>Changes in population growth tend to be relatively slow to emerge and can be readily observed. The forecasts are reviewed at least every three years and adjusted if appropriate.</p> <p>Planning for infrastructure assets is a key component of developing the Council's Long-Term Plan, which happens on a three yearly cycle. This provides the Council with regular opportunities to adjust its capital expenditure programme to accommodate any change in growth.</p>
<p>Household growth and average size</p> <p>The number of households is projected to reach 167,400 by 2034 (StatsNZ). This represents a projected increase of 7.2% over the 10 year period.</p> <p>The number of residents per household is assumed to be 2.6.(StatsNZ).</p>	<p>If the average number of residents per household changes this will affect average household demand on Council infrastructure (if all other things remain equal).</p> <p>If the average number of residents per household is less than assumed the demand on infrastructure per household will be less.</p>	Low	<p>Changes in household composition tend not to occur over the short term but are subject to slowly emerging trends. The forecasts are reviewed every three years and adjusted if appropriate. StatsNZ are projecting the average household size for Christchurch to remain at 2.6 people per household until 2048.</p> <p>Planning for infrastructure assets is a key component of developing the Council's Long-Term Plan, which</p>

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Assumption	Risk	Level of uncertainty	Mitigation
	If the average number of residents per household is greater than assumed the demand on infrastructure per household will be more.		happens on a three yearly cycle. This provides the Council with regular opportunities to adjust its capital expenditure programme to accommodate any change in growth.
Non-residential growth Demand for non-residential floor space will grow at the pace projected by the Christchurch City Council business growth model.	If non-residential growth is less than assumed the demand for Council infrastructure will be less. If non-residential growth is less than assumed the demand for Council infrastructure will be less.	Low/ Moderate	Forecasts of business growth are based on best practice assumptions and forecast methodologies. Changes in non-residential growth tend not to occur over the short term. Extraordinary changes are possible, however, and can be harder to predict than changes in residential growth. The forecasts are reviewed at least every three years, and adjusted if appropriate.
Asset life The economic life of assets is assumed to be as recorded in asset management plans. The Council's accounting policies detail the economic lives by asset class.	The current condition of assets may mean the economic life of some assets will be less than would normally be expected.	Moderate	Asset management information including renewal programmes are adjusted to reflect the latest information on the expected asset life of each asset.
Levels of service No significant changes to service standards will occur other than those signalled in asset management plans.	A significant change to a level of service could require additional capital expenditure which could impact on development contribution charges.	Low	Changes in capital expenditure due to levels of service can be planned for through the LTP and development contributions adjustments made.
Delivery of three waters services The policy assumes that the Council will continue to deliver water supply, wastewater and stormwater and flood protection services. This assumption enables necessary work programme planning and budgeting to be undertaken despite there being a possibility some three waters services may eventually be delivered by a new entity. In 2024 central government set out the key details of the proposed water delivery system, Local Water Done Well. The Council will decide on a preferred water services delivery model for Christchurch in 2025.	If, in future, water services are to be provided by a new entity the associated revenue, costs, debt and asset value will be removed from the Council's books. This has the potential to significantly change the Council's financial position.	High	The Council can review its Development Contributions at any time. Reviewing the policy would enable appropriate changes to be made to the Council's approach to development contributions.

Assumption	Risk	Level of uncertainty	Mitigation																																	
<p>Inflation</p> <p>The inflation assumptions used to calculate development contributions charges under the policy are consistent with those in the Council's Long Term Plan 2024-34</p> <p>Inflation projections are provided by Business Economic Research Limited (BERL) to all local authorities. Different weighted average inflation figures for capital and operational items are used.</p> <table><tr><th>Financial Year</th><th>Capital Expenditure</th><th>Operational Expenditure</th></tr><tr><td>2024/25</td><td>4.8%</td><td>4.2%</td></tr><tr><td>2025/26</td><td>4.4%</td><td>4.1%</td></tr><tr><td>2026/27</td><td>3.9%</td><td>3.3%</td></tr><tr><td>2027/28</td><td>3.6%</td><td>3.5%</td></tr><tr><td>2028/29</td><td>3.3%</td><td>2.8%</td></tr><tr><td>2029/30</td><td>3.1%</td><td>2.6%</td></tr><tr><td>2030/31</td><td>2.9%</td><td>2.5%</td></tr><tr><td>2031/32</td><td>2.8%</td><td>2.3%</td></tr><tr><td>2032/33</td><td>2.7%</td><td>2.2%</td></tr><tr><td>2033/34</td><td>2.6%</td><td>2.1%</td></tr></table>	Financial Year	Capital Expenditure	Operational Expenditure	2024/25	4.8%	4.2%	2025/26	4.4%	4.1%	2026/27	3.9%	3.3%	2027/28	3.6%	3.5%	2028/29	3.3%	2.8%	2029/30	3.1%	2.6%	2030/31	2.9%	2.5%	2031/32	2.8%	2.3%	2032/33	2.7%	2.2%	2033/34	2.6%	2.1%	<p>Inflation will be higher or lower than anticipated.</p> <p>Any increase in the Council's cost of providing capital assets to cater for growth that is not offset by efficiency gains or revenue increases is likely to impact on the cost of development contributions.</p>	<p>Low</p> <p>Low</p>	<p>The Council's Long Term Plan is prepared at least every three years and provides an opportunity to refine forecast inflation. This ensures forecast inflation is constantly updated using the latest information.</p>
Financial Year	Capital Expenditure	Operational Expenditure																																		
2024/25	4.8%	4.2%																																		
2025/26	4.4%	4.1%																																		
2026/27	3.9%	3.3%																																		
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2032/33	2.7%	2.2%																																		
2033/34	2.6%	2.1%																																		
<p>Credit rating</p> <p>The Council's current credit rating of AA is maintained.</p>	<p>The Council's credit rating with Standard and Poor's is downgraded.</p> <p>A downgrade in the Council's current credit rating by one notch (from AA to AA-) would increase the cost of new borrowing by 5 basis points (0.05 percentage points) for the life of the borrowing.</p> <p>In such an event, interest costs in 2024/25 could increase by \$0.1 million. This could increase to \$1.16 million annually by 2033/34.</p>	<p>Moderate</p>	<p>The Council's Financial Strategy and financial management policies are intended to ensure prudent debt and financial management approaches are used.</p> <p>The Council's LTP is prepared at least every three years and provides an opportunity to adjust interest rates assumptions if necessary. This ensures the forecast cost of capital is updated using the latest information.</p>																																	
<p>Borrowing costs</p> <p>The net cost of borrowing (i.e. including current and projected debt) will decline to 4.6% over the period of the Long Term Plan 2024-34. The forecast rates include assumed long-term market interest rates including Council's borrowing margin of:</p>	<p>Interest rates will vary from those projected.</p> <p>Capital expenditure to provide infrastructure for growth is loan funded (usually over 30 years) with</p>	<p>Low/ Moderate</p>	<p>Projections are based on conservative assumptions about future market interest rates. The cost of projected debt is hedged to minimise exposure to market rate fluctuations.</p>																																	

Assumption		Risk	Level of uncertainty	Mitigation
Year	Assumed interest rate	the growth component repaid from development contributions.		Council manages interest rate exposure in accordance with its Liability Management Policy, and in line with advice from an independent external advisor.
2024/25	5.5%			
2025/26	5.3%	If interest rates are higher than forecast this will increase the cost of capital to fund new infrastructure and therefore increase the future cost of development contributions.		The Council's Long Term Plan is prepared at least every three years and provides an opportunity to adjust forecast interest rates. This ensures the forecast cost of capital is updated using the latest information.
2026/27	5.0%			
2027/28	4.9%			
2028/29	4.7%			
2029/30	4.6%			
2030/31	4.6%	If interest rates are less than forecast this will reduce the cost of capital and therefore the future cost of development contributions.		
2031/32	4.6%			
2032/33	4.6%			
2033/34	4.6%			
Waka Kotahi - New Zealand Transport Agency subsidy funding The Council makes assumptions about the level of NZTA funding that will be received for growth projects in the capital programme.		New transport infrastructure not funded by NZTA is funded from development contributions and/or rates, depending on the growth component. A reduction in NZTA funding would increase the funding required from rates but would likely have little impact on the level of development contributions required.	Moderate	The assumptions as to which projects will receive NZTA funding and how much funding will be available are fed into the Council's rating model. NZTA recognises the importance of its overall funding contribution for transport projects. While its funding confirmation timelines don't fit well with local authority planning and budgeting processes it is expected that any significant change to NZTA's funding approach would be well-signalled and extensively consulted on.

PART 10 RESERVES ACTIVITIES

10.1 The Council's approach to reserves

The Council's Parks and Foreshore Activity Plan sets levels of service for the provision of parks. The Public Open Spaces Strategy 2010-2040 provides additional guidance for the provision of open spaces, particularly neighbourhood parks, sports parks and regional parks.

The following examples provide a guide as to the types of land the Council may consider in order to meet levels of service

- A flat, usable area of land for a sports park, accessible with full road frontage and a size (at least 4.5 ha.) adequate to accommodate at least two sports fields, tree planting and other open space.
- A relatively flat area of land for a neighbourhood park, accessible to the user population and of a size (at least 3,000m²) adequate to accommodate play and recreation facilities, seating, open space for recreation and landscaping.

- A shared pathway linkage, or potential linkage, along or to significant natural features, or between other areas of public open space and community facilities (excludes linkages between roads, or land used primarily for utilities).
- Land for the protection or enhancement of significant mature trees, significant areas of indigenous vegetation, indigenous wildlife habitat, margins of waterways, biodiversity, natural and cultural landscapes heritage places and buildings, or other significant natural features.
- Land for the protection or enhancement of historic or cultural features of significance to the population of the district.
- A usable area of open space for planting as visual relief from a built or highly developed environment.

10.2 Development contributions payable for development on reserves

Any development on a reserve, such as a clubroom, requires an approved lease application, and is required to pay the applicable development contributions as a non-residential development.

APPENDICES

Appendix 1
Schedule of development contribution charges

Appendix 2
Schedule of capital expenditure on assets to provide for growth

Appendix 3
Catchment maps by activity

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APPENDIX 1
SCHEDULE OF DEVELOPMENT CONTRIBUTION CHARGES (PER HUE)

Table A.16: Development contribution charge for each activity by catchment. The overall charge will depend on the location of the development.

<u>Group of Activities</u>	<u>Activity</u>	<u>Catchment</u>	<u>DC Charge (excl GST)</u>	<u>DC Charge (incl GST)</u>
<u>Reserves</u>	<u>Regional Parks</u>	<u>District Wide</u>	<u>\$ 121.50</u>	<u>\$ 139.73</u>
	<u>Garden and Heritage Parks</u>	<u>District Wide</u>	<u>\$ 275.92</u>	<u>\$ 317.31</u>
	<u>Sports Parks</u>	<u>District Wide</u>	<u>\$ 928.02</u>	<u>\$ 1,067.22</u>
	<u>Neighbourhood Parks</u>	<u>Banks Peninsula</u>	<u>\$ 570.56</u>	<u>\$ 656.14</u>
		<u>Central</u>	<u>\$ 551.88</u>	<u>\$ 634.66</u>
		<u>East</u>	<u>\$ 556.81</u>	<u>\$ 640.33</u>
		<u>North</u>	<u>\$ 5,718.56</u>	<u>\$ 6,576.35</u>
		<u>South</u>	<u>\$ 656.67</u>	<u>\$ 755.17</u>
		<u>West</u>	<u>\$ 5,067.73</u>	<u>\$ 5,827.89</u>
<u>Network Infrastructure</u>	<u>Water Supply</u>	<u>Banks Peninsula</u>	<u>\$ 13,883.96</u>	<u>\$ 15,966.55</u>
		<u>Urban</u>	<u>\$ 3,760.13</u>	<u>\$ 4,324.15</u>
	<u>Wastewater Collection</u>	<u>Akaroa Harbour</u>	<u>\$ 176.52</u>	<u>\$ 203.00</u>

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		<u>Banks Peninsula</u>	<u>\$ -</u>	<u>\$ -</u>
		<u>Urban</u>	<u>\$ 4,536.81</u>	<u>\$ 5,217.33</u>
	<u>Wastewater Treatment and Disposal</u>	<u>Akaroa Harbour</u>	<u>\$ 17,604.26</u>	<u>\$ 20,244.90</u>
		<u>Banks Peninsula</u>	<u>\$ -</u>	<u>\$ -</u>
		<u>Urban</u>	<u>\$ 2,014.56</u>	<u>\$ 2,316.74</u>
	<u>Stormwater and Flood Protection</u>	<u>Banks Peninsula</u>	<u>\$ 695.86</u>	<u>\$ 800.24</u>
		<u>Urban</u>	<u>\$ 5,581.14</u>	<u>\$ 6,418.31</u>
	<u>Road Network</u>	<u>Banks Peninsula</u>	<u>\$ 1,047.83</u>	<u>\$ 1,205.01</u>
		<u>Central</u>	<u>\$ 2,162.36</u>	<u>\$ 2,486.72</u>
		<u>East</u>	<u>\$ 1,905.74</u>	<u>\$ 2,191.60</u>
		<u>North</u>	<u>\$ 3,607.87</u>	<u>\$ 4,149.05</u>
		<u>South</u>	<u>\$ 4,204.02</u>	<u>\$ 4,834.62</u>
		<u>West</u>	<u>\$ 4,288.11</u>	<u>\$ 4,931.33</u>
	<u>Active Travel</u>	<u>Christchurch</u>	<u>\$ 1,553.35</u>	<u>\$ 1,786.35</u>
	<u>Public Transport</u>	<u>Christchurch</u>	<u>\$ 879.82</u>	<u>\$ 1,011.80</u>
	<u>Community Infrastructure</u>	<u>District Wide</u>	<u>\$ 3,028.84</u>	<u>\$ 3,483.16</u>

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APPENDIX 2

SCHEDULE OF CAPITAL EXPENDITURE FOR ASSETS TO PROVIDE FOR GROWTH

A.2.1 Activities and catchments for which development contributions will be required

The LGA provides for the Council to require a development contribution from a development that will contribute a funding contribution to:

- Capital expenditure expected to be incurred as a result of growth; or
- Capital expenditure already incurred in anticipation of growth.

Table A.17 summarises the total capital expenditure from which development contributions are calculated by activity and by cost allocation.

Activity	Total Capex	Growth capex	Backlog capex	Renewal capex	Other capex	Capex % funded by Development Contributions	Capex % funded from other sources
Regional Parks	\$ 17,077,383	\$ 2,946,809	\$ 14,130,574	\$ -	\$ -	17%	83%
Garden and Heritage Parks	\$ 43,625,582	\$ 7,505,317	\$ 36,120,265	\$ -	\$ -	17%	83%
Sports Parks	\$ 124,220,312	\$ 22,471,374	\$ 100,711,048	\$ -	\$ 1,037,890	18%	82%
Neighbourhood Parks	\$ 125,007,154	\$ 64,357,564	\$ 60,649,591	\$ -	\$ -	51%	49%
TOTAL RESERVES	\$ 309,930,431	\$ 97,281,064	\$ 211,611,478	\$ -	\$ 1,037,890	-	-

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<u>Water Supply</u>	<u>\$</u> <u>283,544,603</u>	<u>\$</u> <u>141,106,798</u>	<u>\$</u> <u>131,286,658</u>	<u>\$</u> <u>11,151,147</u>	<u>\$</u> <u>=</u>	<u>50%</u>	<u>50%</u>
<u>Wastewater Collection</u>	<u>\$</u> <u>272,998,040</u>	<u>\$</u> <u>121,244,270</u>	<u>\$</u> <u>135,876,503</u>	<u>\$</u> <u>7,987,983</u>	<u>\$</u> <u>7,889,284</u>	<u>44%</u>	<u>56%</u>
<u>Wastewater Treatment and Disposal</u>	<u>\$</u> <u>313,757,292</u>	<u>\$</u> <u>47,808,521</u>	<u>\$</u> <u>198,811,713</u>	<u>\$</u> <u>10,549,096</u>	<u>\$</u> <u>56,587,962</u>	<u>15%</u>	<u>85%</u>
<u>Stormwater and Flood Protection</u>	<u>\$</u> <u>548,942,571</u>	<u>\$</u> <u>236,935,654</u>	<u>\$</u> <u>310,501,108</u>	<u>\$</u> <u>=</u>	<u>\$</u> <u>1,505,809</u>	<u>43%</u>	<u>57%</u>
<u>Road Network</u>	<u>\$</u> <u>926,242,685</u>	<u>\$</u> <u>144,818,912</u>	<u>\$</u> <u>545,904,746</u>	<u>\$</u> <u>5,523,078</u>	<u>\$</u> <u>229,995,949</u>	<u>16%</u>	<u>84%</u>
<u>Active Travel</u>	<u>\$</u> <u>350,260,695</u>	<u>\$</u> <u>33,824,565</u>	<u>\$</u> <u>264,827,177</u>	<u>\$</u> <u>2,946,024</u>	<u>\$</u> <u>48,662,929</u>	<u>10%</u>	<u>90%</u>
<u>Public Transport</u>	<u>\$</u> <u>161,226,190</u>	<u>\$</u> <u>16,468,743</u>	<u>\$</u> <u>114,870,777</u>	<u>\$</u> <u>309,849</u>	<u>\$</u> <u>29,576,821</u>	<u>10%</u>	<u>90%</u>
<u>TOTAL NETWORK INFRASTRUCTURE</u>	<u>\$</u> <u>2,856,972,076</u>	<u>\$</u> <u>742,207,463</u>	<u>\$</u> <u>1,702,078,682</u>	<u>\$</u> <u>38,467,177</u>	<u>\$</u> <u>374,218,754</u>	<u>-</u>	<u>-</u>
<u>Community Infrastructure</u>	<u>\$</u> <u>239,749,255</u>	<u>\$</u> <u>78,091,813</u>	<u>\$</u> <u>45,674,686</u>	<u>\$</u> <u>=</u>	<u>\$</u> <u>115,982,756</u>	<u>33%</u>	<u>67%</u>
<u>TOTAL</u>	<u>\$</u> <u>3,406,651,762</u>	<u>\$</u> <u>917,580,340</u>	<u>\$</u> <u>1,959,364,846</u>	<u>\$</u> <u>38,467,177</u>	<u>\$</u> <u>491,239,400</u>	<u>-</u>	<u>-</u>

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Table A.18 provides a schedule of the assets/ projects the Council has provided or plans to provide that partly or wholly provide for additional demand through growth and for which the cost of the growth component is part of the development contribution calculation.

Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
REGIONAL PARKS										
Banks Peninsula Tracks	Complete	Community Wide (100%)	District Wide	100%	\$123,238	\$21,106	17.1%	\$102,132	83%	\$1.03
Coastal Area Regeneration Amenity Planting	Complete	Community Wide (100%)	District Wide	100%	\$99,928	\$15,862	15.9%	\$84,066	84%	\$0.76
Green Assets Port Hills Regional Parks	In Progress	Community Wide (100%)	District Wide	100%	\$1,192,282	\$204,191	17.1%	\$988,091	83%	\$9.19
Groyne & Otukaikino Development	In Progress	Community Wide (100%)	District Wide	100%	\$3,160,127	\$541,205	17.1%	\$2,618,922	83%	\$22.88
Misty Peaks Tracks	Complete	Community Wide (100%)	District Wide	100%	\$28,604	\$4,899	17.1%	\$23,705	83%	\$0.23
Port Hills & Banks Peninsula Development	Complete	Community Wide (100%)	District Wide	100%	\$416,878	\$71,395	17.1%	\$345,483	83%	\$3.16
Programme - Regional Parks Coastal & Plains New Development	LTP	Community Wide (100%)	District Wide	100%	\$4,371,051	\$693,853	15.9%	\$3,677,198	84%	\$24.32

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<u>Project Name</u>	<u>Status</u>	<u>Catchment from Report</u>	<u>Catchment (s)</u>	<u>Allocation to Catchment (s)</u>	<u>Capital Cost (excluding interest & inflation)</u>	<u>Proposed recovery through DCs (excluding interest & inflation)</u>	<u>Proportion of proposed recovery through DCs</u>	<u>Proposed recovery from other sources (excluding interest & inflation)</u>	<u>Proportion of proposed recovery through other sources</u>	<u>DC Charge per HUE (excluding GST)</u>
<u>Programme - Regional Parks Port Hills & Banks Peninsula New Development</u>	<u>LTP</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$5,546,113</u>	<u>\$949,830</u>	<u>17.1%</u>	<u>\$4,596,283</u>	<u>83%</u>	<u>\$32.26</u>
<u>Regional Parks Fencing Development Project</u>	<u>In Progress</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$607,612</u>	<u>\$91,438</u>	<u>15%</u>	<u>\$516,174</u>	<u>85%</u>	<u>\$6.52</u>
<u>Regional Parks Planned Buildings Development</u>	<u>LTP</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$479,330</u>	<u>\$72,133</u>	<u>15%</u>	<u>\$407,197</u>	<u>85%</u>	<u>\$3.80</u>
<u>Regional Parks Water Supply</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$49,857</u>	<u>\$7,914</u>	<u>15.9%</u>	<u>\$41,943</u>	<u>84%</u>	<u>\$0.39</u>
<u>Te Oka Tracks</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$27,185</u>	<u>\$4,656</u>	<u>17.1%</u>	<u>\$22,529</u>	<u>83%</u>	<u>\$0.21</u>
<u>Halswell Quarry - Findlays Swale</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$79,136</u>	<u>\$13,553</u>	<u>17.1%</u>	<u>\$65,583</u>	<u>83%</u>	<u>\$0.65</u>
<u>Roto Kohatu Reserve (ex landfill site)</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$343,138</u>	<u>\$171,569</u>	<u>50%</u>	<u>\$171,569</u>	<u>50%</u>	<u>\$5.15</u>
<u>Operating Plant & Equipment Acquisitions for Regional Parks</u>	<u>In Progress</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$552,904</u>	<u>\$83,205</u>	<u>15%</u>	<u>\$469,699</u>	<u>85%</u>	<u>\$10.97</u>

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<u>Project Name</u>	<u>Status</u>	<u>Catchment from Report</u>	<u>Catchment (s)</u>	<u>Allocation to Catchment (s)</u>	<u>Capital Cost (excluding interest & inflation)</u>	<u>Proposed recovery through DCs (excluding interest & inflation)</u>	<u>Proportion of proposed recovery through DCs</u>	<u>Proposed recovery from other sources (excluding interest & inflation)</u>	<u>Proportion of proposed recovery through other sources</u>	<u>DC Charge per HUE (excluding GST)</u>
GARDEN AND HERITAGE PARKS										
<u>Botanic Gardens Entry Pavilion</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$13,781,643</u>	<u>\$2,963,076</u>	<u>21.5%</u>	<u>\$10,818,567</u>	<u>78%</u>	<u>\$103.52</u>
<u>Botanic Gardens LED Uplighting</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$880,735</u>	<u>\$111,108</u>	<u>12.6%</u>	<u>\$769,627</u>	<u>87%</u>	<u>\$6.41</u>
<u>Garden & Heritage Parks Green Assets Delivery package FY17</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$48,282</u>	<u>\$38,626</u>	<u>80%</u>	<u>\$9,656</u>	<u>20%</u>	<u>\$1.52</u>
<u>Botanic Gardens Buildings Development</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$426,605</u>	<u>\$73,061</u>	<u>17.1%</u>	<u>\$353,544</u>	<u>83%</u>	<u>\$3.24</u>
<u>Botanic Gardens Furniture and Collection Development</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$214,346</u>	<u>\$27,041</u>	<u>12.6%</u>	<u>\$187,305</u>	<u>87%</u>	<u>\$1.43</u>
<u>Botanic Gardens - Gondwana Land and Childrens Garden Development Project</u>	<u>LTP</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$4,157,910</u>	<u>\$660,020</u>	<u>15.9%</u>	<u>\$3,497,890</u>	<u>84%</u>	<u>\$24.76</u>
<u>Botanic Gardens Irrigation Development</u>	<u>In Progress</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$54,155</u>	<u>\$6,832</u>	<u>12.6%</u>	<u>\$47,323</u>	<u>87%</u>	<u>\$0.31</u>

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<u>Botanic Gardens New Assets and Infrastructure Upgrades</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$164,002</u>	<u>\$20,690</u>	<u>12.6%</u>	<u>\$143,312</u>	<u>87%</u>	<u>\$0.95</u>
<u>Botanic Gardens Science Centre Development</u>	<u>In Progress</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$314,569</u>	<u>\$47,339</u>	<u>15%</u>	<u>\$267,230</u>	<u>85%</u>	<u>\$2.91</u>
<u>Botanic Gardens Service Plan</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$124,914</u>	<u>\$15,758</u>	<u>12.6%</u>	<u>\$109,156</u>	<u>87%</u>	<u>\$0.74</u>
<u>Botanic Gardens Services Development</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$428,028</u>	<u>\$53,998</u>	<u>12.6%</u>	<u>\$374,030</u>	<u>87%</u>	<u>\$2.83</u>
<u>Programme - Botanic Gardens Buildings, Structures and Furnishings New Development</u>	<u>LTP</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$12,747,064</u>	<u>\$2,183,069</u>	<u>17.1%</u>	<u>\$10,563,995</u>	<u>83%</u>	<u>\$73.70</u>
<u>Programme - Botanic Gardens Planned New Exhibitions, Collections & Signs Development</u>	<u>LTP</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$1,349,776</u>	<u>\$170,280</u>	<u>12.6%</u>	<u>\$1,179,496</u>	<u>87%</u>	<u>\$6.94</u>

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Programme - Botanic Gardens Planned New Services Development	LTP	Community Wide (100%)	District Wide	100%	\$8,712,985	\$1,099,180	12.6%	\$7,613,805	87%	\$44.69
Visitor Centre New Footbridge Development	In Progress	Community Wide (100%)	District Wide	100%	\$122,075	\$18,371	15%	\$103,704	85%	\$1.16
Shrub & Garden Irrigation Development	Complete	Community Wide (100%)	District Wide	100%	\$98,493	\$16,868	17.1%	\$81,625	83%	\$0.80
SPORTS PARKS										
Bexley Dog Park	Complete	Community Wide (100%)	District Wide	100%	\$85,673	\$17,135	20%	\$68,538	80%	\$0.57
Bexley Park Development	In Progress	Community Wide (100%)	District Wide	100%	\$769,677	\$81,712	10.6%	\$687,965	89%	\$4.00
Community Parks Sports Field Development Delivery Package	In Progress	Community Wide (100%)	District Wide	100%	\$1,956,283	\$294,396	15%	\$1,661,887	85%	\$18.06
Delivery Package for Sports Parks Structures New	Complete	Community Wide (100%)	District Wide	100%	\$17,840	\$14,272	80%	\$3,568	20%	\$0.63

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<u>Delivery Package FY17 - Sports Park Structures (New)</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$110,770</u>	<u>\$22,154</u>	<u>20%</u>	<u>\$88,616</u>	<u>80%</u>	<u>\$0.86</u>
<u>FY18 Delivery Package - Sports Parks Structures (New)</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$165,700</u>	<u>\$16,572</u>	<u>10%</u>	<u>\$149,128</u>	<u>90%</u>	<u>\$0.70</u>
<u>Hagley Park New Services Development</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$242,733</u>	<u>\$30,622</u>	<u>12.6%</u>	<u>\$212,111</u>	<u>87%</u>	<u>\$1.47</u>
<u>Lancaster Park Redevelopment</u>	<u>In Progress</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$4,506,955</u>	<u>\$771,864</u>	<u>17.1%</u>	<u>\$3,735,091</u>	<u>83%</u>	<u>\$30.83</u>
<u>Nga Puna Wai Masterplan Implementation</u>	<u>LTP</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$1,200,000</u>	<u>\$180,585</u>	<u>15%</u>	<u>\$1,019,415</u>	<u>85%</u>	<u>\$10.72</u>
<u>Programme - Community Parks Buildings, Structures and Furnishings New Development</u>	<u>LTP</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$11,917,537</u>	<u>\$2,041,004</u>	<u>17.1%</u>	<u>\$9,876,533</u>	<u>83%</u>	<u>\$68.64</u>

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<u>Urban Forest Implementation - Phase 1</u>	<u>In Progress</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$1,863,940</u>	<u>\$93,680</u>	<u>5%</u>	<u>\$1,770,260</u>	<u>95%</u>	<u>\$6.21</u>
<u>Halswell Domain Car Park</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$1,193,804</u>	<u>\$955,043</u>	<u>80%</u>	<u>\$238,761</u>	<u>20%</u>	<u>\$29.99</u>
<u>Ferrymead Park Development</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$221,287</u>	<u>\$110,643</u>	<u>50%</u>	<u>\$110,644</u>	<u>50%</u>	<u>\$4.89</u>
<u>Ferrymead Park Development</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$102,289</u>	<u>\$51,144</u>	<u>50%</u>	<u>\$51,145</u>	<u>50%</u>	<u>\$1.91</u>
<u>Washington Reserve</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$3,418,858</u>	<u>\$1,709,429</u>	<u>50%</u>	<u>\$1,709,429</u>	<u>50%</u>	<u>\$66.07</u>
<u>Bexley Park Development</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$701,773</u>	<u>\$120,186</u>	<u>17.1%</u>	<u>\$581,587</u>	<u>83%</u>	<u>\$5.68</u>
<u>Carrs Reserve Club Relocation</u>	<u>LTP</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$3,947,576</u>	<u>\$3,947,576</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$143.96</u>
<u>Programme - Community Parks Sports Field Development</u>	<u>LTP</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$74,978,858</u>	<u>\$9,458,903</u>	<u>12.6%</u>	<u>\$65,519,955</u>	<u>87%</u>	<u>\$381.95</u>

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Sports Fields Development	Complete	Community Wide (100%)	District Wide	100%	\$1,128,384	\$193,248	17.1%	\$935,136	83%	\$8.80
Urban Forest Implementation - Phase 2	LTP	Community Wide (100%)	District Wide	100%	\$14,638,868	\$2,202,967	15%	\$12,435,901	85%	\$120.30
Operating Plant & Equipment Acquisitions for Council Parks	In Progress	Community Wide (100%)	District Wide	100%	\$1,051,507	\$158,239	15%	\$893,268	85%	\$21.79
NEIGHBOURHOOD PARKS										
Awatea road, new parks planting	Complete	West (100%)	West	100%	\$139,190	\$139,190	100%	\$0	0%	\$23.92
Delivery Package FY17 - NP Sports Facilities (New)	Complete	Community Wide (100%)	District Wide	100%	\$17,695	\$15,926	90%	\$1,769	10%	\$0.60
Programme - Parks Operating Plant & Equipment Acquisition	LTP	Community Wide (100%)	District Wide	100%	\$2,609,065	\$392,632	15%	\$2,216,433	85%	\$46.42
Scott Park Ferryroad Planting Project	Complete	South (100%)	South	100%	\$25,471	\$5,094	20%	\$20,377	80%	\$1.19

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Waitikiri Square Planting	Complete	East (100%)	East	100%	\$20,921	\$20,921	100%	\$0	0%	\$2.40
Westmoreland Re-vegetation	Complete	South (100%)	South	100%	\$229,052	\$39,228	17.1%	\$189,824	83%	\$15.06
Bays Skate and Scooter Park	In Progress	South (100%)	South	100%	\$1,099,263	\$450,698	41%	\$648,565	59%	\$88.80
Community Parks Development	Complete	Community Wide (100%)	District Wide	100%	\$494,155	\$84,629	17.1%	\$409,526	83%	\$3.89
Community Parks Development of New Assets	In Progress	Central (17%)	Central	17%	\$155,879	\$24,744	15.9%	\$131,135	84%	\$6.10
Community Parks Development of New Assets	In Progress	East (34%)	East	34%	\$311,758	\$49,488	15.9%	\$262,270	84%	\$6.02
Community Parks Development of New Assets	In Progress	North (14%)	North	14%	\$128,371	\$20,377	15.9%	\$107,994	84%	\$5.80
Community Parks Development of New Assets	In Progress	South (15%)	South	15%	\$137,540	\$21,833	15.9%	\$115,707	84%	\$5.85

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<u>Community Parks Development of New Assets</u>	<u>In Progress</u>	<u>West (20%)</u>	<u>West</u>	<u>20%</u>	<u>\$183,387</u>	<u>\$29,111</u>	<u>15.9%</u>	<u>\$154,276</u>	<u>84%</u>	<u>\$4.73</u>
<u>Community Parks Signs Development</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$95,337</u>	<u>\$16,327</u>	<u>17.1%</u>	<u>\$79,010</u>	<u>83%</u>	<u>\$0.78</u>
<u>Delivery package detailed design landscape plans</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$473,749</u>	<u>\$378,999</u>	<u>80%</u>	<u>\$94,750</u>	<u>20%</u>	<u>\$14.81</u>
<u>Delivery Package FY17 - NP Furniture (New)</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$43,368</u>	<u>\$17,347</u>	<u>40%</u>	<u>\$26,021</u>	<u>60%</u>	<u>\$0.65</u>
<u>Delivery package new furniture neighbourhood parks</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$23,052</u>	<u>\$9,221</u>	<u>40%</u>	<u>\$13,831</u>	<u>60%</u>	<u>\$0.38</u>
<u>Development Funded Neighbourhood Parks Greenfield Catchment</u>	<u>In Progress</u>	<u>North (40%)</u>	<u>North</u>	<u>40%</u>	<u>\$19,876,204</u>	<u>\$19,876,204</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$5,166.98</u>
<u>Development Funded Neighbourhood Parks Greenfield Catchment</u>	<u>In Progress</u>	<u>West (60%)</u>	<u>West</u>	<u>60%</u>	<u>\$29,814,307</u>	<u>\$29,814,307</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$4,493.29</u>

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<u>Gloucester & Worcester Street Park Development</u>	<u>Complete</u>	<u>East (100%)</u>	<u>East</u>	<u>100%</u>	<u>\$101,918</u>	<u>\$17,455</u>	<u>17.1%</u>	<u>\$84,463</u>	<u>83%</u>	<u>\$2.61</u>
<u>Harewood Nursery Development</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$1,369,718</u>	<u>\$234,579</u>	<u>17.1%</u>	<u>\$1,135,139</u>	<u>83%</u>	<u>\$10.25</u>
<u>Neighbourhood Parks - Furniture (New)</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$21,237</u>	<u>\$8,495</u>	<u>40%</u>	<u>\$12,742</u>	<u>60%</u>	<u>\$0.36</u>
<u>Neighbourhood Reserve Purchases</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$771,483</u>	<u>\$771,483</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$28.88</u>
<u>New FY18 Delivery Package - Neighbourhood Parks - Furniture (New)</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$44,312</u>	<u>\$26,588</u>	<u>60%</u>	<u>\$17,724</u>	<u>40%</u>	<u>\$0.98</u>
<u>Programme - Community Parks New Development</u>	<u>LTP</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$19,830,509</u>	<u>\$3,966,102</u>	<u>20%</u>	<u>\$15,864,407</u>	<u>80%</u>	<u>\$133.68</u>
<u>St Albans Skate Park Extension</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$223,051</u>	<u>\$38,200</u>	<u>17.1%</u>	<u>\$184,851</u>	<u>83%</u>	<u>\$1.65</u>
<u>Community Parks Land Development & Acquisition for City Parks</u>	<u>In Progress</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$5,771,216</u>	<u>\$868,496</u>	<u>15%</u>	<u>\$4,902,720</u>	<u>85%</u>	<u>\$62.86</u>

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Development Funded Neighbourhood Parks Banks Peninsula Catchment	LTP	Banks Peninsula (100%)	Banks Peninsula	100%	\$52,875	\$7,958	15%	\$44,917	85%	\$24.77
Development Funded Neighbourhood Parks Urban Catchment	LTP	Community Wide (100%)	District Wide	100%	\$40,943,071	\$7,011,932	17.1%	\$33,931,139	83%	\$239.59
WATER SUPPLY										
Akaroa Water Upgrade	Complete	Banks Peninsula (100%)	Banks Peninsula	100%	\$12,169,738	\$640,349	5.3%	\$11,529,389	95%	\$586.28
Belfast Well Renewal	Complete	Urban (100%)	Urban	100%	\$1,167,332	\$1,167,332	100%	\$0	0%	\$38.15
Highsted Water Supply Main	Complete	Urban (100%)	Urban	100%	\$402,724	\$381,528	94.7%	\$21,196	5%	\$12.11
Mains Renewal - Lincoln Rd and Hazeldean Rd	Complete	Urban (100%)	Urban	100%	\$2,596,149	\$77,884	3%	\$2,518,265	97%	\$3.23
Metro Pump Station to Antigua Street Link Main	In Progress	Urban (100%)	Urban	100%	\$1,317,724	\$1,317,724	100%	\$0	0%	\$35.23

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<u>Prestons - Additional Well Development & Well Head Construction</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$999,109</u>	<u>\$999,109</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$33.93</u>
<u>Riccarton Road Mains Renewal (Hansons to Matipo)</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$4,229,034</u>	<u>\$1,723,567</u>	<u>40.8%</u>	<u>\$2,505,467</u>	<u>59%</u>	<u>\$52.13</u>
<u>Scruttons Road Pump Station to Lyttelton Road Tunnel & St Andrews Hill Road Mains Renewal</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$15,614,879</u>	<u>\$4,174,709</u>	<u>26.7%</u>	<u>\$11,440,170</u>	<u>73%</u>	<u>\$116.32</u>
<u>Ferrymead WSZ Capacity Upgrade</u>	<u>LTP</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$19,550,876</u>	<u>\$19,550,876</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$647.09</u>
<u>Gardiners New Pump Station</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$6,259,558</u>	<u>\$3,036,492</u>	<u>48.5%</u>	<u>\$3,223,066</u>	<u>51%</u>	<u>\$65.14</u>
<u>Koukourarata Drinking Water Scheme</u>	<u>In Progress</u>	<u>Banks Peninsula (100%)</u>	<u>Banks Peninsula</u>	<u>100%</u>	<u>\$10,055,263</u>	<u>\$3,093,927</u>	<u>30.8%</u>	<u>\$6,961,336</u>	<u>69%</u>	<u>\$9,362.25</u>
<u>Moorhouse Avenue Pump Station</u>	<u>LTP</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$10,844,154</u>	<u>\$10,844,154</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$268.74</u>

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Okains Bay New Water Supply	In Progress	Banks Peninsula (100%)	Banks Peninsula	100%	\$8,005,140	\$889,460	11.1%	\$7,115,680	89%	\$3,935.43
Prestons Pump Station	Complete	Urban (100%)	Urban	100%	\$8,005,939	\$8,005,939	100%	\$0	0%	\$186.30
Programme - Land Purchase for Pump Stations	LTP	Urban (100%)	Urban	100%	\$5,502,500	\$5,502,500	100%	\$0	0%	\$225.78
Programme - WS New Pump Stations for Growth	LTP	Urban (100%)	Urban	100%	\$22,300,000	\$22,300,000	100%	\$0	0%	\$315.19
Programme - WS New Wells for Growth	LTP	Urban (100%)	Urban	100%	\$9,022,359	\$9,022,359	100%	\$0	0%	\$137.52
SCIRT Wilmers Road Pump Station	Complete	Urban (100%)	Urban	100%	\$7,574,241	\$7,574,241	100%	\$0	0%	\$255.77
Candys Road Water Supply Main	In Progress	Urban (100%)	Urban	100%	\$413,351	\$413,351	100%	\$0	0%	\$18.81
Extension to Charteris Bay	Complete	Urban (100%)	Urban	100%	\$3,552,218	\$1,582,256	44.5%	\$1,969,962	55%	\$53.57

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Halswell Junction from McTeigues Rd to Springs Rd	Complete	Urban (100%)	Urban	100%	\$2,163,333	\$1,264,663	58.5%	\$898,670	42%	\$30.94
Hickory Pl - New WS Main from Halswell Junction Rd to Connaught Dr	Complete	Urban (100%)	Urban	100%	\$73,834	\$20,502	27.8%	\$53,332	72%	\$0.51
Highfield Water Supply Mains	Complete	Urban (100%)	Urban	100%	\$2,765,399	\$2,551,709	92.3%	\$213,690	8%	\$50.12
Highfield Water Supply Mains - Stage 2	In Progress	Urban (100%)	Urban	100%	\$3,267,591	\$3,200,769	98%	\$66,822	2%	\$115.36
Highsted New Mains	Complete	Urban (100%)	Urban	100%	\$390,560	\$359,018	91.9%	\$31,542	8%	\$7.54
Link Mains Upper Styx Harewood Design	Complete	Urban (100%)	Urban	100%	\$50,000	\$17,404	34.8%	\$32,596	65%	\$0.42
Prestons Infrastructure Provision Agreement	Complete	Urban (100%)	Urban	100%	\$350,044	\$350,044	100%	\$0	0%	\$8.35
Prestons Marshlands Rd Link Main	Complete	Urban (100%)	Urban	100%	\$1,348,389	\$490,925	36.4%	\$857,464	64%	\$10.91

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<u>Programme - Reticulation New Mains</u>	<u>LTP</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$5,522,848</u>	<u>\$5,522,848</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$78.33</u>
<u>SE Halswell Water Supply Mains</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$1,224,000</u>	<u>\$1,136,376</u>	<u>92.8%</u>	<u>\$87,624</u>	<u>7%</u>	<u>\$22.95</u>
<u>Subdivisions Add Infrastructure For Development</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$3,250,681</u>	<u>\$3,250,681</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$226.24</u>
<u>Wilkinsons Road Gardiners Link Main</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$721,006</u>	<u>\$325,277</u>	<u>45.1%</u>	<u>\$395,729</u>	<u>55%</u>	<u>\$6.96</u>
<u>Jeffreys Road Pump Station Suction Tank Renewal (PS1076)</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$10,638,277</u>	<u>\$4,212,111</u>	<u>39.6%</u>	<u>\$6,426,166</u>	<u>60%</u>	<u>\$119.00</u>
<u>SCIRT Victoria Reservoirs 2 and 3 Replacement</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$2,136,372</u>	<u>\$622,323</u>	<u>29.1%</u>	<u>\$1,514,049</u>	<u>71%</u>	<u>\$16.54</u>
<u>Ashgrove, Macmillan, Cashmere, Dyers Pass, Victoria, Barry Hogan & Hackthorne Mains Renewals</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$2,478,879</u>	<u>\$570,142</u>	<u>23%</u>	<u>\$1,908,737</u>	<u>77%</u>	<u>\$27.33</u>

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Ayr, Darvel, Mona Vale, Mathias, Chapter, Jacksons, Pevel, Dallas, Tintern & Balrudry Mains Renewals	In Progress	Urban (100%)	Urban	100%	\$4,443,051	\$222,153	5%	\$4,220,898	95%	\$8.54
Balgay, Karamu & Minebank Mains Renewal	Complete	Urban (100%)	Urban	100%	\$414,730	\$45,620	11%	\$369,110	89%	\$2.02
Bridle Path, Ticehurst, Hawkhurst, Coleridge, Dublin, Selwyn, Brittan, Charlotte J Mains Renewals	Complete	Urban (100%)	Urban	100%	\$3,726,138	\$260,830	7%	\$3,465,308	93%	\$10.09
Conway, Hollis, Centaurus, Palatine, Herbs & Eastern Terrace Mains Renewal	Complete	Urban (100%)	Urban	100%	\$2,250,903	\$247,599	11%	\$2,003,304	89%	\$10.66
Fenchurch, Grosvenor, Paddington, Ealing, Camden, Uxbridge & Aldgate Mains Renewal	Complete	Urban (100%)	Urban	100%	\$1,933,941	\$96,697	5%	\$1,837,244	95%	\$4.19

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<u>Grahams, Hounslow & Rembrandt Mains Renewal</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$2,099,419</u>	<u>\$146,959</u>	<u>7%</u>	<u>\$1,952,460</u>	<u>93%</u>	<u>\$6.33</u>
<u>Grahams, Powell, Pulford, Sunningvale, Bainton, Rolfe, Gegan, Farrington, Hillsbo Mains Renewals</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$3,486,755</u>	<u>\$69,735</u>	<u>2%</u>	<u>\$3,417,020</u>	<u>98%</u>	<u>\$2.67</u>
<u>Mains Brougham, Jerrold, Selwyn, Somerset, Colombo, Waltham Renewals</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$15,112,681</u>	<u>\$453,380</u>	<u>3%</u>	<u>\$14,659,301</u>	<u>97%</u>	<u>\$16.23</u>
<u>Mains Burwood, Stanford & Newhaven Renewals</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$2,631,348</u>	<u>\$447,329</u>	<u>17%</u>	<u>\$2,184,019</u>	<u>83%</u>	<u>\$16.40</u>
<u>Mains Halswell, Hendersons, Cardinal, Warren & Kinnaird Renewals</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$3,094,325</u>	<u>\$123,773</u>	<u>4%</u>	<u>\$2,970,552</u>	<u>96%</u>	<u>\$4.59</u>
<u>Mains Memorial, Hampton, Frith,</u>	<u>LTP</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$12,584,438</u>	<u>\$4,027,020</u>	<u>32%</u>	<u>\$8,557,418</u>	<u>68%</u>	<u>\$151.41</u>

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<u>Grangewood, Kyburn & Braco Renewals</u>										
<u>Mains Renewal - Multi-Use Arena - Barbadoes Madras Lichfield</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$3,626,889</u>	<u>\$507,764</u>	<u>14%</u>	<u>\$3,119,125</u>	<u>86%</u>	<u>\$18.68</u>
<u>Mains Silvester, Corso, Desmo, Finla, Whiteh, Fernbr, Idri, Bradn, Inglewo, Lamor, Port n, Kowh, Wattl Renewal</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$5,765,325</u>	<u>\$980,105</u>	<u>17%</u>	<u>\$4,785,220</u>	<u>83%</u>	<u>\$35.82</u>
<u>Mt Pleasant, Moorhouse, Struthers, Troup, Oxford, Kevin, Dalkeith, Cedars & Wyn Mains Renewals</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$2,338,758</u>	<u>\$210,488</u>	<u>9%</u>	<u>\$2,128,270</u>	<u>91%</u>	<u>\$8.41</u>
<u>Pacific Mains Renewal</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$300,584</u>	<u>\$60,117</u>	<u>20%</u>	<u>\$240,467</u>	<u>80%</u>	<u>\$2.74</u>
<u>Park, Governors Bay, Cressy, Pages, Buxtons & Gladstone Quay Mains Renewal</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$5,354,173</u>	<u>\$481,876</u>	<u>9%</u>	<u>\$4,872,297</u>	<u>91%</u>	<u>\$19.41</u>

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<u>Petrie, Nicholls & Dulles Mains Renewals</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$785,534</u>	<u>\$70,698</u>	<u>9%</u>	<u>\$714,836</u>	<u>91%</u>	<u>\$3.16</u>
<u>Port Hills Road Mains Renewal</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$1,167,241</u>	<u>\$163,414</u>	<u>14%</u>	<u>\$1,003,827</u>	<u>86%</u>	<u>\$6.78</u>
<u>Port Hills Road Mains Renewals</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$893,025</u>	<u>\$169,675</u>	<u>19%</u>	<u>\$723,350</u>	<u>81%</u>	<u>\$8.73</u>
<u>Purau, Waipapa, Marine, Whero, Rawhiti & Te Ra Mains Renewal</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$2,492,302</u>	<u>\$224,307</u>	<u>9%</u>	<u>\$2,267,995</u>	<u>91%</u>	<u>\$9.86</u>
<u>Puriri Kilmarnock Wharenui Ilam Maidstone Wainui George Division Deans & Waimairi Mains Renewal</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$9,113,630</u>	<u>\$1,822,726</u>	<u>20%</u>	<u>\$7,290,904</u>	<u>80%</u>	<u>\$76.81</u>
<u>Rocking Horse, Heron, Plover, Mermaid & Pukeko Mains Renewal</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$2,591,728</u>	<u>\$181,421</u>	<u>7%</u>	<u>\$2,410,307</u>	<u>93%</u>	<u>\$7.93</u>
<u>Sefton, Pascoe, Webb, Walnut, Hutcheson, Bradford, Walsall,</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$2,197,619</u>	<u>\$87,905</u>	<u>4%</u>	<u>\$2,109,714</u>	<u>96%</u>	<u>\$3.41</u>

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Hammond, Willis & Dobs Mains Renewals										
Westmont, Bartlett, Peacock & Bridle Path Road Mains Renewals	Complete	Urban (100%)	Urban	100%	\$1,218,235	\$170,553	14%	\$1,047,682	86%	\$6.45
Belfast New Well	Complete	Urban (100%)	Urban	100%	\$205,968	\$117,814	57.2%	\$88,154	43%	\$6.58
Grampian New Well	Complete	Urban (100%)	Urban	100%	\$54,149	\$23,284	43%	\$30,865	57%	\$1.90
Thompsons PS	Complete	Urban (100%)	Urban	100%	\$845,693	\$448,217	53%	\$397,476	47%	\$28.14
Ben Rarere Pump Station Bexley Earthquake Replacement	Complete	Urban (100%)	Urban	100%	\$6,852,520	\$3,052,790	44.5%	\$3,799,730	55%	\$95.63
WASTEWATER COLLECTION										
Avonhead Road Main Renewal	Complete	Urban (100%)	Urban	100%	\$3,651,921	\$2,792,624	76.5%	\$859,297	24%	\$72.84
Belfast Pump Station Capacity Renewal (PS62)	Complete	Urban (100%)	Urban	100%	\$76,239	\$76,239	100%	\$0	0%	\$8.78

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Copper Ridge Private Development Agreement (PDA)	Complete	Urban (100%)	Urban	100%	\$401,595	\$401,595	100%	\$0	0%	\$12.68
Halswell Pump Station (Stage 2) (PS60)	In Progress	Urban (100%)	Urban	100%	\$4,416,172	\$1,283,050	29.1%	\$3,133,122	71%	\$41.30
Hayton Road Main Renewal	Complete	Urban (100%)	Urban	100%	\$6,467,705	\$5,155,039	79.7%	\$1,312,666	20%	\$148.68
North West Belfast Private Development Agreement (PDA)	Complete	Urban (100%)	Urban	100%	\$277,600	\$221,347	79.7%	\$56,253	20%	\$9.87
Programme - New Pump Stations for Growth	LTP	Urban (100%)	Urban	100%	\$4,449,284	\$4,024,150	90.4%	\$425,134	10%	\$154.26
Programme - WW New Reticulation Odour Control	LTP	Urban (100%)	Urban	100%	\$7,410,201	\$1,115,141	15%	\$6,295,060	85%	\$40.23
Riccarton Trunk Main	Complete	Urban (100%)	Urban	100%	\$15,513,284	\$2,262,354	14.6%	\$13,250,930	85%	\$64.59
Shirley Local Pressure Sewer System	In Progress	Urban (100%)	Urban	100%	\$1,214,973	\$1,214,973	100%	\$0	0%	\$66.86

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South East Halswell Sewer	Complete	Urban (100%)	Urban	100%	\$11,923,100	\$10,836,330	90.9%	\$1,086,770	9%	\$312.72
Tyrone Street Pump Station Capacity Renewal (Stage 2) (PS62)	LTP	Urban (100%)	Urban	100%	\$4,000,000	\$3,948,782	98.7%	\$51,218	1%	\$198.45
Upper Styx Biofilters	Complete	Urban (100%)	Urban	100%	\$412,929	\$394,976	95.7%	\$17,953	4%	\$11.62
Fendalton Duplication	Complete	Urban (100%)	Urban	100%	\$13,193,007	\$312,466	2.4%	\$12,880,541	98%	\$13.31
Programme - Provision of Waste Water Infrastructure for the South West Area Growth	Complete	Urban (100%)	Urban	100%	\$1,538,614	\$1,538,614	100%	\$0	0%	\$58.15
Riccarton Interceptor (Upper Riccarton)	In Progress	Urban (100%)	Urban	100%	\$14,217,382	\$7,682,086	54%	\$6,535,296	46%	\$157.57
SCIRT Croydon Street upgrade	Complete	Urban (100%)	Urban	100%	\$95,291	\$48,598	51%	\$46,693	49%	\$1.69
SCIRT Wairakei Diversion	Complete	Urban (100%)	Urban	100%	\$8,281,376	\$1,686,077	20.4%	\$6,595,299	80%	\$59.13

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SCIRT Wigram PM & PS 105	Complete	Urban (100%)	Urban	100%	\$38,618,003	\$29,531,414	76.5%	\$9,086,589	24%	\$1,033.84
Tilford Street Pump Station & Pressure Main Capacity Renewal (PS13)	In Progress	Urban (100%)	Urban	100%	\$1,871,371	\$1,628,523	87%	\$242,848	13%	\$59.26
Wainui Sewer Reticulation & Wastewater Treatment Plant	Complete	Akaroa Harbour (100%)	Akaroa Harbour	100%	\$4,583,737	\$111,282	2.4%	\$4,472,455	98%	\$176.52
WI Future Stages	Complete	Urban (100%)	Urban	100%	\$43,676,483	\$6,302,727	14.4%	\$37,373,756	86%	\$276.80
North Awatea Growth	Complete	Urban (100%)	Urban	100%	\$324,493	\$265,789	81.9%	\$58,704	18%	\$8.46
PS123 Awatea Pumping Station	Complete	Urban (100%)	Urban	100%	\$1,543,400	\$1,360,998	88.2%	\$182,402	12%	\$48.74
Belfast Area Growth - New WW Main - Richill St to Belfast Rd	Complete	Urban (100%)	Urban	100%	\$2,264,184	\$1,996,884	88.2%	\$267,300	12%	\$67.79

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Cavendish Road Biofilter	Complete	Urban (100%)	Urban	100%	\$165,993	\$157,693	95%	\$8,300	5%	\$4.39
Extension to Charteris Bay	Complete	Urban (100%)	Urban	100%	\$8,064,220	\$3,592,027	44.5%	\$4,472,193	55%	\$127.21
Highfield Connection to Northcote Collector	Complete	Urban (100%)	Urban	100%	\$1,936,547	\$1,936,547	100%	\$0	0%	\$58.14
Highfield Wastewater Servicing - Stage 2	In Progress	Urban (100%)	Urban	100%	\$2,060,957	\$2,018,811	98%	\$42,146	2%	\$71.35
Highsted Pressure Sewer System Main	Complete	Urban (100%)	Urban	100%	\$219,553	\$205,266	93.5%	\$14,287	7%	\$7.15
Infra New Wastewater Reticulation - Groyne Park	Complete	Urban (100%)	Urban	100%	\$4,333,113	\$4,333,113	100%	\$0	0%	\$244.61
Prestons Infrastructure Provision Agreement	Complete	Urban (100%)	Urban	100%	\$3,633,341	\$3,409,297	93.8%	\$224,044	6%	\$115.33
Programme - New Mains	LTP	Urban (100%)	Urban	100%	\$5,815,589	\$5,259,903	90.4%	\$555,686	10%	\$176.87
Subdivisions Additional Infrastructure	In Progress	Urban (100%)	Urban	100%	\$2,912,650	\$2,912,650	100%	\$0	0%	\$192.78

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<u>West Halswell Growth</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$398,061</u>	<u>\$375,963</u>	<u>94.4%</u>	<u>\$22,098</u>	<u>6%</u>	<u>\$11.82</u>
<u>Worsleys Road Gravity Main Upgrade</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$503,618</u>	<u>\$308,801</u>	<u>61.3%</u>	<u>\$194,817</u>	<u>39%</u>	<u>\$10.22</u>
<u>Worsleys Sewer (Lower Blocks 3&4</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$342,104</u>	<u>\$97,744</u>	<u>28.6%</u>	<u>\$244,360</u>	<u>71%</u>	<u>\$3.39</u>
<u>McCormacks Bay Road Pump Station Renewal (PS0057)</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$1,916,263</u>	<u>\$1,256,890</u>	<u>65.6%</u>	<u>\$659,373</u>	<u>34%</u>	<u>\$45.85</u>
<u>Edinburgh, Hinemoa, Nairn, Neville, Lyttelton, Torrens, Dundee, Somers & Hillier Mains Renewal</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$5,532,911</u>	<u>\$276,646</u>	<u>5%</u>	<u>\$5,256,265</u>	<u>95%</u>	<u>\$13.15</u>
<u>Matsons Aorangi Pipe Renewal</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$3,209,063</u>	<u>\$160,453</u>	<u>5%</u>	<u>\$3,048,610</u>	<u>95%</u>	<u>\$5.64</u>
<u>Meadows Street Mains Renewal</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$950,875</u>	<u>\$102,243</u>	<u>10.8%</u>	<u>\$848,632</u>	<u>89%</u>	<u>\$3.72</u>
<u>Land Purchase PS62 Storage</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$294,601</u>	<u>\$244,097</u>	<u>82.9%</u>	<u>\$50,504</u>	<u>17%</u>	<u>\$11.54</u>

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PS 11 Surge & Transient Measures	Complete	Urban (100%)	Urban	100%	\$1,015,820	\$206,848	20.4%	\$808,972	80%	\$11.83
Pump Station 20 Upgrade	Complete	Urban (100%)	Urban	100%	\$738,543	\$212,771	28.8%	\$525,772	71%	\$15.68
Pump Station 21 Upgrade	Complete	Urban (100%)	Urban	100%	\$742,867	\$163,683	22%	\$579,184	78%	\$10.07
Belfast Area Growth	Complete	Urban (100%)	Urban	100%	\$161,819	\$98,710	61%	\$63,109	39%	\$4.26
Belfast Pressure Main	Complete	Urban (100%)	Urban	100%	\$7,764,393	\$1,017,879	13.1%	\$6,746,514	87%	\$60.03
Buchanans Rd Sewer	Complete	Urban (100%)	Urban	100%	\$659,762	\$577,292	87.5%	\$82,470	12%	\$30.75
Fisher Ave & Tennyson St Overflows to Pump Station 21	Complete	Urban (100%)	Urban	100%	\$262,580	\$35,011	13.3%	\$227,569	87%	\$2.13
New Pressure Main 20	Complete	Urban (100%)	Urban	100%	\$2,180,741	\$537,741	24.7%	\$1,643,000	75%	\$43.48
New Pressure Main 21	Complete	Urban (100%)	Urban	100%	\$1,222,758	\$266,029	21.8%	\$956,729	78%	\$17.21

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<u>New Pressure Main 22</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$362,529</u>	<u>\$68,862</u>	<u>19%</u>	<u>\$293,667</u>	<u>81%</u>	<u>\$5.52</u>
<u>No.11 Pressure Main Upgrading</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$4,850,479</u>	<u>\$160,845</u>	<u>3.3%</u>	<u>\$4,689,634</u>	<u>97%</u>	<u>\$10.67</u>
<u>PS60/PM60 Pressure Main Stage 1</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$1,417,760</u>	<u>\$524,885</u>	<u>37%</u>	<u>\$892,875</u>	<u>63%</u>	<u>\$38.32</u>
<u>Stage 1 Bass to Mathesons/Fitzgerald</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$6,668,000</u>	<u>\$962,225</u>	<u>14.4%</u>	<u>\$5,705,775</u>	<u>86%</u>	<u>\$47.62</u>
<u>Pump Station 11</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$8,369,464</u>	<u>\$3,320,866</u>	<u>39.7%</u>	<u>\$5,048,598</u>	<u>60%</u>	<u>\$194.43</u>
<u>Pump Station 11 Tie-In</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$3,868,722</u>	<u>\$250,421</u>	<u>6.5%</u>	<u>\$3,618,301</u>	<u>94%</u>	<u>\$14.04</u>
WASTEWATER TREATMENT AND DISPOSAL										
<u>Akaroa Reclaimed Water Treatment & Reuse Scheme</u>	<u>In Progress</u>	<u>Akaroa Harbour (100%)</u>	<u>Akaroa Harbour</u>	<u>100%</u>	<u>\$101,347,958</u>	<u>\$3,242,366</u>	<u>3.2%</u>	<u>\$98,105,592</u>	<u>97%</u>	<u>\$15,405.65</u>
<u>CWTP 5th & 6th Digester</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$24,298,987</u>	<u>\$15,331,185</u>	<u>63.1%</u>	<u>\$8,967,802</u>	<u>37%</u>	<u>\$802.45</u>

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<u>Duvauchelle Treatment and Disposal Renewal</u>	<u>In Progress</u>	<u>Akaroa Harbour (100%)</u>	<u>Akaroa Harbour</u>	<u>100%</u>	<u>\$19,405,937</u>	<u>\$473,316</u>	<u>2.4%</u>	<u>\$18,932,621</u>	<u>98%</u>	<u>\$2,198.61</u>
<u>Lyttelton Harbour Wastewater Scheme</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$58,387,605</u>	<u>\$11,392,564</u>	<u>19.5%</u>	<u>\$46,995,041</u>	<u>80%</u>	<u>\$298.25</u>
<u>CWTP Biosolids Dewatering Renewal</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$2,692,642</u>	<u>\$492,236</u>	<u>18.3%</u>	<u>\$2,200,406</u>	<u>82%</u>	<u>\$14.33</u>
<u>CWTP Ocean Outfall</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$82,506,119</u>	<u>\$15,001,113</u>	<u>18.2%</u>	<u>\$67,505,006</u>	<u>82%</u>	<u>\$766.34</u>
<u>Expansion items 1999-2009</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$25,118,044</u>	<u>\$1,875,741</u>	<u>7.5%</u>	<u>\$23,242,303</u>	<u>93%</u>	<u>\$133.19</u>
STORMWATER AND FLOOD PROTECTION										
<u>Carrs Road S/W Facility</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$3,298,407</u>	<u>\$3,254,963</u>	<u>98.7%</u>	<u>\$43,444</u>	<u>1%</u>	<u>\$112.93</u>
<u>Cashmere Stream Enhancement (Cashmere Road)</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$4,423,578</u>	<u>\$2,044,100</u>	<u>46.2%</u>	<u>\$2,379,478</u>	<u>54%</u>	<u>\$76.72</u>

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<u>Copper Ridge Private Development Agreement (PDA)</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$239,854</u>	<u>\$239,854</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$6.86</u>
<u>Coxs - Quaifes Facility</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$10,536,194</u>	<u>\$10,146,355</u>	<u>96.3%</u>	<u>\$389,839</u>	<u>4%</u>	<u>\$188.76</u>
<u>Horners Kruses Land Purchase</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$6,828,310</u>	<u>\$682,831</u>	<u>10%</u>	<u>\$6,145,479</u>	<u>90%</u>	<u>\$20.07</u>
<u>New Technical Equipment</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$577,838</u>	<u>\$63,562</u>	<u>11%</u>	<u>\$514,276</u>	<u>89%</u>	<u>\$1.23</u>
<u>Programme - Piped Systems - Pipe Drains (New)</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$135,395</u>	<u>\$14,893</u>	<u>11%</u>	<u>\$120,502</u>	<u>89%</u>	<u>\$0.38</u>
<u>Programme - SW Management Plan on Puharakekenui - Styx Waterway Detention & Treatment Facilities</u>	<u>LTP</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$16,333,686</u>	<u>\$12,250,264</u>	<u>75%</u>	<u>\$4,083,422</u>	<u>25%</u>	<u>\$222.37</u>
<u>Programme - SW Opawaho - Heathcote</u>	<u>LTP</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$14,645,285</u>	<u>\$2,196,793</u>	<u>15%</u>	<u>\$12,448,492</u>	<u>85%</u>	<u>\$40.81</u>

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<u>Waterways Detention & Treatment Facilities</u>										
<u>Programme - Waterways & Wetlands Land Purchases</u>	<u>LTP</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$1,877,618</u>	<u>\$281,643</u>	<u>15%</u>	<u>\$1,595,975</u>	<u>85%</u>	<u>\$6.71</u>
<u>Quarry Road Drain Conveyance Improvements & Sutherlands Road Culverts</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$4,905,922</u>	<u>\$4,415,330</u>	<u>90%</u>	<u>\$490,592</u>	<u>10%</u>	<u>\$109.15</u>
<u>Sutherlands Road Waterway Enhancements Infrastructure Provision Agreement (IPA)</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$363,402</u>	<u>\$363,402</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$9.33</u>
<u>Programme - SW Stormwater Modelling (Quality & Treatment)</u>	<u>LTP</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$1,282,000</u>	<u>\$192,300</u>	<u>15%</u>	<u>\$1,089,700</u>	<u>85%</u>	<u>\$6.17</u>
<u>Redwood Springs</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$192,814</u>	<u>\$144,610</u>	<u>75%</u>	<u>\$48,204</u>	<u>25%</u>	<u>\$4.52</u>

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<u>OLD - Redwood Springs</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$388,034</u>	<u>\$97,008</u>	<u>25%</u>	<u>\$291,026</u>	<u>75%</u>	<u>\$3.72</u>
<u>Owaka & Awatea Green Corridor</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$266,600</u>	<u>\$132,112</u>	<u>49.6%</u>	<u>\$134,488</u>	<u>50%</u>	<u>\$5.30</u>
<u>Programme - SW Open Water Systems Utility Drain Improvements</u>	<u>LTP</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$2,512,721</u>	<u>\$376,908</u>	<u>15%</u>	<u>\$2,135,813</u>	<u>85%</u>	<u>\$11.93</u>
<u>Waterway and Stormwater Fencing at Karamu, Quarry View & Nederland Ave</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$32,920</u>	<u>\$32,920</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$0.95</u>
<u>Awatea Stormwater Spine Network Project</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$607,788</u>	<u>\$607,788</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$12.55</u>
<u>Blencathra Basins</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$3,337,571</u>	<u>\$500,636</u>	<u>15%</u>	<u>\$2,836,935</u>	<u>85%</u>	<u>\$17.97</u>
<u>Carrs Corridor (Stage 2)</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$752,977</u>	<u>\$75,298</u>	<u>10%</u>	<u>\$677,679</u>	<u>90%</u>	<u>\$1.95</u>
<u>Cashmere Worsleys Wetlands Infrastructure</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$488,140</u>	<u>\$244,070</u>	<u>50%</u>	<u>\$244,070</u>	<u>50%</u>	<u>\$12.01</u>

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Provision Agreement (IPA)										
Curletts Wetland	Complete	Urban (100%)	Urban	100%	\$252,322	\$25,232	10%	\$227,090	90%	\$0.78
Eastman Sutherland and Hoon Hay Wetlands	In Progress	Urban (100%)	Urban	100%	\$34,449,018	\$32,726,567	95%	\$1,722,451	5%	\$528.24
Greens Stormwater Facility	In Progress	Urban (100%)	Urban	100%	\$14,587,113	\$12,253,175	84%	\$2,333,938	16%	\$293.22
Highsted Infrastructure Agreement	Complete	Urban (100%)	Urban	100%	\$2,643,230	\$2,643,230	100%	\$0	0%	\$57.61
Kainga Basins	LTP	Urban (100%)	Urban	100%	\$11,672,733	\$5,602,912	48%	\$6,069,821	52%	\$155.04
Nottingham Basins	LTP	Urban (100%)	Urban	100%	\$219,408	\$219,408	100%	\$0	0%	\$6.58
Nottingham Stream	LTP	Urban (100%)	Urban	100%	\$2,197,500	\$329,625	15%	\$1,867,875	85%	\$11.85
Otukaikino Stormwater Facility	In Progress	Urban (100%)	Urban	100%	\$22,926,611	\$8,941,378	39%	\$13,985,233	61%	\$304.23

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<u>Owaka Basin</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$263,099</u>	<u>\$210,479</u>	<u>80%</u>	<u>\$52,620</u>	<u>20%</u>	<u>\$3.88</u>
<u>Owaka Corridor</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$4,697,868</u>	<u>\$3,758,294</u>	<u>80%</u>	<u>\$939,574</u>	<u>20%</u>	<u>\$67.25</u>
<u>Programme - SW Estuary & Coastal Waterways Detention & Treatment Facilities</u>	<u>LTP</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$5,605,981</u>	<u>\$840,897</u>	<u>15%</u>	<u>\$4,765,084</u>	<u>85%</u>	<u>\$20.85</u>
<u>Quaifes Murphys Extended Detention Basin</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$1,379,006</u>	<u>\$1,379,006</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$31.81</u>
<u>Quaifes Rd Infrastructure Provision Agreement</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$770,014</u>	<u>\$770,014</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$33.22</u>
<u>Rock Weir/Riffle on Knights Stream</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$46,466</u>	<u>\$46,466</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$1.01</u>
<u>Rossendale Infrastructure Provision Agreement (IPA)</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$9,550,815</u>	<u>\$9,264,291</u>	<u>97%</u>	<u>\$286,524</u>	<u>3%</u>	<u>\$151.40</u>

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<u>Snellings Drain Enhancement at Prestons South (IPA)</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$2,617,956</u>	<u>\$2,617,956</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$63.86</u>
<u>Sparks Road Development Drainage Works</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$3,994,142</u>	<u>\$3,355,079</u>	<u>84%</u>	<u>\$639,063</u>	<u>16%</u>	<u>\$97.65</u>
<u>Spreydon Lodge Infrastructure Provision Agreement (IPA)</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$9,471,093</u>	<u>\$7,955,718</u>	<u>84%</u>	<u>\$1,515,375</u>	<u>16%</u>	<u>\$116.81</u>
<u>Treatment of Eastman Wetlands</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$320,667</u>	<u>\$288,600</u>	<u>90%</u>	<u>\$32,067</u>	<u>10%</u>	<u>\$5.91</u>
<u>Waterways & Wetlands Land Purchases Rolling Package</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$1,460,435</u>	<u>\$219,065</u>	<u>15%</u>	<u>\$1,241,370</u>	<u>85%</u>	<u>\$5.34</u>
<u>Wigram aero pipe and storage</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$228,575</u>	<u>\$228,575</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$5.13</u>
<u>204 & 232 Styx Mill Road Esplanade Restoration</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$176,077</u>	<u>\$176,077</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$6.60</u>

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<u>Addington Brook & Riccarton Drain Filtration Devices</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$25,176,143</u>	<u>\$2,341,381</u>	<u>9.3%</u>	<u>\$22,834,762</u>	<u>91%</u>	<u>\$45.67</u>
<u>Awatea South Basin</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$34,239</u>	<u>\$34,239</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$0.90</u>
<u>Blakes Road Stormwater Facility (Works 1)</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$9,187,945</u>	<u>\$8,728,548</u>	<u>95%</u>	<u>\$459,397</u>	<u>5%</u>	<u>\$217.80</u>
<u>Bullers Stream Naturalisation and Facility</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$2,611,353</u>	<u>\$2,486,008</u>	<u>95.2%</u>	<u>\$125,345</u>	<u>5%</u>	<u>\$48.16</u>
<u>Carrs Road S/W Facility</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$1,010,453</u>	<u>\$1,010,453</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$25.95</u>
<u>Dudley Diversion Basins</u>	<u>LTP</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$8,000,000</u>	<u>\$1,200,000</u>	<u>15%</u>	<u>\$6,800,000</u>	<u>85%</u>	<u>\$38.86</u>
<u>Dudley Diversion Wetlands</u>	<u>LTP</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$11,750,000</u>	<u>\$1,762,500</u>	<u>15%</u>	<u>\$9,987,500</u>	<u>85%</u>	<u>\$54.71</u>
<u>Englefield Wetland Cost Share</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$6,562,765</u>	<u>\$984,415</u>	<u>15%</u>	<u>\$5,578,350</u>	<u>85%</u>	<u>\$35.44</u>

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<u>Gardiners Stormwater Facility</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$10,503,121</u>	<u>\$2,625,780</u>	<u>25%</u>	<u>\$7,877,341</u>	<u>75%</u>	<u>\$57.43</u>
<u>Guthries Thompson Basins</u>	<u>LTP</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$2,567,660</u>	<u>\$2,439,277</u>	<u>95%</u>	<u>\$128,383</u>	<u>5%</u>	<u>\$49.04</u>
<u>Highfield Northwest Basins Infrastructure Provision Agreement (IPA)</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$669,027</u>	<u>\$535,222</u>	<u>80%</u>	<u>\$133,805</u>	<u>20%</u>	<u>\$24.44</u>
<u>Highfield Prestons Road Basins</u>	<u>LTP</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$4,607,576</u>	<u>\$4,377,197</u>	<u>95%</u>	<u>\$230,379</u>	<u>5%</u>	<u>\$150.67</u>
<u>Highsted Cavendish Infrastructure Provision Agreement</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$1,507,924</u>	<u>\$1,507,924</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$55.17</u>
<u>Highsted Cavendish Stormwater Management System</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$487,007</u>	<u>\$243,504</u>	<u>50%</u>	<u>\$243,503</u>	<u>50%</u>	<u>\$4.87</u>
<u>Highsted Land Purchase & Construction of Waterways, Basins & Wetlands</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$6,947,065</u>	<u>\$3,473,532</u>	<u>50%</u>	<u>\$3,473,533</u>	<u>50%</u>	<u>\$60.89</u>

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<u>Highsted on Tulett Infrastructure Provision Agreement</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$1,795,953</u>	<u>\$1,769,014</u>	<u>98.5%</u>	<u>\$26,939</u>	<u>1%</u>	<u>\$35.34</u>
<u>Highsted Styx Mill Reserve Wetland</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$19,681,382</u>	<u>\$8,659,808</u>	<u>44%</u>	<u>\$11,021,574</u>	<u>56%</u>	<u>\$184.54</u>
<u>Highsted Wetland, Highams Basin & Puharakekenui - Styx Stream</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$19,577,210</u>	<u>\$8,613,972</u>	<u>44%</u>	<u>\$10,963,238</u>	<u>56%</u>	<u>\$178.83</u>
<u>Horners Kruses Basin</u>	<u>LTP</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$15,454,843</u>	<u>\$2,318,226</u>	<u>15%</u>	<u>\$13,136,617</u>	<u>85%</u>	<u>\$72.73</u>
<u>Kaputone Stream Diversion</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$2,502,963</u>	<u>\$2,502,963</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$56.65</u>
<u>Kirkwood Basin</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$126,004</u>	<u>\$126,004</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$3.82</u>
<u>Knights Basin</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$2,611,678</u>	<u>\$2,611,678</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$59.64</u>
<u>Owaka Basin</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$131,029</u>	<u>\$131,029</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$3.45</u>

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<u>Prestons & Clare Park</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$6,997,791</u>	<u>\$5,458,277</u>	<u>78%</u>	<u>\$1,539,514</u>	<u>22%</u>	<u>\$158.27</u>
<u>Programme - SW Banks Peninsula Settlements Waterways Detention & Treatment Facilities</u>	<u>LTP</u>	<u>Banks Peninsula (100%)</u>	<u>Banks Peninsula</u>	<u>100%</u>	<u>\$7,050,777</u>	<u>\$705,078</u>	<u>10%</u>	<u>\$6,345,699</u>	<u>90%</u>	<u>\$695.86</u>
<u>Programme - SW Open Water Systems - Open Drains Reactive Works</u>	<u>LTP</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$275,134</u>	<u>\$41,270</u>	<u>15%</u>	<u>\$233,864</u>	<u>85%</u>	<u>\$1.06</u>
<u>Programme - SW Otakaro - Avon Waterway Detention & Treatment Facilities</u>	<u>LTP</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$35,671,242</u>	<u>\$5,350,686</u>	<u>15%</u>	<u>\$30,320,556</u>	<u>85%</u>	<u>\$70.70</u>
<u>Programme - SW Outer Christchurch Otukaikino Waterways Detention & Treatment Facilities</u>	<u>LTP</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$12,081,882</u>	<u>\$1,812,282</u>	<u>15%</u>	<u>\$10,269,600</u>	<u>85%</u>	<u>\$34.76</u>
<u>Puharakekenui Styx Centre Cost Share</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$2,414,714</u>	<u>\$1,207,357</u>	<u>50%</u>	<u>\$1,207,357</u>	<u>50%</u>	<u>\$25.52</u>

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<u>Quaifes Murphys Basin & Wetland</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$3,925,541</u>	<u>\$3,925,541</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$85.83</u>
<u>Reactive project for new developments</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$25,287</u>	<u>\$10,115</u>	<u>40%</u>	<u>\$15,172</u>	<u>60%</u>	<u>\$0.22</u>
<u>Regents Park Close IPA</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$1,989,253</u>	<u>\$1,989,253</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$40.96</u>
<u>Spring Grove Stormwater Infrastructure</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$42,636</u>	<u>\$42,636</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$0.95</u>
<u>Summerset at Highsted Infrastructure Provision Agreement (IPA)</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$2,599,498</u>	<u>\$1,299,749</u>	<u>50%</u>	<u>\$1,299,749</u>	<u>50%</u>	<u>\$33.61</u>
<u>SW Open Drains Reactive Works</u>	<u>LTP</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$2,117,285</u>	<u>\$317,593</u>	<u>15%</u>	<u>\$1,799,692</u>	<u>85%</u>	<u>\$10.35</u>
<u>SW Piped Systems Reactive Works</u>	<u>LTP</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$1,590,275</u>	<u>\$238,541</u>	<u>15%</u>	<u>\$1,351,734</u>	<u>85%</u>	<u>\$8.57</u>
<u>SW Waikakariki - Cranford Stormwater Treatment (Stage 1)</u>	<u>LTP</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$16,242,184</u>	<u>\$2,436,328</u>	<u>15%</u>	<u>\$13,805,856</u>	<u>85%</u>	<u>\$83.49</u>

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<u>Project Name</u>	<u>Status</u>	<u>Catchment from Report</u>	<u>Catchment (s)</u>	<u>Allocation to Catchment (s)</u>	<u>Capital Cost (excluding interest & inflation)</u>	<u>Proposed recovery through DCs (excluding interest & inflation)</u>	<u>Proportion of proposed recovery through DCs</u>	<u>Proposed recovery from other sources (excluding interest & inflation)</u>	<u>Proportion of proposed recovery through other sources</u>	<u>DC Charge per HUE (excluding GST)</u>
<u>SW Waikakariki - Horseshoe Lake Stormwater Treatment (Stage 2)</u>	<u>LTP</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$16,220,538</u>	<u>\$2,433,081</u>	<u>15%</u>	<u>\$13,787,457</u>	<u>85%</u>	<u>\$80.36</u>
<u>Worsleys Spur Stormwater Pipe and Drain System</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$2,579,288</u>	<u>\$1,289,644</u>	<u>50%</u>	<u>\$1,289,644</u>	<u>50%</u>	<u>\$24.10</u>
<u>Redwood Springs Detention Basins</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$254,475</u>	<u>\$254,475</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$8.68</u>
<u>Steamwharf Stream @ St Johns St</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$57,147</u>	<u>\$57,147</u>	<u>100%</u>	<u>\$0</u>	<u>0%</u>	<u>\$1.97</u>
<u>Delivery Package - SW Natural Waterways</u>	<u>In Progress</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$2,821,479</u>	<u>\$423,222</u>	<u>15%</u>	<u>\$2,398,257</u>	<u>85%</u>	<u>\$16.84</u>
<u>Owaka & Awatea Green Corridor</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$1,146,159</u>	<u>\$573,080</u>	<u>50%</u>	<u>\$573,079</u>	<u>50%</u>	<u>\$14.42</u>
<u>Piped Systems - Pipe Drains (New)</u>	<u>Complete</u>	<u>Urban (100%)</u>	<u>Urban</u>	<u>100%</u>	<u>\$118,368</u>	<u>\$59,184</u>	<u>50%</u>	<u>\$59,184</u>	<u>50%</u>	<u>\$2.12</u>

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Programme - SW Improving Urban Waterways	LTP	Urban (100%)	Urban	100%	\$18,250,000	\$2,737,500	15%	\$15,512,500	85%	\$85.93
Waterways & Wetlands Purchases	Complete	Urban (100%)	Urban	100%	\$20,025,884	\$2,002,588	10%	\$18,023,296	90%	\$107.62
Cranford Basin (LDRP 503)	Complete	Urban (100%)	Urban	100%	\$10,401,242	\$1,560,186	15%	\$8,841,056	85%	\$83.35
Curletts Flood Storage (LDRP 526)	Complete	Urban (100%)	Urban	100%	\$9,633,979	\$963,398	10%	\$8,670,581	90%	\$18.11
Eastman Wetlands (LDRP 528)	Complete	Urban (100%)	Urban	100%	\$9,680,107	\$3,872,043	40%	\$5,808,064	60%	\$120.20
Heathcote Valley Drain Naturalisation	Complete	Urban (100%)	Urban	100%	\$2,391,247	\$2,391,247	100%	\$0	0%	\$117.49
No 1 Drain (LDRP 512)	Complete	Urban (100%)	Urban	100%	\$5,278,636	\$791,795	15%	\$4,486,841	85%	\$40.00
ROAD NETWORK										
Barrington, Lincoln & Whiteleigh Intersection Improvement	Complete	Central (33%)	Central	33%	\$464,199	\$43,660	9.4%	\$420,539	91%	\$1.36

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<u>Project Name</u>	<u>Status</u>	<u>Catchment from Report</u>	<u>Catchment (s)</u>	<u>Allocation to Catchment (s)</u>	<u>Capital Cost (excluding interest & inflation)</u>	<u>Proposed recovery through DCs (excluding interest & inflation)</u>	<u>Proportion of proposed recovery through DCs</u>	<u>Proposed recovery from other sources (excluding interest & inflation)</u>	<u>Proportion of proposed recovery through other sources</u>	<u>DC Charge per HUE (excluding GST)</u>
<u>Barrington, Lincoln & Whiteleigh Intersection Improvement</u>	<u>Complete</u>	<u>South (33%)</u>	<u>South</u>	<u>33%</u>	<u>\$464,199</u>	<u>\$43,660</u>	<u>9.4%</u>	<u>\$420,539</u>	<u>91%</u>	<u>\$3.06</u>
<u>Barrington, Lincoln & Whiteleigh Intersection Improvement</u>	<u>Complete</u>	<u>West (34%)</u>	<u>West</u>	<u>34%</u>	<u>\$478,266</u>	<u>\$44,983</u>	<u>9.4%</u>	<u>\$433,283</u>	<u>91%</u>	<u>\$3.83</u>
<u>Central City Projects - Antigua Street (Tuam to Moorhouse)</u>	<u>Complete</u>	<u>Central (20%)</u>	<u>Central</u>	<u>20%</u>	<u>\$29,666</u>	<u>\$2,967</u>	<u>10%</u>	<u>\$26,699</u>	<u>90%</u>	<u>\$1.06</u>
<u>Central City Projects - Antigua Street (Tuam to Moorhouse)</u>	<u>Complete</u>	<u>East (20%)</u>	<u>East</u>	<u>20%</u>	<u>\$29,666</u>	<u>\$2,967</u>	<u>10%</u>	<u>\$26,699</u>	<u>90%</u>	<u>\$0.22</u>
<u>Central City Projects - Antigua Street (Tuam to Moorhouse)</u>	<u>Complete</u>	<u>North (20%)</u>	<u>North</u>	<u>20%</u>	<u>\$29,666</u>	<u>\$2,967</u>	<u>10%</u>	<u>\$26,699</u>	<u>90%</u>	<u>\$0.39</u>
<u>Central City Projects - Antigua Street (Tuam to Moorhouse)</u>	<u>Complete</u>	<u>South (20%)</u>	<u>South</u>	<u>20%</u>	<u>\$29,666</u>	<u>\$2,967</u>	<u>10%</u>	<u>\$26,699</u>	<u>90%</u>	<u>\$0.38</u>

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<u>Project Name</u>	<u>Status</u>	<u>Catchment from Report</u>	<u>Catchment (s)</u>	<u>Allocation to Catchment (s)</u>	<u>Capital Cost (excluding interest & inflation)</u>	<u>Proposed recovery through DCs (excluding interest & inflation)</u>	<u>Proportion of proposed recovery through DCs</u>	<u>Proposed recovery from other sources (excluding interest & inflation)</u>	<u>Proportion of proposed recovery through other sources</u>	<u>DC Charge per HUE (excluding GST)</u>
<u>Central City Projects - Antigua Street (Tuam to Moorhouse)</u>	<u>Complete</u>	<u>West (20%)</u>	<u>West</u>	<u>20%</u>	<u>\$29,666</u>	<u>\$2,967</u>	<u>10%</u>	<u>\$26,699</u>	<u>90%</u>	<u>\$0.27</u>
<u>Central City Projects - Gloucester Street (Manchester to Colombo)</u>	<u>Complete</u>	<u>Central (20%)</u>	<u>Central</u>	<u>20%</u>	<u>\$64,784</u>	<u>\$5,507</u>	<u>8.5%</u>	<u>\$59,277</u>	<u>91%</u>	<u>\$1.61</u>
<u>Central City Projects - Gloucester Street (Manchester to Colombo)</u>	<u>Complete</u>	<u>East (20%)</u>	<u>East</u>	<u>20%</u>	<u>\$64,784</u>	<u>\$5,507</u>	<u>8.5%</u>	<u>\$59,277</u>	<u>91%</u>	<u>\$0.33</u>
<u>Central City Projects - Gloucester Street (Manchester to Colombo)</u>	<u>Complete</u>	<u>North (20%)</u>	<u>North</u>	<u>20%</u>	<u>\$64,784</u>	<u>\$5,507</u>	<u>8.5%</u>	<u>\$59,277</u>	<u>91%</u>	<u>\$0.59</u>
<u>Central City Projects - Gloucester Street (Manchester to Colombo)</u>	<u>Complete</u>	<u>South (20%)</u>	<u>South</u>	<u>20%</u>	<u>\$64,784</u>	<u>\$5,507</u>	<u>8.5%</u>	<u>\$59,277</u>	<u>91%</u>	<u>\$0.58</u>
<u>Central City Projects - Gloucester Street</u>	<u>Complete</u>	<u>West (20%)</u>	<u>West</u>	<u>20%</u>	<u>\$64,784</u>	<u>\$5,507</u>	<u>8.5%</u>	<u>\$59,277</u>	<u>91%</u>	<u>\$0.41</u>

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<u>Project Name</u>	<u>Status</u>	<u>Catchment from Report</u>	<u>Catchment (s)</u>	<u>Allocation to Catchment (s)</u>	<u>Capital Cost (excluding interest & inflation)</u>	<u>Proposed recovery through DCs (excluding interest & inflation)</u>	<u>Proportion of proposed recovery through DCs</u>	<u>Proposed recovery from other sources (excluding interest & inflation)</u>	<u>Proportion of proposed recovery through other sources</u>	<u>DC Charge per HUE (excluding GST)</u>
<u>(Manchester to Colombo)</u>										
<u>Central City Projects - Hereford Street (Manchester to Cambridge)</u>	<u>Complete</u>	<u>Central (20%)</u>	<u>Central</u>	<u>20%</u>	<u>\$1,718,555</u>	<u>\$117,205</u>	<u>6.8%</u>	<u>\$1,601,350</u>	<u>93%</u>	<u>\$42.27</u>
<u>Central City Projects - Hereford Street (Manchester to Cambridge)</u>	<u>Complete</u>	<u>East (20%)</u>	<u>East</u>	<u>20%</u>	<u>\$1,718,555</u>	<u>\$117,205</u>	<u>6.8%</u>	<u>\$1,601,350</u>	<u>93%</u>	<u>\$8.24</u>
<u>Central City Projects - Hereford Street (Manchester to Cambridge)</u>	<u>Complete</u>	<u>North (20%)</u>	<u>North</u>	<u>20%</u>	<u>\$1,718,555</u>	<u>\$117,205</u>	<u>6.8%</u>	<u>\$1,601,350</u>	<u>93%</u>	<u>\$14.59</u>
<u>Central City Projects - Hereford Street (Manchester to Cambridge)</u>	<u>Complete</u>	<u>South (20%)</u>	<u>South</u>	<u>20%</u>	<u>\$1,718,555</u>	<u>\$117,205</u>	<u>6.8%</u>	<u>\$1,601,350</u>	<u>93%</u>	<u>\$14.31</u>
<u>Central City Projects - Hereford Street</u>	<u>Complete</u>	<u>West (20%)</u>	<u>West</u>	<u>20%</u>	<u>\$1,718,555</u>	<u>\$117,205</u>	<u>6.8%</u>	<u>\$1,601,350</u>	<u>93%</u>	<u>\$10.18</u>

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
(Manchester to Cambridge)										
Central City Projects - High Street (Cashel to Tuam)	Complete	Central (100%)	Central	100%	\$5,775,713	\$538,296	9.3%	\$5,237,417	91%	\$172.06
Central City Projects - High Street (Tuam to St Asaph)	In Progress	Central (100%)	Central	100%	\$4,824,590	\$675,443	14%	\$4,149,147	86%	\$56.18
Central City Projects - Lichfield Street (Madras to Manchester)	Complete	Central (20%)	Central	20%	\$74,141	\$7,414	10%	\$66,727	90%	\$2.29
Central City Projects - Lichfield Street (Madras to Manchester)	Complete	East (20%)	East	20%	\$74,141	\$7,414	10%	\$66,727	90%	\$0.47
Central City Projects - Lichfield Street (Madras to Manchester)	Complete	North (20%)	North	20%	\$74,141	\$7,414	10%	\$66,727	90%	\$0.84
Central City Projects - Lichfield Street (Madras to Manchester)	Complete	South (20%)	South	20%	\$74,141	\$7,414	10%	\$66,727	90%	\$0.82

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Central City Projects - Lichfield Street (Madras to Manchester)	Complete	West (20%)	West	20%	\$74,141	\$7,414	10%	\$66,727	90%	\$0.58
Central City Projects - Madras Street (Moorhouse to Tuam) - CMUA South-West	Complete	Central (20%)	Central	20%	\$27,017	\$2,702	10%	\$24,315	90%	\$0.81
Central City Projects - Madras Street (Moorhouse to Tuam) - CMUA South-West	Complete	East (20%)	East	20%	\$27,017	\$2,702	10%	\$24,315	90%	\$0.17
Central City Projects - Madras Street (Moorhouse to Tuam) - CMUA South-West	Complete	North (20%)	North	20%	\$27,017	\$2,702	10%	\$24,315	90%	\$0.30
Central City Projects - Madras Street (Moorhouse to Tuam) - CMUA South-West	Complete	South (20%)	South	20%	\$27,017	\$2,702	10%	\$24,315	90%	\$0.29
Central City Projects - Madras Street	Complete	West (20%)	West	20%	\$27,017	\$2,702	10%	\$24,315	90%	\$0.21

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<u>Project Name</u>	<u>Status</u>	<u>Catchment from Report</u>	<u>Catchment (s)</u>	<u>Allocation to Catchment (s)</u>	<u>Capital Cost (excluding interest & inflation)</u>	<u>Proposed recovery through DCs (excluding interest & inflation)</u>	<u>Proportion of proposed recovery through DCs</u>	<u>Proposed recovery from other sources (excluding interest & inflation)</u>	<u>Proportion of proposed recovery through other sources</u>	<u>DC Charge per HUE (excluding GST)</u>
<u>(Moorhouse to Tuam) - CMUA South-West</u>										
<u>Central City Projects - Salisbury & Kilmore</u>	<u>Complete</u>	<u>Central (20%)</u>	<u>Central</u>	<u>20%</u>	<u>\$605,066</u>	<u>\$60,507</u>	<u>10%</u>	<u>\$544,559</u>	<u>90%</u>	<u>\$22.27</u>
<u>Central City Projects - Salisbury & Kilmore</u>	<u>Complete</u>	<u>East (20%)</u>	<u>East</u>	<u>20%</u>	<u>\$605,066</u>	<u>\$60,507</u>	<u>10%</u>	<u>\$544,559</u>	<u>90%</u>	<u>\$4.57</u>
<u>Central City Projects - Salisbury & Kilmore</u>	<u>Complete</u>	<u>North (20%)</u>	<u>North</u>	<u>20%</u>	<u>\$605,066</u>	<u>\$60,507</u>	<u>10%</u>	<u>\$544,559</u>	<u>90%</u>	<u>\$8.13</u>
<u>Central City Projects - Salisbury & Kilmore</u>	<u>Complete</u>	<u>South (20%)</u>	<u>South</u>	<u>20%</u>	<u>\$605,066</u>	<u>\$60,507</u>	<u>10%</u>	<u>\$544,559</u>	<u>90%</u>	<u>\$7.98</u>
<u>Central City Projects - Salisbury & Kilmore</u>	<u>Complete</u>	<u>West (20%)</u>	<u>West</u>	<u>20%</u>	<u>\$605,066</u>	<u>\$60,507</u>	<u>10%</u>	<u>\$544,559</u>	<u>90%</u>	<u>\$5.68</u>
<u>Central City Projects - St Asaph Street (Ferry to Antigua)</u>	<u>Complete</u>	<u>Central (20%)</u>	<u>Central</u>	<u>20%</u>	<u>\$941,507</u>	<u>\$51,124</u>	<u>5.4%</u>	<u>\$890,383</u>	<u>95%</u>	<u>\$23.34</u>
<u>Central City Projects - St Asaph Street (Ferry to Antigua)</u>	<u>Complete</u>	<u>East (20%)</u>	<u>East</u>	<u>20%</u>	<u>\$941,507</u>	<u>\$51,124</u>	<u>5.4%</u>	<u>\$890,383</u>	<u>95%</u>	<u>\$4.30</u>

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Central City Projects - St Asaph Street (Ferry to Antigua)	Complete	North (20%)	North	20%	\$941,507	\$51,124	5.4%	\$890,383	95%	\$7.57
Central City Projects - St Asaph Street (Ferry to Antigua)	Complete	South (20%)	South	20%	\$941,507	\$51,124	5.4%	\$890,383	95%	\$7.41
Central City Projects - St Asaph Street (Ferry to Antigua)	Complete	West (20%)	West	20%	\$941,507	\$51,124	5.4%	\$890,383	95%	\$5.28
Central City Projects - Victoria Street	Complete	Central (20%)	Central	20%	\$2,237,551	\$135,596	6.1%	\$2,101,955	94%	\$47.68
Central City Projects - Victoria Street	Complete	East (20%)	East	20%	\$2,237,551	\$135,596	6.1%	\$2,101,955	94%	\$9.78
Central City Projects - Victoria Street	Complete	North (20%)	North	20%	\$2,237,551	\$135,596	6.1%	\$2,101,955	94%	\$17.40
Central City Projects - Victoria Street	Complete	South (20%)	South	20%	\$2,237,551	\$135,596	6.1%	\$2,101,955	94%	\$17.09
Central City Projects - Victoria Street	Complete	West (20%)	West	20%	\$2,237,551	\$135,596	6.1%	\$2,101,955	94%	\$12.15

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<u>Central City Projects - Wayfinding</u>	<u>Complete</u>	<u>Central (20%)</u>	<u>Central</u>	<u>20%</u>	<u>\$576,992</u>	<u>\$49,044</u>	<u>8.5%</u>	<u>\$527,948</u>	<u>92%</u>	<u>\$16.82</u>
<u>Central City Projects - Wayfinding</u>	<u>Complete</u>	<u>East (20%)</u>	<u>East</u>	<u>20%</u>	<u>\$576,992</u>	<u>\$49,044</u>	<u>8.5%</u>	<u>\$527,948</u>	<u>92%</u>	<u>\$3.45</u>
<u>Central City Projects - Wayfinding</u>	<u>Complete</u>	<u>North (20%)</u>	<u>North</u>	<u>20%</u>	<u>\$576,992</u>	<u>\$49,044</u>	<u>8.5%</u>	<u>\$527,948</u>	<u>92%</u>	<u>\$6.14</u>
<u>Central City Projects - Wayfinding</u>	<u>Complete</u>	<u>South (20%)</u>	<u>South</u>	<u>20%</u>	<u>\$576,992</u>	<u>\$49,044</u>	<u>8.5%</u>	<u>\$527,948</u>	<u>92%</u>	<u>\$6.03</u>
<u>Central City Projects - Wayfinding</u>	<u>Complete</u>	<u>West (20%)</u>	<u>West</u>	<u>20%</u>	<u>\$576,992</u>	<u>\$49,044</u>	<u>8.5%</u>	<u>\$527,948</u>	<u>92%</u>	<u>\$4.29</u>
<u>Programme - Traffic Signs & Markings Installation</u>	<u>LTP</u>	<u>Central (20%)</u>	<u>Central</u>	<u>20%</u>	<u>\$600,000</u>	<u>\$43,800</u>	<u>7.3%</u>	<u>\$556,200</u>	<u>93%</u>	<u>\$10.86</u>
<u>Programme - Traffic Signs & Markings Installation</u>	<u>LTP</u>	<u>East (20%)</u>	<u>East</u>	<u>20%</u>	<u>\$600,000</u>	<u>\$43,800</u>	<u>7.3%</u>	<u>\$556,200</u>	<u>93%</u>	<u>\$2.28</u>
<u>Programme - Traffic Signs & Markings Installation</u>	<u>LTP</u>	<u>North (20%)</u>	<u>North</u>	<u>20%</u>	<u>\$600,000</u>	<u>\$43,800</u>	<u>7.3%</u>	<u>\$556,200</u>	<u>93%</u>	<u>\$4.04</u>

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<u>Project Name</u>	<u>Status</u>	<u>Catchment from Report</u>	<u>Catchment (s)</u>	<u>Allocation to Catchment (s)</u>	<u>Capital Cost (excluding interest & inflation)</u>	<u>Proposed recovery through DCs (excluding interest & inflation)</u>	<u>Proportion of proposed recovery through DCs</u>	<u>Proposed recovery from other sources (excluding interest & inflation)</u>	<u>Proportion of proposed recovery through other sources</u>	<u>DC Charge per HUE (excluding GST)</u>
<u>Programme - Traffic Signs & Markings Installation</u>	<u>LTP</u>	<u>South (20%)</u>	<u>South</u>	<u>20%</u>	<u>\$600,000</u>	<u>\$43,800</u>	<u>7.3%</u>	<u>\$556,200</u>	<u>93%</u>	<u>\$4.11</u>
<u>Programme - Traffic Signs & Markings Installation</u>	<u>LTP</u>	<u>West (20%)</u>	<u>West</u>	<u>20%</u>	<u>\$600,000</u>	<u>\$43,800</u>	<u>7.3%</u>	<u>\$556,200</u>	<u>93%</u>	<u>\$2.89</u>
<u>Te Kaha Surrounding Streets</u>	<u>In Progress</u>	<u>Central (20%)</u>	<u>Central</u>	<u>20%</u>	<u>\$4,694,439</u>	<u>\$253,467</u>	<u>5.4%</u>	<u>\$4,440,972</u>	<u>95%</u>	<u>\$20.36</u>
<u>Te Kaha Surrounding Streets</u>	<u>In Progress</u>	<u>East (20%)</u>	<u>East</u>	<u>20%</u>	<u>\$4,694,439</u>	<u>\$253,467</u>	<u>5.4%</u>	<u>\$4,440,972</u>	<u>95%</u>	<u>\$20.37</u>
<u>Te Kaha Surrounding Streets</u>	<u>In Progress</u>	<u>North (20%)</u>	<u>North</u>	<u>20%</u>	<u>\$4,694,439</u>	<u>\$253,467</u>	<u>5.4%</u>	<u>\$4,440,972</u>	<u>95%</u>	<u>\$40.74</u>
<u>Te Kaha Surrounding Streets</u>	<u>In Progress</u>	<u>South (20%)</u>	<u>South</u>	<u>20%</u>	<u>\$4,694,439</u>	<u>\$253,467</u>	<u>5.4%</u>	<u>\$4,440,972</u>	<u>95%</u>	<u>\$72.31</u>
<u>Te Kaha Surrounding Streets</u>	<u>In Progress</u>	<u>West (20%)</u>	<u>West</u>	<u>20%</u>	<u>\$4,694,439</u>	<u>\$253,467</u>	<u>5.4%</u>	<u>\$4,440,972</u>	<u>95%</u>	<u>\$41.14</u>
<u>Delivery Package - Traffic Signal Cabling Renewal</u>	<u>In Progress</u>	<u>Central (18%)</u>	<u>Central</u>	<u>18%</u>	<u>\$1,570,632</u>	<u>\$118,740</u>	<u>7.6%</u>	<u>\$1,451,892</u>	<u>92%</u>	<u>\$9.98</u>

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Delivery Package - Traffic Signal Cabling Renewal	In Progress	East (31%)	East	31%	\$2,704,978	\$204,496	7.6%	\$2,500,482	92%	\$17.21
Delivery Package - Traffic Signal Cabling Renewal	In Progress	North (15%)	North	15%	\$1,308,860	\$98,950	7.6%	\$1,209,910	92%	\$16.65
Delivery Package - Traffic Signal Cabling Renewal	In Progress	South (19%)	South	19%	\$1,657,889	\$125,336	7.6%	\$1,532,553	92%	\$37.43
Delivery Package - Traffic Signal Cabling Renewal	In Progress	West (17%)	West	17%	\$1,483,375	\$112,143	7.6%	\$1,371,232	92%	\$19.06
Delivery Package - Traffic Signals Renewals	In Progress	Central (20%)	Central	20%	\$4,274,497	\$230,823	5.4%	\$4,043,674	95%	\$70.23
Delivery Package - Traffic Signals Renewals	In Progress	East (20%)	East	20%	\$4,274,497	\$230,823	5.4%	\$4,043,674	95%	\$14.41
Delivery Package - Traffic Signals Renewals	In Progress	North (20%)	North	20%	\$4,274,497	\$230,823	5.4%	\$4,043,674	95%	\$25.63
Delivery Package - Traffic Signals Renewals	In Progress	South (20%)	South	20%	\$4,274,497	\$230,823	5.4%	\$4,043,674	95%	\$25.17
Delivery Package - Traffic Signals Renewals	In Progress	West (20%)	West	20%	\$4,274,497	\$230,823	5.4%	\$4,043,674	95%	\$17.91

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Programme - Traffic Signals Renewals	LTP	Central (20%)	Central	20%	\$1,412,646	\$76,283	5.4%	\$1,336,363	95%	\$60.37
Programme - Traffic Signals Renewals	LTP	East (20%)	East	20%	\$1,412,646	\$76,283	5.4%	\$1,336,363	95%	\$8.27
Programme - Traffic Signals Renewals	LTP	North (20%)	North	20%	\$1,412,646	\$76,283	5.4%	\$1,336,363	95%	\$14.54
Programme - Traffic Signals Renewals	LTP	South (20%)	South	20%	\$1,412,646	\$76,283	5.4%	\$1,336,363	95%	\$13.86
Programme - Traffic Signals Renewals	LTP	West (20%)	West	20%	\$1,412,646	\$76,283	5.4%	\$1,336,363	95%	\$10.00
Traffic Signal Cabinets Safety Improvements	Complete	Central (20%)	Central	20%	\$592,260	\$31,982	5.4%	\$560,278	95%	\$10.54
Traffic Signal Cabinets Safety Improvements	Complete	East (20%)	East	20%	\$592,260	\$31,982	5.4%	\$560,278	95%	\$2.16
Traffic Signal Cabinets Safety Improvements	Complete	North (20%)	North	20%	\$592,260	\$31,982	5.4%	\$560,278	95%	\$3.85
Traffic Signal Cabinets Safety Improvements	Complete	South (20%)	South	20%	\$592,260	\$31,982	5.4%	\$560,278	95%	\$3.78

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<u>Traffic Signal Cabinets Safety Improvements</u>	<u>Complete</u>	<u>West (20%)</u>	<u>West</u>	<u>20%</u>	<u>\$592,260</u>	<u>\$31,982</u>	<u>5.4%</u>	<u>\$560,278</u>	<u>95%</u>	<u>\$2.69</u>
<u>A3 New North-South Corridor Oram Ave</u>	<u>In Progress</u>	<u>East (100%)</u>	<u>East</u>	<u>100%</u>	<u>\$15,916,405</u>	<u>\$1,543,891</u>	<u>9.7%</u>	<u>\$14,372,514</u>	<u>90%</u>	<u>\$84.27</u>
<u>A4 Brighton Mall Upgrade</u>	<u>LTP</u>	<u>East (100%)</u>	<u>East</u>	<u>100%</u>	<u>\$3,879,366</u>	<u>\$376,299</u>	<u>9.7%</u>	<u>\$3,503,067</u>	<u>90%</u>	<u>\$21.02</u>
<u>Cathedral Square Improvements - Northern Side</u>	<u>LTP</u>	<u>Central (20%)</u>	<u>Central</u>	<u>20%</u>	<u>\$1,226,040</u>	<u>\$118,926</u>	<u>9.7%</u>	<u>\$1,107,114</u>	<u>90%</u>	<u>\$28.60</u>
<u>Cathedral Square Improvements - Northern Side</u>	<u>LTP</u>	<u>East (20%)</u>	<u>East</u>	<u>20%</u>	<u>\$1,226,040</u>	<u>\$118,926</u>	<u>9.7%</u>	<u>\$1,107,114</u>	<u>90%</u>	<u>\$6.16</u>
<u>Cathedral Square Improvements - Northern Side</u>	<u>LTP</u>	<u>North (20%)</u>	<u>North</u>	<u>20%</u>	<u>\$1,226,040</u>	<u>\$118,926</u>	<u>9.7%</u>	<u>\$1,107,114</u>	<u>90%</u>	<u>\$10.93</u>
<u>Cathedral Square Improvements - Northern Side</u>	<u>LTP</u>	<u>South (20%)</u>	<u>South</u>	<u>20%</u>	<u>\$1,226,040</u>	<u>\$118,926</u>	<u>9.7%</u>	<u>\$1,107,114</u>	<u>90%</u>	<u>\$11.08</u>

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Cathedral Square Improvements - Northern Side	LTP	West (20%)	West	20%	\$1,226,040	\$118,926	9.7%	\$1,107,114	90%	\$7.80
Cathedral Square Improvements - Worcester Boulevard East & West	In Progress	Central (20%)	Central	20%	\$430,539	\$41,762	9.7%	\$388,777	90%	\$11.68
Cathedral Square Improvements - Worcester Boulevard East & West	In Progress	East (20%)	East	20%	\$430,539	\$41,762	9.7%	\$388,777	90%	\$2.41
Cathedral Square Improvements - Worcester Boulevard East & West	In Progress	North (20%)	North	20%	\$430,539	\$41,762	9.7%	\$388,777	90%	\$4.27
Cathedral Square Improvements - Worcester Boulevard East & West	In Progress	South (20%)	South	20%	\$430,539	\$41,762	9.7%	\$388,777	90%	\$4.23
Cathedral Square Improvements -	In Progress	West (20%)	West	20%	\$430,539	\$41,762	9.7%	\$388,777	90%	\$3.01

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<u>Worcester Boulevard East & West</u>										
<u>Edgware Village Masterplan (A1)</u>	<u>LTP</u>	<u>Central (50%)</u>	<u>Central</u>	<u>50%</u>	<u>\$124,690</u>	<u>\$12,095</u>	<u>9.7%</u>	<u>\$112,595</u>	<u>90%</u>	<u>\$4.66</u>
<u>Edgware Village Masterplan (A1)</u>	<u>LTP</u>	<u>East (50%)</u>	<u>East</u>	<u>50%</u>	<u>\$124,690</u>	<u>\$12,095</u>	<u>9.7%</u>	<u>\$112,595</u>	<u>90%</u>	<u>\$0.96</u>
<u>Ferry Road & Estuary Edge Intersection Improvements (FM3) (Coastal Pathway)</u>	<u>In Progress</u>	<u>East (50%)</u>	<u>East</u>	<u>50%</u>	<u>\$414,861</u>	<u>\$41,486</u>	<u>10%</u>	<u>\$373,375</u>	<u>90%</u>	<u>\$2.63</u>
<u>Ferry Road & Estuary Edge Intersection Improvements (FM3) (Coastal Pathway)</u>	<u>In Progress</u>	<u>South (50%)</u>	<u>South</u>	<u>50%</u>	<u>\$414,861</u>	<u>\$41,486</u>	<u>10%</u>	<u>\$373,375</u>	<u>90%</u>	<u>\$4.60</u>
<u>Ferry Road & Humphreys Drive Crossings Masterplan</u>	<u>Complete</u>	<u>East (50%)</u>	<u>East</u>	<u>50%</u>	<u>\$142,026</u>	<u>\$14,203</u>	<u>10%</u>	<u>\$127,823</u>	<u>90%</u>	<u>\$0.90</u>
<u>Ferry Road & Humphreys Drive Crossings Masterplan</u>	<u>Complete</u>	<u>South (50%)</u>	<u>South</u>	<u>50%</u>	<u>\$142,026</u>	<u>\$14,203</u>	<u>10%</u>	<u>\$127,823</u>	<u>90%</u>	<u>\$1.57</u>

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Ferry Road Masterplan (WL1)	Complete	East (100%)	East	100%	\$4,072,466	\$388,921	9.6%	\$3,683,545	90%	\$27.28
Heathcote Street Pocket Park & Pedestrian Development	Complete	East (100%)	East	100%	\$30,775	\$3,078	10%	\$27,697	90%	\$0.21
London Street Paving - Lyttelton (M4)	Complete	South (100%)	South	100%	\$18,267	\$1,827	10%	\$16,440	90%	\$0.22
Lyttelton Pedestrian Linkages (M3)	Complete	South (100%)	South	100%	\$16,127	\$1,613	10%	\$14,514	90%	\$0.21
Moncks Bay Parking & Bus Stop Enhancements (M7)	Complete	South (100%)	South	100%	\$372,363	\$27,182	7.3%	\$345,181	93%	\$2.95
New Brighton Masterplan Streetscape Enhancements (A2, A4, A5)	Complete	East (100%)	East	100%	\$3,571,101	\$499,954	14%	\$3,071,147	86%	\$55.21
Programme - Main Road Masterplan	LTP	South (100%)	South	100%	\$73,281	\$7,108	9.7%	\$66,173	90%	\$1.04

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School Safety	In Progress	Central (18%)	Central	18%	\$533,729	\$54,547	10.2%	\$479,182	90%	\$4.60
School Safety	In Progress	East (31%)	East	31%	\$919,200	\$93,942	10.2%	\$825,258	90%	\$7.93
School Safety	In Progress	North (15%)	North	15%	\$444,774	\$45,456	10.2%	\$399,318	90%	\$7.68
School Safety	In Progress	South (19%)	South	19%	\$563,380	\$57,577	10.2%	\$505,803	90%	\$17.26
School Safety	In Progress	West (17%)	West	17%	\$504,077	\$51,517	10.2%	\$452,560	90%	\$8.79
School Zone Package Zone A Northwest	Complete	Central (20%)	Central	20%	\$603,379	\$61,665	10.2%	\$541,714	90%	\$5.13
School Zone Package Zone A Northwest	Complete	North (60%)	North	60%	\$1,810,138	\$184,996	10.2%	\$1,625,142	90%	\$30.79
School Zone Package Zone A Northwest	Complete	West (20%)	West	20%	\$603,379	\$61,665	10.2%	\$541,714	90%	\$10.36
School Zone Package Zone B Northeast	Complete	East (80%)	East	80%	\$1,313,455	\$134,235	10.2%	\$1,179,220	90%	\$11.10
School Zone Package Zone B Northeast	Complete	North (20%)	North	20%	\$328,364	\$33,559	10.2%	\$294,805	90%	\$5.55

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School Zone Package Zone C South	Complete	West (100%)	West	100%	\$941,804	\$96,252	10.2%	\$845,552	90%	\$16.27
Selwyn Street Masterplan (S1)	In Progress	South (100%)	South	100%	\$891,710	\$86,496	9.7%	\$805,214	90%	\$8.82
Sumner Village Centre Masterplan (P1.1)	Complete	South (100%)	South	100%	\$3,905,520	\$546,773	14%	\$3,358,747	86%	\$218.55
Transport Choices 2022 - Linwood Village Streetscape Enhancements (S1)	In Progress	East (100%)	East	100%	\$4,394,261	\$401,635	9.1%	\$3,992,626	91%	\$24.21
Aidanfield Drive Underpass	Complete	West (100%)	West	100%	\$4,385,309	\$1,824,727	41.6%	\$2,560,582	58%	\$210.68
Awatea & Carrs Intersection Improvement	Complete	West (100%)	West	100%	\$588,480	\$104,436	17.7%	\$484,044	82%	\$5.14
Awatea Route Upgrade	Complete	West (100%)	West	100%	\$1,881,393	\$409,559	21.8%	\$1,471,834	78%	\$45.72
Belfast Road Improvement	Complete	North (100%)	North	100%	\$484,691	\$416,834	86%	\$67,857	14%	\$76.61

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Brougham Street - Complementary Projects	LTP	South (100%)	South	100%	\$20,338	\$2,079	10.2%	\$18,259	90%	\$0.66
Cashmere, Hoon Hay & Worsleys Intersection Improvements	Complete	South (50%)	South	50%	\$1,283,941	\$72,671	5.7%	\$1,211,270	94%	\$4.42
Cashmere, Hoon Hay & Worsleys Intersection Improvements	Complete	West (50%)	West	50%	\$1,283,941	\$72,671	5.7%	\$1,211,270	94%	\$3.48
Cathedral Square & Colombo (Gloucester - Armagh) New Court Theatre Side	In Progress	Central (20%)	Central	20%	\$3,440,677	\$251,169	7.3%	\$3,189,508	93%	\$62.69
Cathedral Square & Colombo (Gloucester - Armagh) New Court Theatre Side	In Progress	East (20%)	East	20%	\$3,440,677	\$251,169	7.3%	\$3,189,508	93%	\$13.25
Cathedral Square & Colombo (Gloucester - Armagh) New Court Theatre Side	In Progress	North (20%)	North	20%	\$3,440,677	\$251,169	7.3%	\$3,189,508	93%	\$23.51

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Cathedral Square & Colombo (Gloucester - Armagh) New Court Theatre Side	In Progress	South (20%)	South	20%	\$3,440,677	\$251,169	7.3%	\$3,189,508	93%	\$23.80
Cathedral Square & Colombo (Gloucester - Armagh) New Court Theatre Side	In Progress	West (20%)	West	20%	\$3,440,677	\$251,169	7.3%	\$3,189,508	93%	\$16.76
Central City - Cashel Street (High St to Manchester St) - CMUA Support	Complete	Central (20%)	Central	20%	\$101,869	\$10,187	10%	\$91,682	90%	\$3.20
Central City - Cashel Street (High St to Manchester St) - CMUA Support	Complete	East (20%)	East	20%	\$101,869	\$10,187	10%	\$91,682	90%	\$0.66
Central City - Cashel Street (High St to Manchester St) - CMUA Support	Complete	North (20%)	North	20%	\$101,869	\$10,187	10%	\$91,682	90%	\$1.17

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Central City - Cashel Street (High St to Manchester St) - CMUA Support	Complete	South (20%)	South	20%	\$101,869	\$10,187	10%	\$91,682	90%	\$1.15
Central City - Cashel Street (High St to Manchester St) - CMUA Support	Complete	West (20%)	West	20%	\$101,869	\$10,187	10%	\$91,682	90%	\$0.82
Central City Projects - Barbadoes Street (Hereford to Tuam) (CMUA East)	Complete	Central (100%)	Central	100%	\$127,098	\$12,710	10%	\$114,388	90%	\$1.20
Christchurch Northern Corridor Downstream Effects Delivery Package	In Progress	Central (30%)	Central	30%	\$4,751,511	\$346,860	7.3%	\$4,404,651	93%	\$9.74
Christchurch Northern Corridor Downstream Effects Delivery Package	In Progress	East (30%)	East	30%	\$4,751,511	\$346,860	7.3%	\$4,404,651	93%	\$16.19
Christchurch Northern Corridor Downstream Effects Delivery Package	In Progress	North (40%)	North	40%	\$6,335,348	\$462,480	7.3%	\$5,872,868	93%	\$36.16

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<u>Project Name</u>	<u>Status</u>	<u>Catchment from Report</u>	<u>Catchment (s)</u>	<u>Allocation to Catchment (s)</u>	<u>Capital Cost (excluding interest & inflation)</u>	<u>Proposed recovery through DCs (excluding interest & inflation)</u>	<u>Proportion of proposed recovery through DCs</u>	<u>Proposed recovery from other sources (excluding interest & inflation)</u>	<u>Proportion of proposed recovery through other sources</u>	<u>DC Charge per HUE (excluding GST)</u>
<u>Church Bay Road Improvements (Marine Drive)</u>	<u>Complete</u>	<u>Banks Peninsula (100%)</u>	<u>Banks Peninsula</u>	<u>100%</u>	<u>\$314,162</u>	<u>\$38,265</u>	<u>12.2%</u>	<u>\$275,897</u>	<u>88%</u>	<u>\$115.89</u>
<u>Cranford Street New Signalised Intersection</u>	<u>LTP</u>	<u>Central (100%)</u>	<u>Central</u>	<u>100%</u>	<u>\$3,060,878</u>	<u>\$2,010,997</u>	<u>65.7%</u>	<u>\$1,049,881</u>	<u>34%</u>	<u>\$38.50</u>
<u>Delivery Package - New Retaining Walls</u>	<u>In Progress</u>	<u>Banks Peninsula (10%)</u>	<u>Banks Peninsula</u>	<u>10%</u>	<u>\$710,490</u>	<u>\$61,813</u>	<u>8.7%</u>	<u>\$648,677</u>	<u>91%</u>	<u>\$79.14</u>
<u>Delivery Package - New Retaining Walls</u>	<u>In Progress</u>	<u>South (50%)</u>	<u>South</u>	<u>50%</u>	<u>\$3,552,449</u>	<u>\$309,063</u>	<u>8.7%</u>	<u>\$3,243,386</u>	<u>91%</u>	<u>\$35.34</u>
<u>Delivery Package - New Retaining Walls</u>	<u>In Progress</u>	<u>West (40%)</u>	<u>West</u>	<u>40%</u>	<u>\$2,841,959</u>	<u>\$247,250</u>	<u>8.7%</u>	<u>\$2,594,709</u>	<u>91%</u>	<u>\$20.11</u>
<u>Delivery Package - Transport Corridor Optimisation Works</u>	<u>In Progress</u>	<u>Central (18%)</u>	<u>Central</u>	<u>18%</u>	<u>\$81,208</u>	<u>\$8,299</u>	<u>10.2%</u>	<u>\$72,909</u>	<u>90%</u>	<u>\$0.77</u>
<u>Delivery Package - Transport Corridor Optimisation Works</u>	<u>In Progress</u>	<u>East (31%)</u>	<u>East</u>	<u>31%</u>	<u>\$139,858</u>	<u>\$14,293</u>	<u>10.2%</u>	<u>\$125,565</u>	<u>90%</u>	<u>\$1.33</u>

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<u>Delivery Package - Transport Corridor Optimisation Works</u>	<u>In Progress</u>	<u>North (15%)</u>	<u>North</u>	<u>15%</u>	<u>\$67,673</u>	<u>\$6,916</u>	<u>10.2%</u>	<u>\$60,757</u>	<u>90%</u>	<u>\$1.28</u>
<u>Delivery Package - Transport Corridor Optimisation Works</u>	<u>In Progress</u>	<u>South (19%)</u>	<u>South</u>	<u>19%</u>	<u>\$85,719</u>	<u>\$8,761</u>	<u>10.2%</u>	<u>\$76,958</u>	<u>90%</u>	<u>\$2.89</u>
<u>Delivery Package - Transport Corridor Optimisation Works</u>	<u>In Progress</u>	<u>West (17%)</u>	<u>West</u>	<u>17%</u>	<u>\$76,696</u>	<u>\$7,838</u>	<u>10.2%</u>	<u>\$68,858</u>	<u>90%</u>	<u>\$1.47</u>
<u>Diamond Harbour Village Improvements</u>	<u>LTP</u>	<u>Banks Peninsula (100%)</u>	<u>Banks Peninsula</u>	<u>100%</u>	<u>\$570,134</u>	<u>\$41,620</u>	<u>7.3%</u>	<u>\$528,514</u>	<u>93%</u>	<u>\$44.54</u>
<u>Downstream of Christchurch Northern Corridor (Project 1)</u>	<u>Complete</u>	<u>Central (30%)</u>	<u>Central</u>	<u>30%</u>	<u>\$3,358,003</u>	<u>\$174,952</u>	<u>5.2%</u>	<u>\$3,183,051</u>	<u>95%</u>	<u>\$63.30</u>
<u>Downstream of Christchurch Northern Corridor (Project 1)</u>	<u>Complete</u>	<u>East (30%)</u>	<u>East</u>	<u>30%</u>	<u>\$3,358,003</u>	<u>\$174,952</u>	<u>5.2%</u>	<u>\$3,183,051</u>	<u>95%</u>	<u>\$12.34</u>

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<u>Downstream of Christchurch Northern Corridor (Project 1)</u>	<u>Complete</u>	<u>North (40%)</u>	<u>North</u>	<u>40%</u>	<u>\$4,477,337</u>	<u>\$233,269</u>	<u>5.2%</u>	<u>\$4,244,068</u>	<u>95%</u>	<u>\$29.14</u>
<u>Downstream of Christchurch Northern Corridor (Project 2)</u>	<u>Complete</u>	<u>Central (30%)</u>	<u>Central</u>	<u>30%</u>	<u>\$3,623,428</u>	<u>\$155,807</u>	<u>4.3%</u>	<u>\$3,467,621</u>	<u>96%</u>	<u>\$55.42</u>
<u>Downstream of Christchurch Northern Corridor (Project 2)</u>	<u>Complete</u>	<u>East (30%)</u>	<u>East</u>	<u>30%</u>	<u>\$3,623,428</u>	<u>\$155,807</u>	<u>4.3%</u>	<u>\$3,467,621</u>	<u>96%</u>	<u>\$10.81</u>
<u>Downstream of Christchurch Northern Corridor (Project 2)</u>	<u>Complete</u>	<u>North (40%)</u>	<u>North</u>	<u>40%</u>	<u>\$4,831,237</u>	<u>\$207,743</u>	<u>4.3%</u>	<u>\$4,623,494</u>	<u>96%</u>	<u>\$25.51</u>
<u>Ferry & Moorhouse Road Widening (Aldwins to Fitzgerald)</u>	<u>In Progress</u>	<u>East (100%)</u>	<u>East</u>	<u>100%</u>	<u>\$336,350</u>	<u>\$24,554</u>	<u>7.3%</u>	<u>\$311,796</u>	<u>93%</u>	<u>\$1.33</u>
<u>Inner Harbour Road Improvement (Lyttelton to Diamond Harbour)</u>	<u>In Progress</u>	<u>Banks Peninsula (50%)</u>	<u>Banks Peninsula</u>	<u>50%</u>	<u>\$1,958,438</u>	<u>\$195,844</u>	<u>10%</u>	<u>\$1,762,594</u>	<u>90%</u>	<u>\$324.82</u>

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<u>Inner Harbour Road Improvement (Lyttelton to Diamond Harbour)</u>	<u>In Progress</u>	<u>South (50%)</u>	<u>South</u>	<u>50%</u>	<u>\$1,958,438</u>	<u>\$195,844</u>	<u>10%</u>	<u>\$1,762,594</u>	<u>90%</u>	<u>\$29.01</u>
<u>Intersection Improvement: Blakes / Radcliffe</u>	<u>Complete</u>	<u>North (100%)</u>	<u>North</u>	<u>100%</u>	<u>\$334,528</u>	<u>\$110,909</u>	<u>33.2%</u>	<u>\$223,619</u>	<u>67%</u>	<u>\$11.68</u>
<u>Intersection Improvement: Burwood / Mairehau</u>	<u>In Progress</u>	<u>East (100%)</u>	<u>East</u>	<u>100%</u>	<u>\$2,680,903</u>	<u>\$158,458</u>	<u>5.9%</u>	<u>\$2,522,445</u>	<u>94%</u>	<u>\$6.37</u>
<u>Intersection Improvement: Mairehau / Marshland</u>	<u>Complete</u>	<u>East (100%)</u>	<u>East</u>	<u>100%</u>	<u>\$2,517,855</u>	<u>\$486,116</u>	<u>19.3%</u>	<u>\$2,031,739</u>	<u>81%</u>	<u>\$34.84</u>
<u>Intersection Improvement: Marshland / Prestons</u>	<u>Complete</u>	<u>East (50%)</u>	<u>East</u>	<u>50%</u>	<u>\$1,871,449</u>	<u>\$314,769</u>	<u>16.8%</u>	<u>\$1,556,680</u>	<u>83%</u>	<u>\$24.06</u>
<u>Intersection Improvement: Marshland / Prestons</u>	<u>Complete</u>	<u>North (50%)</u>	<u>North</u>	<u>50%</u>	<u>\$1,871,449</u>	<u>\$314,769</u>	<u>16.8%</u>	<u>\$1,556,680</u>	<u>83%</u>	<u>\$43.11</u>

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<u>Intersection Improvements: Augustine/ Halswell</u>	<u>Complete</u>	<u>West (100%)</u>	<u>West</u>	<u>100%</u>	<u>\$3,342,957</u>	<u>\$868,384</u>	<u>26%</u>	<u>\$2,474,573</u>	<u>74%</u>	<u>\$48.31</u>
<u>Intersection Improvements: Curries/ Tanner</u>	<u>In Progress</u>	<u>East (100%)</u>	<u>East</u>	<u>100%</u>	<u>\$76,309</u>	<u>\$7,631</u>	<u>10%</u>	<u>\$68,678</u>	<u>90%</u>	<u>\$0.53</u>
<u>Mairehau Road Corridor Improvement (Burwood to Marshland)</u>	<u>In Progress</u>	<u>East (100%)</u>	<u>East</u>	<u>100%</u>	<u>\$1,874,135</u>	<u>\$1,686,722</u>	<u>90%</u>	<u>\$187,413</u>	<u>10%</u>	<u>\$50.63</u>
<u>McLeans Island Road Corridor Improvement</u>	<u>In Progress</u>	<u>North (100%)</u>	<u>North</u>	<u>100%</u>	<u>\$3,175,165</u>	<u>\$2,857,648</u>	<u>90%</u>	<u>\$317,517</u>	<u>10%</u>	<u>\$239.61</u>
<u>Moorhouse & Stewart Intersection Improvements</u>	<u>LTP</u>	<u>Central (100%)</u>	<u>Central</u>	<u>100%</u>	<u>\$6,815</u>	<u>\$497</u>	<u>7.3%</u>	<u>\$6,318</u>	<u>93%</u>	<u>\$0.15</u>
<u>Network Management Improvements: Prestons</u>	<u>Complete</u>	<u>East (50%)</u>	<u>East</u>	<u>50%</u>	<u>\$185,939</u>	<u>\$52,608</u>	<u>28.3%</u>	<u>\$133,331</u>	<u>72%</u>	<u>\$3.48</u>
<u>Network Management Improvements: Prestons</u>	<u>Complete</u>	<u>North (50%)</u>	<u>North</u>	<u>50%</u>	<u>\$185,939</u>	<u>\$52,608</u>	<u>28.3%</u>	<u>\$133,331</u>	<u>72%</u>	<u>\$6.85</u>

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<u>Network Management Improvements: Waterloo Park</u>	<u>Complete</u>	<u>North (30%)</u>	<u>North</u>	<u>30%</u>	<u>\$260,596</u>	<u>\$92,866</u>	<u>35.6%</u>	<u>\$167,730</u>	<u>64%</u>	<u>\$10.92</u>
<u>Network Management Improvements: Waterloo Park</u>	<u>Complete</u>	<u>West (70%)</u>	<u>West</u>	<u>70%</u>	<u>\$608,056</u>	<u>\$216,687</u>	<u>35.6%</u>	<u>\$391,369</u>	<u>64%</u>	<u>\$23.47</u>
<u>Northcote Road Corridor Improvement</u>	<u>Complete</u>	<u>North (100%)</u>	<u>North</u>	<u>100%</u>	<u>\$195,863</u>	<u>\$6,399</u>	<u>3.3%</u>	<u>\$189,464</u>	<u>97%</u>	<u>\$0.83</u>
<u>Northern Arterial Extension (Cranford - QEII)</u>	<u>Complete</u>	<u>Central (30%)</u>	<u>Central</u>	<u>30%</u>	<u>\$762,201</u>	<u>\$76,220</u>	<u>10%</u>	<u>\$685,981</u>	<u>90%</u>	<u>\$3.52</u>
<u>Northern Arterial Extension (Cranford - QEII)</u>	<u>Complete</u>	<u>East (30%)</u>	<u>East</u>	<u>30%</u>	<u>\$762,201</u>	<u>\$76,220</u>	<u>10%</u>	<u>\$685,981</u>	<u>90%</u>	<u>\$5.70</u>
<u>Northern Arterial Extension (Cranford - QEII)</u>	<u>Complete</u>	<u>North (40%)</u>	<u>North</u>	<u>40%</u>	<u>\$1,016,268</u>	<u>\$101,627</u>	<u>10%</u>	<u>\$914,641</u>	<u>90%</u>	<u>\$13.60</u>
<u>Northern Arterial Extension including Cranford Street Upgrade</u>	<u>Complete</u>	<u>Central (30%)</u>	<u>Central</u>	<u>30%</u>	<u>\$14,899,526</u>	<u>\$956,550</u>	<u>6.4%</u>	<u>\$13,942,976</u>	<u>94%</u>	<u>\$24.09</u>

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Northern Arterial Extension including Cranford Street Upgrade	Complete	East (30%)	East	30%	\$14,899,526	\$956,550	6.4%	\$13,942,976	94%	\$36.50
Northern Arterial Extension including Cranford Street Upgrade	Complete	North (40%)	North	40%	\$19,866,035	\$1,275,399	6.4%	\$18,590,636	94%	\$130.38
Pound & Ryans Intersection Safety Improvement	Complete	North (50%)	North	50%	\$82,134	\$5,996	7.3%	\$76,138	93%	\$0.51
Pound & Ryans Intersection Safety Improvement	Complete	West (50%)	West	50%	\$82,134	\$5,996	7.3%	\$76,138	93%	\$0.27
Pound & Ryans Road Corridor Improvements	In Progress	North (50%)	North	50%	\$3,927,754	\$286,726	7.3%	\$3,641,028	93%	\$27.17
Pound & Ryans Road Corridor Improvements	In Progress	West (50%)	West	50%	\$3,927,754	\$286,726	7.3%	\$3,641,028	93%	\$19.34
Programme - Intersection Upgrade (Brougham & Moorhouse Area)	LTP	Central (30%)	Central	30%	\$113,203	\$8,264	7.3%	\$104,939	93%	\$3.11

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<u>Programme - Intersection Upgrade (Brougham & Moorhouse Area)</u>	<u>LTP</u>	<u>East (30%)</u>	<u>East</u>	<u>30%</u>	<u>\$113,203</u>	<u>\$8,264</u>	<u>7.3%</u>	<u>\$104,939</u>	<u>93%</u>	<u>\$0.57</u>
<u>Programme - Intersection Upgrade (Brougham & Moorhouse Area)</u>	<u>LTP</u>	<u>South (40%)</u>	<u>South</u>	<u>40%</u>	<u>\$150,938</u>	<u>\$11,018</u>	<u>7.3%</u>	<u>\$139,920</u>	<u>93%</u>	<u>\$1.32</u>
<u>Programme - Northern Corridor Improvements</u>	<u>LTP</u>	<u>Central (30%)</u>	<u>Central</u>	<u>30%</u>	<u>\$725,214</u>	<u>\$52,941</u>	<u>7.3%</u>	<u>\$672,273</u>	<u>93%</u>	<u>\$1.02</u>
<u>Programme - Northern Corridor Improvements</u>	<u>LTP</u>	<u>East (30%)</u>	<u>East</u>	<u>30%</u>	<u>\$725,214</u>	<u>\$52,941</u>	<u>7.3%</u>	<u>\$672,273</u>	<u>93%</u>	<u>\$1.53</u>
<u>Programme - Northern Corridor Improvements</u>	<u>LTP</u>	<u>North (40%)</u>	<u>North</u>	<u>40%</u>	<u>\$966,952</u>	<u>\$70,587</u>	<u>7.3%</u>	<u>\$896,365</u>	<u>93%</u>	<u>\$5.37</u>
<u>Programme - Subdivisions Infrastructure</u>	<u>LTP</u>	<u>East (15%)</u>	<u>East</u>	<u>15%</u>	<u>\$2,209,313</u>	<u>\$1,900,009</u>	<u>86%</u>	<u>\$309,304</u>	<u>14%</u>	<u>\$136.42</u>
<u>Programme - Subdivisions Infrastructure</u>	<u>LTP</u>	<u>North (40%)</u>	<u>North</u>	<u>40%</u>	<u>\$5,891,502</u>	<u>\$5,066,692</u>	<u>86%</u>	<u>\$824,810</u>	<u>14%</u>	<u>\$726.60</u>

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<u>Programme - Subdivisions Infrastructure</u>	<u>LTP</u>	<u>South (10%)</u>	<u>South</u>	<u>10%</u>	<u>\$1,472,876</u>	<u>\$1,266,673</u>	<u>86%</u>	<u>\$206,203</u>	<u>14%</u>	<u>\$325.46</u>
<u>Programme - Subdivisions Infrastructure</u>	<u>LTP</u>	<u>West (35%)</u>	<u>West</u>	<u>35%</u>	<u>\$5,155,064</u>	<u>\$4,433,355</u>	<u>86%</u>	<u>\$721,709</u>	<u>14%</u>	<u>\$641.89</u>
<u>Programme - Transport Corridor Optimisation Works</u>	<u>In Progress</u>	<u>Central (20%)</u>	<u>Central</u>	<u>20%</u>	<u>\$45,648</u>	<u>\$3,332</u>	<u>7.3%</u>	<u>\$42,316</u>	<u>93%</u>	<u>\$0.10</u>
<u>Programme - Transport Corridor Optimisation Works</u>	<u>In Progress</u>	<u>East (20%)</u>	<u>East</u>	<u>20%</u>	<u>\$45,648</u>	<u>\$3,332</u>	<u>7.3%</u>	<u>\$42,316</u>	<u>93%</u>	<u>\$0.15</u>
<u>Programme - Transport Corridor Optimisation Works</u>	<u>In Progress</u>	<u>North (20%)</u>	<u>North</u>	<u>20%</u>	<u>\$45,648</u>	<u>\$3,332</u>	<u>7.3%</u>	<u>\$42,316</u>	<u>93%</u>	<u>\$0.42</u>
<u>Programme - Transport Corridor Optimisation Works</u>	<u>In Progress</u>	<u>South (20%)</u>	<u>South</u>	<u>20%</u>	<u>\$45,648</u>	<u>\$3,332</u>	<u>7.3%</u>	<u>\$42,316</u>	<u>93%</u>	<u>\$0.27</u>

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Programme - Transport Corridor Optimisation Works	In Progress	West (20%)	West	20%	\$45,648	\$3,332	7.3%	\$42,316	93%	\$0.21
Puharakekenui Ki Tai - Lower Styx & Marshland Intersection Improvement	Complete	East (30%)	East	30%	\$1,294,468	\$97,405	7.5%	\$1,197,063	92%	\$5.22
Puharakekenui Ki Tai - Lower Styx & Marshland Intersection Improvement	Complete	North (70%)	North	70%	\$3,020,426	\$227,279	7.5%	\$2,793,147	92%	\$22.03
Quaifes Road Corridor Improvement	In Progress	West (100%)	West	100%	\$1,762,817	\$1,586,535	90%	\$176,282	10%	\$67.88
Radcliffe Road Corridor Improvement	In Progress	North (100%)	North	100%	\$2,435,767	\$1,600,299	65.7%	\$835,468	34%	\$157.65
Radcliffe Road Railway Crossing	In Progress	North (100%)	North	100%	\$92,287	\$69,049	74.8%	\$23,238	25%	\$12.57
Roydvale, Wairakei & Wooldridge Intersection Improvement	Complete	North (100%)	North	100%	\$13,857	\$1,702	12.3%	\$12,155	88%	\$0.23

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Shands Road Improvements	Complete	West (100%)	West	100%	\$1,708,976	\$1,538,078	90%	\$170,898	10%	\$69.74
Sparks Road Improvements	In Progress	West (100%)	West	100%	\$574,034	\$516,631	90%	\$57,403	10%	\$24.29
Wigram & Hayton Intersection Improvement	In Progress	West (100%)	West	100%	\$3,067,190	\$2,655,573	86.6%	\$411,617	13%	\$110.84
Wigram Magdala Link	Complete	West (100%)	West	100%	\$31,083,221	\$5,649,182	18.2%	\$25,434,039	82%	\$657.93
Wigram Road Extension: Halswell Junction to Marshs	In Progress	West (100%)	West	100%	\$3,327,579	\$1,185,817	35.6%	\$2,141,762	64%	\$137.14
Wigram Road Realignment	In Progress	West (100%)	West	100%	\$854,183	\$768,765	90%	\$85,418	10%	\$54.89
Wigram Road Upgrade	Complete	West (100%)	West	100%	\$1,608,815	\$418,522	26%	\$1,190,293	74%	\$47.25
Worsley Road Corridor Improvement (Dalweny to Holmcroft)	Complete	South (100%)	South	100%	\$667,762	\$98,755	14.8%	\$569,007	85%	\$6.61
Programme - New Footpaths	LTP	Community Wide (100%)	District Wide	100%	\$17,325,000	\$14,899,500	86%	\$2,425,500	14%	\$329.96

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<u>Copy of Transport Infrastructure for Subdivisions - FY 2022-2034</u>	<u>In Progress</u>	<u>East (15%)</u>	<u>East</u>	<u>15%</u>	<u>\$869,415</u>	<u>\$309,825</u>	<u>35.6%</u>	<u>\$559,590</u>	<u>64%</u>	<u>\$9.28</u>
<u>Copy of Transport Infrastructure for Subdivisions - FY 2022-2034</u>	<u>In Progress</u>	<u>North (40%)</u>	<u>North</u>	<u>40%</u>	<u>\$2,318,441</u>	<u>\$826,200</u>	<u>35.6%</u>	<u>\$1,492,241</u>	<u>64%</u>	<u>\$65.55</u>
<u>Copy of Transport Infrastructure for Subdivisions - FY 2022-2034</u>	<u>In Progress</u>	<u>South (10%)</u>	<u>South</u>	<u>10%</u>	<u>\$579,610</u>	<u>\$206,550</u>	<u>35.6%</u>	<u>\$373,060</u>	<u>64%</u>	<u>\$11.08</u>
<u>Copy of Transport Infrastructure for Subdivisions - FY 2022-2034</u>	<u>In Progress</u>	<u>West (35%)</u>	<u>West</u>	<u>35%</u>	<u>\$2,028,636</u>	<u>\$722,925</u>	<u>35.6%</u>	<u>\$1,305,711</u>	<u>64%</u>	<u>\$30.48</u>
<u>Culvert Improvement: Blakes Road</u>	<u>Complete</u>	<u>North (100%)</u>	<u>North</u>	<u>100%</u>	<u>\$589,021</u>	<u>\$209,904</u>	<u>35.6%</u>	<u>\$379,117</u>	<u>64%</u>	<u>\$20.87</u>
<u>Delivery Package - Advanced Direction Signage Renewals</u>	<u>In Progress</u>	<u>Banks Peninsula (25%)</u>	<u>Banks Peninsula</u>	<u>25%</u>	<u>\$103,960</u>	<u>\$12,662</u>	<u>12.2%</u>	<u>\$91,298</u>	<u>88%</u>	<u>\$33.73</u>

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<u>Delivery Package - Advanced Direction Signage Renewals</u>	<u>In Progress</u>	<u>Central (50%)</u>	<u>Central</u>	<u>50%</u>	<u>\$207,920</u>	<u>\$25,325</u>	<u>12.2%</u>	<u>\$182,595</u>	<u>88%</u>	<u>\$2.47</u>
<u>Delivery Package - Advanced Direction Signage Renewals</u>	<u>In Progress</u>	<u>South (25%)</u>	<u>South</u>	<u>25%</u>	<u>\$103,960</u>	<u>\$12,662</u>	<u>12.2%</u>	<u>\$91,298</u>	<u>88%</u>	<u>\$4.37</u>
<u>Oxford Terrace Bollards at Hereford Street</u>	<u>Complete</u>	<u>Central (100%)</u>	<u>Central</u>	<u>100%</u>	<u>\$1,050,918</u>	<u>\$105,092</u>	<u>10%</u>	<u>\$945,826</u>	<u>90%</u>	<u>\$34.08</u>
<u>Richmond Hill Road New Footpath</u>	<u>Complete</u>	<u>South (100%)</u>	<u>South</u>	<u>100%</u>	<u>\$584,687</u>	<u>\$367,066</u>	<u>62.8%</u>	<u>\$217,621</u>	<u>37%</u>	<u>\$132.70</u>
<u>Transport Infrastructure for Subdivisions - FY 2001-2021</u>	<u>In Progress</u>	<u>East (15%)</u>	<u>East</u>	<u>15%</u>	<u>\$6,356,577</u>	<u>\$2,265,232</u>	<u>35.6%</u>	<u>\$4,091,345</u>	<u>64%</u>	<u>\$93.07</u>
<u>Transport Infrastructure for Subdivisions - FY 2001-2021</u>	<u>In Progress</u>	<u>North (40%)</u>	<u>North</u>	<u>40%</u>	<u>\$16,950,871</u>	<u>\$6,040,618</u>	<u>35.6%</u>	<u>\$10,910,253</u>	<u>64%</u>	<u>\$665.71</u>
<u>Transport Infrastructure for Subdivisions - FY 2001-2021</u>	<u>In Progress</u>	<u>South (10%)</u>	<u>South</u>	<u>10%</u>	<u>\$4,237,718</u>	<u>\$1,510,154</u>	<u>35.6%</u>	<u>\$2,727,564</u>	<u>64%</u>	<u>\$110.05</u>

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<u>Transport Infrastructure for Subdivisions - FY 2001-2021</u>	<u>In Progress</u>	<u>West (35%)</u>	<u>West</u>	<u>35%</u>	<u>\$14,832,012</u>	<u>\$5,285,541</u>	<u>35.6%</u>	<u>\$9,546,471</u>	<u>64%</u>	<u>\$303.00</u>
<u>Belfast & Marshland Intersection Safety Improvement</u>	<u>In Progress</u>	<u>North (100%)</u>	<u>North</u>	<u>100%</u>	<u>\$332,567</u>	<u>\$24,277</u>	<u>7.3%</u>	<u>\$308,290</u>	<u>93%</u>	<u>\$2.44</u>
<u>Crime Camera Installation</u>	<u>In Progress</u>	<u>Central (20%)</u>	<u>Central</u>	<u>20%</u>	<u>\$164,588</u>	<u>\$16,459</u>	<u>10%</u>	<u>\$148,129</u>	<u>90%</u>	<u>\$5.15</u>
<u>Crime Camera Installation</u>	<u>In Progress</u>	<u>East (20%)</u>	<u>East</u>	<u>20%</u>	<u>\$164,588</u>	<u>\$16,459</u>	<u>10%</u>	<u>\$148,129</u>	<u>90%</u>	<u>\$1.06</u>
<u>Crime Camera Installation</u>	<u>In Progress</u>	<u>North (20%)</u>	<u>North</u>	<u>20%</u>	<u>\$164,588</u>	<u>\$16,459</u>	<u>10%</u>	<u>\$148,129</u>	<u>90%</u>	<u>\$1.88</u>
<u>Crime Camera Installation</u>	<u>In Progress</u>	<u>South (20%)</u>	<u>South</u>	<u>20%</u>	<u>\$164,588</u>	<u>\$16,459</u>	<u>10%</u>	<u>\$148,129</u>	<u>90%</u>	<u>\$1.84</u>
<u>Crime Camera Installation</u>	<u>In Progress</u>	<u>West (20%)</u>	<u>West</u>	<u>20%</u>	<u>\$164,588</u>	<u>\$16,459</u>	<u>10%</u>	<u>\$148,129</u>	<u>90%</u>	<u>\$1.31</u>
<u>Delivery Package - Minor Road Safety Improvements</u>	<u>In Progress</u>	<u>Central (18%)</u>	<u>Central</u>	<u>18%</u>	<u>\$4,302,518</u>	<u>\$439,717</u>	<u>10.2%</u>	<u>\$3,862,801</u>	<u>90%</u>	<u>\$38.56</u>

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<u>Delivery Package - Minor Road Safety Improvements</u>	<u>In Progress</u>	<u>East (31%)</u>	<u>East</u>	<u>31%</u>	<u>\$7,409,892</u>	<u>\$757,291</u>	<u>10.2%</u>	<u>\$6,652,601</u>	<u>90%</u>	<u>\$66.46</u>
<u>Delivery Package - Minor Road Safety Improvements</u>	<u>In Progress</u>	<u>North (15%)</u>	<u>North</u>	<u>15%</u>	<u>\$3,585,432</u>	<u>\$366,431</u>	<u>10.2%</u>	<u>\$3,219,001</u>	<u>90%</u>	<u>\$64.31</u>
<u>Delivery Package - Minor Road Safety Improvements</u>	<u>In Progress</u>	<u>South (19%)</u>	<u>South</u>	<u>19%</u>	<u>\$4,541,547</u>	<u>\$464,146</u>	<u>10.2%</u>	<u>\$4,077,401</u>	<u>90%</u>	<u>\$144.57</u>
<u>Delivery Package - Minor Road Safety Improvements</u>	<u>In Progress</u>	<u>West (17%)</u>	<u>West</u>	<u>17%</u>	<u>\$4,063,489</u>	<u>\$415,289</u>	<u>10.2%</u>	<u>\$3,648,200</u>	<u>90%</u>	<u>\$73.59</u>
<u>Delivery Package - Minor Safety Interventions</u>	<u>In Progress</u>	<u>Central (18%)</u>	<u>Central</u>	<u>18%</u>	<u>\$700,278</u>	<u>\$71,568</u>	<u>10.2%</u>	<u>\$628,710</u>	<u>90%</u>	<u>\$5.57</u>
<u>Delivery Package - Minor Safety Interventions</u>	<u>In Progress</u>	<u>East (31%)</u>	<u>East</u>	<u>31%</u>	<u>\$1,206,035</u>	<u>\$123,257</u>	<u>10.2%</u>	<u>\$1,082,778</u>	<u>90%</u>	<u>\$9.60</u>
<u>Delivery Package - Minor Safety Interventions</u>	<u>In Progress</u>	<u>North (15%)</u>	<u>North</u>	<u>15%</u>	<u>\$583,565</u>	<u>\$59,640</u>	<u>10.2%</u>	<u>\$523,925</u>	<u>90%</u>	<u>\$9.29</u>

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<u>Delivery Package - Minor Safety Interventions</u>	<u>In Progress</u>	<u>South (19%)</u>	<u>South</u>	<u>19%</u>	<u>\$739,182</u>	<u>\$75,544</u>	<u>10.2%</u>	<u>\$663,638</u>	<u>90%</u>	<u>\$20.88</u>
<u>Delivery Package - Minor Safety Interventions</u>	<u>In Progress</u>	<u>West (17%)</u>	<u>West</u>	<u>17%</u>	<u>\$661,374</u>	<u>\$67,592</u>	<u>10.2%</u>	<u>\$593,782</u>	<u>90%</u>	<u>\$10.63</u>
<u>Dyers Pass Corridor Guardrails Installation</u>	<u>Complete</u>	<u>South (100%)</u>	<u>South</u>	<u>100%</u>	<u>\$9,999,448</u>	<u>\$627,965</u>	<u>6.3%</u>	<u>\$9,371,483</u>	<u>94%</u>	<u>\$72.26</u>
<u>Dyers Pass Road Pedestrian & Cycle Safety Improvements</u>	<u>Complete</u>	<u>South (100%)</u>	<u>South</u>	<u>100%</u>	<u>\$2,954,467</u>	<u>\$140,042</u>	<u>4.7%</u>	<u>\$2,814,425</u>	<u>95%</u>	<u>\$16.52</u>
<u>Evans Pass Road & Reserve Terrace Remedial Works</u>	<u>In Progress</u>	<u>South (100%)</u>	<u>South</u>	<u>100%</u>	<u>\$3,266,779</u>	<u>\$310,344</u>	<u>9.5%</u>	<u>\$2,956,435</u>	<u>91%</u>	<u>\$34.88</u>
<u>Gardiners Road Shared Path - Wilkinsons to Styx Mill</u>	<u>In Progress</u>	<u>North (100%)</u>	<u>North</u>	<u>100%</u>	<u>\$514,200</u>	<u>\$322,815</u>	<u>62.8%</u>	<u>\$191,385</u>	<u>37%</u>	<u>\$53.40</u>
<u>Gasson, Madras & Moorhouse Intersection Improvement</u>	<u>Complete</u>	<u>Central (33%)</u>	<u>Central</u>	<u>33%</u>	<u>\$303,757</u>	<u>\$18,711</u>	<u>6.2%</u>	<u>\$285,046</u>	<u>94%</u>	<u>\$6.60</u>

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<u>Gasson, Madras & Moorhouse Intersection Improvement</u>	<u>Complete</u>	<u>East (34%)</u>	<u>East</u>	<u>34%</u>	<u>\$312,962</u>	<u>\$19,278</u>	<u>6.2%</u>	<u>\$293,684</u>	<u>94%</u>	<u>\$1.40</u>
<u>Gasson, Madras & Moorhouse Intersection Improvement</u>	<u>Complete</u>	<u>South (33%)</u>	<u>South</u>	<u>33%</u>	<u>\$303,757</u>	<u>\$18,711</u>	<u>6.2%</u>	<u>\$285,046</u>	<u>94%</u>	<u>\$2.37</u>
<u>Greers, Northcote & Sawyers Arms Intersection Safety Improvement</u>	<u>LTP</u>	<u>North (100%)</u>	<u>North</u>	<u>100%</u>	<u>\$655,479</u>	<u>\$27,528</u>	<u>4.2%</u>	<u>\$627,951</u>	<u>96%</u>	<u>\$3.83</u>
<u>Ilam, Middleton & Riccarton Intersection Improvement</u>	<u>Complete</u>	<u>Central (80%)</u>	<u>Central</u>	<u>80%</u>	<u>\$989,121</u>	<u>\$101,088</u>	<u>10.2%</u>	<u>\$888,033</u>	<u>90%</u>	<u>\$10.32</u>
<u>Ilam, Middleton & Riccarton Intersection Improvement</u>	<u>Complete</u>	<u>West (20%)</u>	<u>West</u>	<u>20%</u>	<u>\$247,280</u>	<u>\$25,272</u>	<u>10.2%</u>	<u>\$222,008</u>	<u>90%</u>	<u>\$5.16</u>
<u>Main North, Marshland & Chaney's Corner Intersection Safety Improvement</u>	<u>In Progress</u>	<u>North (100%)</u>	<u>North</u>	<u>100%</u>	<u>\$339,000</u>	<u>\$24,747</u>	<u>7.3%</u>	<u>\$314,253</u>	<u>93%</u>	<u>\$2.55</u>

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<u>Manchester, Moorhouse & Pilgrim Intersection Improvement</u>	<u>Complete</u>	<u>Central (20%)</u>	<u>Central</u>	<u>20%</u>	<u>\$105,790</u>	<u>\$10,812</u>	<u>10.2%</u>	<u>\$94,978</u>	<u>90%</u>	<u>\$1.16</u>
<u>Manchester, Moorhouse & Pilgrim Intersection Improvement</u>	<u>Complete</u>	<u>South (80%)</u>	<u>South</u>	<u>80%</u>	<u>\$423,158</u>	<u>\$43,247</u>	<u>10.2%</u>	<u>\$379,911</u>	<u>90%</u>	<u>\$16.31</u>
<u>Marshlands Road Corridor Improvement (Prestons Road to Old Waimakariri Bridge)</u>	<u>In Progress</u>	<u>East (20%)</u>	<u>East</u>	<u>20%</u>	<u>\$3,572</u>	<u>\$261</u>	<u>7.3%</u>	<u>\$3,311</u>	<u>93%</u>	<u>\$0.02</u>
<u>Marshlands Road Corridor Improvement (Prestons Road to Old Waimakariri Bridge)</u>	<u>In Progress</u>	<u>North (80%)</u>	<u>North</u>	<u>80%</u>	<u>\$14,289</u>	<u>\$1,043</u>	<u>7.3%</u>	<u>\$13,246</u>	<u>93%</u>	<u>\$0.11</u>
<u>Marshs & Springs Intersection Improvements</u>	<u>Complete</u>	<u>South (100%)</u>	<u>South</u>	<u>100%</u>	<u>\$709,105</u>	<u>\$70,910</u>	<u>10%</u>	<u>\$638,195</u>	<u>90%</u>	<u>\$4.22</u>
<u>Programme - Minor Road Safety Improvements</u>	<u>LTP</u>	<u>Central (20%)</u>	<u>Central</u>	<u>20%</u>	<u>\$1,940,425</u>	<u>\$141,651</u>	<u>7.3%</u>	<u>\$1,798,774</u>	<u>93%</u>	<u>\$35.27</u>

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<u>Project Name</u>	<u>Status</u>	<u>Catchment from Report</u>	<u>Catchment (s)</u>	<u>Allocation to Catchment (s)</u>	<u>Capital Cost (excluding interest & inflation)</u>	<u>Proposed recovery through DCs (excluding interest & inflation)</u>	<u>Proportion of proposed recovery through DCs</u>	<u>Proposed recovery from other sources (excluding interest & inflation)</u>	<u>Proportion of proposed recovery through other sources</u>	<u>DC Charge per HUE (excluding GST)</u>
Programme - Minor Road Safety Improvements	LTP	East (20%)	East	20%	\$1,940,425	\$141,651	7.3%	\$1,798,774	93%	\$7.44
Programme - Minor Road Safety Improvements	LTP	North (20%)	North	20%	\$1,940,425	\$141,651	7.3%	\$1,798,774	93%	\$13.21
Programme - Minor Road Safety Improvements	LTP	South (20%)	South	20%	\$1,940,425	\$141,651	7.3%	\$1,798,774	93%	\$13.35
Programme - Minor Road Safety Improvements	LTP	West (20%)	West	20%	\$1,940,425	\$141,651	7.3%	\$1,798,774	93%	\$9.41
Programme - Minor Safety Intervention	LTP	Central (20%)	Central	20%	\$612,227	\$44,693	7.3%	\$567,534	93%	\$10.67
Programme - Minor Safety Intervention	LTP	East (20%)	East	20%	\$612,227	\$44,693	7.3%	\$567,534	93%	\$2.27
Programme - Minor Safety Intervention	LTP	North (20%)	North	20%	\$612,227	\$44,693	7.3%	\$567,534	93%	\$4.04
Programme - Minor Safety Intervention	LTP	South (20%)	South	20%	\$612,227	\$44,693	7.3%	\$567,534	93%	\$4.12
Programme - Minor Safety Intervention	LTP	West (20%)	West	20%	\$612,227	\$44,693	7.3%	\$567,534	93%	\$2.89

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
University Crossings	Complete	Central (50%)	Central	50%	\$683,368	\$49,886	7.3%	\$633,482	93%	\$2.39
University Crossings	Complete	North (50%)	North	50%	\$683,368	\$49,886	7.3%	\$633,482	93%	\$6.58
Banks Peninsula: Tourist Interpretation Signage	Complete	Banks Peninsula (100%)	Banks Peninsula	100%	\$165,340	\$16,534	10%	\$148,806	90%	\$11.10
New Road Markings FY18	Complete	North (50%)	North	50%	\$47,704	\$4,875	10.2%	\$42,829	90%	\$1.15
New Road Markings FY18	Complete	West (50%)	West	50%	\$47,704	\$4,875	10.2%	\$42,829	90%	\$1.16
Road markings and signs	In Progress	Central (20%)	Central	20%	\$306,155	\$22,349	7.3%	\$283,806	93%	\$7.28
Road markings and signs	In Progress	East (20%)	East	20%	\$306,155	\$22,349	7.3%	\$283,806	93%	\$1.49
Road markings and signs	In Progress	North (20%)	North	20%	\$306,155	\$22,349	7.3%	\$283,806	93%	\$2.66
Road markings and signs	In Progress	South (20%)	South	20%	\$306,155	\$22,349	7.3%	\$283,806	93%	\$2.61
Road markings and signs	In Progress	West (20%)	West	20%	\$306,155	\$22,349	7.3%	\$283,806	93%	\$1.85
Carriageway Reseals - Asphalt	In Progress	Central (20%)	Central	20%	\$14,330,128	\$773,827	5.4%	\$13,556,301	95%	\$269.53

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Carriageway Reseals - Asphalt	In Progress	East (20%)	East	20%	\$14,330,128	\$773,827	5.4%	\$13,556,301	95%	\$55.30
Carriageway Reseals - Asphalt	In Progress	North (20%)	North	20%	\$14,330,128	\$773,827	5.4%	\$13,556,301	95%	\$98.36
Carriageway Reseals - Asphalt	In Progress	South (20%)	South	20%	\$14,330,128	\$773,827	5.4%	\$13,556,301	95%	\$96.61
Carriageway Reseals - Asphalt	In Progress	West (20%)	West	20%	\$14,330,128	\$773,827	5.4%	\$13,556,301	95%	\$68.70
Hendersons Road and Monsaraz Boulevard Intersection Upgrade	LTP	West (100%)	West	100%	\$457,783	\$393,693	86%	\$64,090	14%	\$61.74
Palmers Road (Bowhill-New Brighton)	Complete	East (100%)	East	100%	\$4,113,532	\$409,296	9.9%	\$3,704,236	90%	\$29.20
Prestons & Main North Road Intersection Safety Improvement	LTP	North (100%)	North	100%	\$5,636	\$3,703	65.7%	\$1,933	34%	\$1.88
Delivery Package - Road Lighting Reactive Renewals	In Progress	Central (18%)	Central	18%	\$274,354	\$20,741	7.6%	\$253,613	92%	\$1.85

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<u>Project Name</u>	<u>Status</u>	<u>Catchment from Report</u>	<u>Catchment (s)</u>	<u>Allocation to Catchment (s)</u>	<u>Capital Cost (excluding interest & inflation)</u>	<u>Proposed recovery through DCs (excluding interest & inflation)</u>	<u>Proportion of proposed recovery through DCs</u>	<u>Proposed recovery from other sources (excluding interest & inflation)</u>	<u>Proportion of proposed recovery through other sources</u>	<u>DC Charge per HUE (excluding GST)</u>
Delivery Package - Road Lighting Reactive Renewals	In Progress	East (31%)	East	31%	\$472,499	\$35,721	7.6%	\$436,778	92%	\$3.19
Delivery Package - Road Lighting Reactive Renewals	In Progress	North (15%)	North	15%	\$228,628	\$17,284	7.6%	\$211,344	92%	\$3.09
Delivery Package - Road Lighting Reactive Renewals	In Progress	South (19%)	South	19%	\$289,596	\$21,893	7.6%	\$267,703	92%	\$6.94
Delivery Package - Road Lighting Reactive Renewals	In Progress	West (17%)	West	17%	\$259,112	\$19,589	7.6%	\$239,523	92%	\$3.53
Delivery Package - Road Lighting Renewals	In Progress	Central (18%)	Central	18%	\$2,899,481	\$219,201	7.6%	\$2,680,280	92%	\$18.78
Delivery Package - Road Lighting Renewals	In Progress	East (31%)	East	31%	\$4,993,551	\$377,512	7.6%	\$4,616,039	92%	\$32.37
Delivery Package - Road Lighting Renewals	In Progress	North (15%)	North	15%	\$2,416,234	\$182,667	7.6%	\$2,233,567	92%	\$31.32

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Delivery Package - Road Lighting Renewals	In Progress	South (19%)	South	19%	\$3,060,563	\$231,379	7.6%	\$2,829,184	92%	\$70.41
Delivery Package - Road Lighting Renewals	In Progress	West (17%)	West	17%	\$2,738,399	\$207,023	7.6%	\$2,531,376	92%	\$35.84
Delivery Package - Road Lighting Safety	In Progress	North (50%)	North	50%	\$613,088	\$62,658	10.2%	\$550,430	90%	\$12.15
Delivery Package - Road Lighting Safety	In Progress	West (50%)	West	50%	\$613,088	\$62,658	10.2%	\$550,430	90%	\$12.26
Programme - Signals, Signs & Lights Renewals	LTP	Central (18%)	Central	18%	\$15,118,377	\$1,142,949	7.6%	\$13,975,428	92%	\$82.78
Programme - Signals, Signs & Lights Renewals	LTP	East (31%)	East	31%	\$26,037,205	\$1,968,413	7.6%	\$24,068,792	92%	\$143.02
Programme - Signals, Signs & Lights Renewals	LTP	North (15%)	North	15%	\$12,598,648	\$952,458	7.6%	\$11,646,190	92%	\$138.19
Programme - Signals, Signs & Lights Renewals	LTP	South (19%)	South	19%	\$15,958,287	\$1,206,447	7.6%	\$14,751,840	92%	\$312.81
Programme - Signals, Signs & Lights Renewals	LTP	West (17%)	West	17%	\$14,278,467	\$1,079,452	7.6%	\$13,199,015	92%	\$157.93

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<u>Central City Projects - Fitzgerald Ave Twin Bridge Renewal (OARC) (R109)</u>	<u>LTP</u>	<u>Central (30%)</u>	<u>Central</u>	<u>30%</u>	<u>\$9,045,146</u>	<u>\$660,296</u>	<u>7.3%</u>	<u>\$8,384,850</u>	<u>93%</u>	<u>\$150.94</u>
<u>Central City Projects - Fitzgerald Ave Twin Bridge Renewal (OARC) (R109)</u>	<u>LTP</u>	<u>East (50%)</u>	<u>East</u>	<u>50%</u>	<u>\$15,075,244</u>	<u>\$1,100,493</u>	<u>7.3%</u>	<u>\$13,974,751</u>	<u>93%</u>	<u>\$54.77</u>
<u>Central City Projects - Fitzgerald Ave Twin Bridge Renewal (OARC) (R109)</u>	<u>LTP</u>	<u>South (20%)</u>	<u>South</u>	<u>20%</u>	<u>\$6,030,097</u>	<u>\$440,197</u>	<u>7.3%</u>	<u>\$5,589,900</u>	<u>93%</u>	<u>\$39.72</u>
<u>Marshland Road Bridge Renewal</u>	<u>Complete</u>	<u>East (20%)</u>	<u>East</u>	<u>20%</u>	<u>\$1,656,514</u>	<u>\$66,573</u>	<u>4%</u>	<u>\$1,589,941</u>	<u>96%</u>	<u>\$3.33</u>
<u>Marshland Road Bridge Renewal</u>	<u>Complete</u>	<u>North (80%)</u>	<u>North</u>	<u>80%</u>	<u>\$6,626,055</u>	<u>\$266,292</u>	<u>4%</u>	<u>\$6,359,763</u>	<u>96%</u>	<u>\$26.31</u>
<u>Amyes, Awatea & Springs Intersection Improvements</u>	<u>LTP</u>	<u>West (100%)</u>	<u>West</u>	<u>100%</u>	<u>\$1,462,808</u>	<u>\$106,785</u>	<u>7.3%</u>	<u>\$1,356,023</u>	<u>93%</u>	<u>\$7.53</u>

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Project Name	Status	Catchment from Report	Catchment (s)	Allocation to Catchment (s)	Capital Cost (excluding interest & inflation)	Proposed recovery through DCs (excluding interest & inflation)	Proportion of proposed recovery through DCs	Proposed recovery from other sources (excluding interest & inflation)	Proportion of proposed recovery through other sources	DC Charge per HUE (excluding GST)
Greers Langdons Traffic Lights	In Progress	Central (50%)	Central	50%	\$1,201,854	\$1,033,595	86%	\$168,259	14%	\$85.12
Greers Langdons Traffic Lights	In Progress	North (50%)	North	50%	\$1,201,854	\$1,033,595	86%	\$168,259	14%	\$170.36
Programme - Crime Prevention Cameras	LTP	Central (20%)	Central	20%	\$19,980	\$1,459	7.3%	\$18,521	93%	\$1.69
Programme - Crime Prevention Cameras	LTP	East (20%)	East	20%	\$19,980	\$1,459	7.3%	\$18,521	93%	\$0.15
Programme - Crime Prevention Cameras	LTP	North (20%)	North	20%	\$19,980	\$1,459	7.3%	\$18,521	93%	\$0.27
Programme - Crime Prevention Cameras	LTP	South (20%)	South	20%	\$19,980	\$1,459	7.3%	\$18,521	93%	\$0.25
Programme - Crime Prevention Cameras	LTP	West (20%)	West	20%	\$19,980	\$1,459	7.3%	\$18,521	93%	\$0.18
Halswell Junction Road Extension	In Progress	West (100%)	West	100%	\$30,838,159	\$10,989,497	35.6%	\$19,848,662	64%	\$482.35
City Lanes & Blocks Land Purchases	In Progress	Central (100%)	Central	100%	\$381,613	\$27,858	7.3%	\$353,755	93%	\$13.44

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Central City Projects - Lichfield Street (Barbadoes to Fitzgerald) (CMUA East)	Complete	Central (20%)	Central	20%	\$13,529	\$988	7.3%	\$12,541	93%	\$0.30
Central City Projects - Lichfield Street (Barbadoes to Fitzgerald) (CMUA East)	Complete	East (20%)	East	20%	\$13,529	\$988	7.3%	\$12,541	93%	\$0.06
Central City Projects - Lichfield Street (Barbadoes to Fitzgerald) (CMUA East)	Complete	North (20%)	North	20%	\$13,529	\$988	7.3%	\$12,541	93%	\$0.11
Central City Projects - Lichfield Street (Barbadoes to Fitzgerald) (CMUA East)	Complete	South (20%)	South	20%	\$13,529	\$988	7.3%	\$12,541	93%	\$0.11
Central City Projects - Lichfield Street (Barbadoes to Fitzgerald) (CMUA East)	Complete	West (20%)	West	20%	\$13,529	\$988	7.3%	\$12,541	93%	\$0.08

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<u>Central City Projects - Lichfield Street Two Way Conversion (TP10)</u>	<u>Complete</u>	<u>Central (20%)</u>	<u>Central</u>	<u>20%</u>	<u>\$1,174,011</u>	<u>\$117,401</u>	<u>10%</u>	<u>\$1,056,610</u>	<u>90%</u>	<u>\$52.95</u>
<u>Central City Projects - Lichfield Street Two Way Conversion (TP10)</u>	<u>Complete</u>	<u>East (20%)</u>	<u>East</u>	<u>20%</u>	<u>\$1,174,011</u>	<u>\$117,401</u>	<u>10%</u>	<u>\$1,056,610</u>	<u>90%</u>	<u>\$10.33</u>
<u>Central City Projects - Lichfield Street Two Way Conversion (TP10)</u>	<u>Complete</u>	<u>North (20%)</u>	<u>North</u>	<u>20%</u>	<u>\$1,174,011</u>	<u>\$117,401</u>	<u>10%</u>	<u>\$1,056,610</u>	<u>90%</u>	<u>\$18.28</u>
<u>Central City Projects - Lichfield Street Two Way Conversion (TP10)</u>	<u>Complete</u>	<u>South (20%)</u>	<u>South</u>	<u>20%</u>	<u>\$1,174,011</u>	<u>\$117,401</u>	<u>10%</u>	<u>\$1,056,610</u>	<u>90%</u>	<u>\$17.93</u>
<u>Central City Projects - Lichfield Street Two Way Conversion (TP10)</u>	<u>Complete</u>	<u>West (20%)</u>	<u>West</u>	<u>20%</u>	<u>\$1,174,011</u>	<u>\$117,401</u>	<u>10%</u>	<u>\$1,056,610</u>	<u>90%</u>	<u>\$12.76</u>
<u>Central City Projects - Tuam Street (Madras to Fitzgerald) (CMUA South)</u>	<u>Complete</u>	<u>Central (20%)</u>	<u>Central</u>	<u>20%</u>	<u>\$27,203</u>	<u>\$1,986</u>	<u>7.3%</u>	<u>\$25,217</u>	<u>93%</u>	<u>\$0.61</u>

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Central City Projects - Tuam Street (Madras to Fitzgerald) (CMUA South)	Complete	East (20%)	East	20%	\$27,203	\$1,986	7.3%	\$25,217	93%	\$0.13
Central City Projects - Tuam Street (Madras to Fitzgerald) (CMUA South)	Complete	North (20%)	North	20%	\$27,203	\$1,986	7.3%	\$25,217	93%	\$0.22
Central City Projects - Tuam Street (Madras to Fitzgerald) (CMUA South)	Complete	South (20%)	South	20%	\$27,203	\$1,986	7.3%	\$25,217	93%	\$0.22
Central City Projects - Tuam Street (Madras to Fitzgerald) (CMUA South)	Complete	West (20%)	West	20%	\$27,203	\$1,986	7.3%	\$25,217	93%	\$0.16
Otakaro & State Highway Projects	Complete	Central (34%)	Central	34%	\$100,864	\$14,121	14%	\$86,743	86%	\$1.44
Otakaro & State Highway Projects	Complete	East (33%)	East	33%	\$97,898	\$13,706	14%	\$84,192	86%	\$1.39
Otakaro & State Highway Projects	Complete	North (33%)	North	33%	\$97,898	\$13,706	14%	\$84,192	86%	\$2.74

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<u>Tuam Street One Way Conversion (Durham to Barbadoes) (TP9)</u>	<u>Complete</u>	<u>Central (20%)</u>	<u>Central</u>	<u>20%</u>	<u>\$1,467,422</u>	<u>\$146,742</u>	<u>10%</u>	<u>\$1,320,680</u>	<u>90%</u>	<u>\$83.03</u>
<u>Tuam Street One Way Conversion (Durham to Barbadoes) (TP9)</u>	<u>Complete</u>	<u>East (20%)</u>	<u>East</u>	<u>20%</u>	<u>\$1,467,422</u>	<u>\$146,742</u>	<u>10%</u>	<u>\$1,320,680</u>	<u>90%</u>	<u>\$13.41</u>
<u>Tuam Street One Way Conversion (Durham to Barbadoes) (TP9)</u>	<u>Complete</u>	<u>North (20%)</u>	<u>North</u>	<u>20%</u>	<u>\$1,467,422</u>	<u>\$146,742</u>	<u>10%</u>	<u>\$1,320,680</u>	<u>90%</u>	<u>\$23.52</u>
<u>Tuam Street One Way Conversion (Durham to Barbadoes) (TP9)</u>	<u>Complete</u>	<u>South (20%)</u>	<u>South</u>	<u>20%</u>	<u>\$1,467,422</u>	<u>\$146,742</u>	<u>10%</u>	<u>\$1,320,680</u>	<u>90%</u>	<u>\$22.81</u>
<u>Tuam Street One Way Conversion (Durham to Barbadoes) (TP9)</u>	<u>Complete</u>	<u>West (20%)</u>	<u>West</u>	<u>20%</u>	<u>\$1,467,422</u>	<u>\$146,742</u>	<u>10%</u>	<u>\$1,320,680</u>	<u>90%</u>	<u>\$16.32</u>
<u>Delivery Package - Intelligent Transport System Renewals</u>	<u>In Progress</u>	<u>Central (100%)</u>	<u>Central</u>	<u>100%</u>	<u>\$378,536</u>	<u>\$28,617</u>	<u>7.6%</u>	<u>\$349,919</u>	<u>92%</u>	<u>\$2.82</u>

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Akaroa School Carpark	Complete	Banks Peninsula (100%)	Banks Peninsula	100%	\$8,330	\$791	9.5%	\$7,539	91%	\$0.64
Blenheim Road Deviation	Complete	West (100%)	West	100%	\$13,023,747	\$1,237,256	9.5%	\$11,786,491	90%	\$228.43
Barbadoes/Moorhouse/Waltham	Complete	Central (20%)	Central	20%	\$25,014	\$2,039	8.2%	\$22,975	92%	\$0.13
Barbadoes/Moorhouse/Waltham	Complete	East (40%)	East	40%	\$50,028	\$4,077	8.1%	\$45,951	92%	\$0.53
Barbadoes/Moorhouse/Waltham	Complete	South (40%)	South	40%	\$50,028	\$4,077	8.1%	\$45,951	92%	\$0.62
Deans Ave - Hagley Crossings	Complete	Central (50%)	Central	50%	\$256,990	\$24,414	9.5%	\$232,576	91%	\$1.20
Deans Ave - Hagley Crossings	Complete	West (50%)	West	50%	\$256,990	\$24,414	9.5%	\$232,576	91%	\$2.82
Ensors Rd @ Fifield Rd	Complete	East (50%)	East	50%	\$18,326	\$1,741	9.5%	\$16,585	90%	\$0.22
Ensors Rd @ Fifield Rd	Complete	South (50%)	South	50%	\$18,326	\$1,741	9.5%	\$16,585	90%	\$0.25
Fitzgerald Ave	Complete	Central (30%)	Central	30%	\$9,216	\$875	9.5%	\$8,341	91%	\$0.05

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Fitzgerald Ave	Complete	East (50%)	East	50%	\$15,359	\$1,459	9.5%	\$13,900	91%	\$0.18
Fitzgerald Ave	Complete	South (20%)	South	20%	\$6,144	\$584	9.5%	\$5,560	90%	\$0.08
Gasson/Madras/Moorho use	Complete	Central (33%)	Central	33%	\$13,866	\$1,130	8.1%	\$12,736	92%	\$0.07
Gasson/Madras/Moorho use	Complete	East (33%)	East	33%	\$13,866	\$1,130	8.1%	\$12,736	92%	\$0.15
Gasson/Madras/Moorho use	Complete	South (34%)	South	34%	\$14,286	\$1,164	8.1%	\$13,122	92%	\$0.18
Kerb Cutdowns	Complete	Central (20%)	Central	20%	\$5,708	\$542	9.5%	\$5,166	91%	\$0.04
Kerb Cutdowns	Complete	East (20%)	East	20%	\$5,708	\$542	9.5%	\$5,166	91%	\$0.09
Kerb Cutdowns	Complete	North (20%)	North	20%	\$5,708	\$542	9.5%	\$5,166	91%	\$0.12
Kerb Cutdowns	Complete	South (20%)	South	20%	\$5,708	\$542	9.5%	\$5,166	91%	\$0.10
Kerb Cutdowns	Complete	West (20%)	West	20%	\$5,708	\$542	9.5%	\$5,166	91%	\$0.10
Burnside High/CTK	Complete	North (100%)	North	100%	\$135,999	\$12,920	9.5%	\$123,079	90%	\$2.20

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<u>Barnes Road</u>	<u>Complete</u>	<u>North (100%)</u>	<u>North</u>	<u>100%</u>	<u>\$27,963</u>	<u>\$2,656</u>	<u>9.5%</u>	<u>\$25,307</u>	<u>91%</u>	<u>\$0.45</u>
<u>Amyes/Goulding/Shands</u>	<u>Complete</u>	<u>West (100%)</u>	<u>West</u>	<u>100%</u>	<u>\$794,335</u>	<u>\$57,742</u>	<u>7.3%</u>	<u>\$736,593</u>	<u>93%</u>	<u>\$6.06</u>
<u>Clarence/Riccarton/Straven</u>	<u>Complete</u>	<u>Central (100%)</u>	<u>Central</u>	<u>100%</u>	<u>\$1,154,679</u>	<u>\$87,999</u>	<u>7.6%</u>	<u>\$1,066,680</u>	<u>92%</u>	<u>\$4.46</u>
<u>Fendalton Road Reconstruction</u>	<u>Complete</u>	<u>Central (80%)</u>	<u>Central</u>	<u>80%</u>	<u>\$2,488,257</u>	<u>\$174,464</u>	<u>7%</u>	<u>\$2,313,793</u>	<u>93%</u>	<u>\$10.08</u>
<u>Fendalton Road Reconstruction</u>	<u>Complete</u>	<u>North (20%)</u>	<u>North</u>	<u>20%</u>	<u>\$622,064</u>	<u>\$43,616</u>	<u>7%</u>	<u>\$578,448</u>	<u>93%</u>	<u>\$7.24</u>
<u>Opawa Road Stage 2</u>	<u>Complete</u>	<u>East (50%)</u>	<u>East</u>	<u>50%</u>	<u>\$889,730</u>	<u>\$78,141</u>	<u>8.8%</u>	<u>\$811,589</u>	<u>91%</u>	<u>\$5.86</u>
<u>Opawa Road Stage 2</u>	<u>Complete</u>	<u>South (50%)</u>	<u>South</u>	<u>50%</u>	<u>\$889,730</u>	<u>\$78,141</u>	<u>8.8%</u>	<u>\$811,589</u>	<u>91%</u>	<u>\$8.84</u>
<u>Woolston-Burwood Stage 1</u>	<u>Complete</u>	<u>East (100%)</u>	<u>East</u>	<u>100%</u>	<u>\$1,446,276</u>	<u>\$112,508</u>	<u>7.8%</u>	<u>\$1,333,768</u>	<u>92%</u>	<u>\$10.34</u>
<u>Gloucester/Linwood Signalisation</u>	<u>Complete</u>	<u>East (100%)</u>	<u>East</u>	<u>100%</u>	<u>\$344,495</u>	<u>\$26,795</u>	<u>7.8%</u>	<u>\$317,700</u>	<u>92%</u>	<u>\$4.28</u>
<u>Travis Road Traffic Management</u>	<u>Complete</u>	<u>East (100%)</u>	<u>East</u>	<u>100%</u>	<u>\$239,257</u>	<u>\$18,752</u>	<u>7.8%</u>	<u>\$220,505</u>	<u>92%</u>	<u>\$3.35</u>

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<u>Delivery Package - Retaining Walls (Non SCIRT)</u>	<u>Complete</u>	<u>Banks Peninsula (10%)</u>	<u>Banks Peninsula</u>	<u>10%</u>	<u>\$427,030</u>	<u>\$32,283</u>	<u>7.6%</u>	<u>\$394,747</u>	<u>92%</u>	<u>\$108.01</u>
<u>Delivery Package - Retaining Walls (Non SCIRT)</u>	<u>Complete</u>	<u>South (50%)</u>	<u>South</u>	<u>50%</u>	<u>\$2,135,150</u>	<u>\$161,417</u>	<u>7.6%</u>	<u>\$1,973,733</u>	<u>92%</u>	<u>\$69.39</u>
<u>Delivery Package - Retaining Walls (Non SCIRT)</u>	<u>Complete</u>	<u>West (40%)</u>	<u>West</u>	<u>40%</u>	<u>\$1,708,120</u>	<u>\$129,134</u>	<u>7.6%</u>	<u>\$1,578,986</u>	<u>92%</u>	<u>\$31.43</u>
<u>Pages Road Bridge Renewal (OARC)</u>	<u>In Progress</u>	<u>East (100%)</u>	<u>East</u>	<u>100%</u>	<u>\$60,484,285</u>	<u>\$5,746,007</u>	<u>9.5%</u>	<u>\$54,738,278</u>	<u>91%</u>	<u>\$309.61</u>
<u>Sumner Roading (Zone 3B) (HI CSA funded)</u>	<u>Complete</u>	<u>South (100%)</u>	<u>South</u>	<u>100%</u>	<u>\$12,436,614</u>	<u>\$1,741,126</u>	<u>14%</u>	<u>\$10,695,488</u>	<u>86%</u>	<u>\$696.17</u>
<u>Sumner Road Risk Mitigation (Zone 3A) (HI CSA funded)</u>	<u>Complete</u>	<u>South (100%)</u>	<u>South</u>	<u>100%</u>	<u>\$14,643,427</u>	<u>\$2,050,080</u>	<u>14%</u>	<u>\$12,593,347</u>	<u>86%</u>	<u>\$828.34</u>
<u>Sumner Road Rockfall Mitigation (Zone 3B) (HI CSA funded)</u>	<u>Complete</u>	<u>South (100%)</u>	<u>South</u>	<u>100%</u>	<u>\$13,992,090</u>	<u>\$1,399,209</u>	<u>10%</u>	<u>\$12,592,881</u>	<u>90%</u>	<u>\$194.12</u>

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ACTIVE TRAVEL										
Central City Projects - Colombo Street (Bealey to Kilmore)	Complete	Christchurch (100%)	Active Travel	100%	\$1,045,115	\$65,633	6.3%	\$979,482	94%	\$2.92
Central City Projects - Ferry Road (St Asaph to Fitzgerald)	In Progress	Christchurch (100%)	Active Travel	100%	\$672,411	\$63,879	9.5%	\$608,532	91%	\$2.97
Cycle Connections - Northern Line	LTP	Christchurch (100%)	Active Travel	100%	\$2,965,298	\$257,981	8.7%	\$2,707,317	91%	\$9.31
Cycle Connections - Uni-Cycle	LTP	Christchurch (100%)	Active Travel	100%	\$749,255	\$65,185	8.7%	\$684,070	91%	\$1.44
Major Cycleway - Otakaro-Avon Route (Section 1) Fitzgerald to Swanns Road Bridge (OARC)	In Progress	Christchurch (100%)	Active Travel	100%	\$7,758,220	\$674,965	8.7%	\$7,083,255	91%	\$15.42
Major Cycleway - Wheels to Wings Route (Section 3) Wooldridge to Johns Road Underpass	In Progress	Christchurch (100%)	Active Travel	100%	\$4,343,629	\$377,896	8.7%	\$3,965,733	91%	\$9.39

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<u>Major Cycleway - Nor'West Arc Route - Annex, Birmingham & Wrights Corridor Improvement</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$7,773,845</u>	<u>\$946,854</u>	<u>12.2%</u>	<u>\$6,826,991</u>	<u>88%</u>	<u>\$66.41</u>
<u>Cycle Parking Facilities</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$52,302</u>	<u>\$6,370</u>	<u>12.2%</u>	<u>\$45,932</u>	<u>88%</u>	<u>\$0.53</u>
<u>Belfast Park Cycle & Pedestrian Rail Crossing</u>	<u>In Progress</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$414,438</u>	<u>\$272,286</u>	<u>65.7%</u>	<u>\$142,152</u>	<u>34%</u>	<u>\$7.77</u>
<u>Central City Projects - Antigua Street Cycle Network (Tuam-Moorhouse)</u>	<u>In Progress</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$3,747,749</u>	<u>\$456,476</u>	<u>12.2%</u>	<u>\$3,291,273</u>	<u>88%</u>	<u>\$29.83</u>
<u>Coastal Pathway & Moncks Bay - Council Funded</u>	<u>In Progress</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$12,380,919</u>	<u>\$1,733,329</u>	<u>14%</u>	<u>\$10,647,590</u>	<u>86%</u>	<u>\$114.41</u>
<u>Cycle Connections - Quarryman's Trail</u>	<u>LTP</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$400,000</u>	<u>\$34,800</u>	<u>8.7%</u>	<u>\$365,200</u>	<u>91%</u>	<u>\$1.27</u>

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<u>Cycle Facilities & Connection Improvements</u>	<u>In Progress</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$646,635</u>	<u>\$56,257</u>	<u>8.7%</u>	<u>\$590,378</u>	<u>91%</u>	<u>\$2.50</u>
<u>Local Cycle Network - Eastern Outer Orbit</u>	<u>In Progress</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$542,076</u>	<u>\$47,161</u>	<u>8.7%</u>	<u>\$494,915</u>	<u>91%</u>	<u>\$1.81</u>
<u>Local Cycle Network - Ferrymead</u>	<u>LTP</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$350,000</u>	<u>\$30,450</u>	<u>8.7%</u>	<u>\$319,550</u>	<u>91%</u>	<u>\$1.12</u>
<u>Local Cycle Network - Opawa & St Martins</u>	<u>LTP</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$370,000</u>	<u>\$32,190</u>	<u>8.7%</u>	<u>\$337,810</u>	<u>91%</u>	<u>\$1.19</u>
<u>Local Cycleway - Northern Arterial Link Cranford to Rutland Reserve</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$1,859,707</u>	<u>\$120,881</u>	<u>6.5%</u>	<u>\$1,738,826</u>	<u>93%</u>	<u>\$3.51</u>
<u>Major Cycleway - Heathcote Expressway Route (Section 1b) Charles Street to Tannery</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$11,163,404</u>	<u>\$654,175</u>	<u>5.9%</u>	<u>\$10,509,229</u>	<u>94%</u>	<u>\$21.88</u>

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<u>Major Cycleway - Little River Link Route Rail Crossing</u>	<u>LTP</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$1,019,754</u>	<u>\$124,206</u>	<u>12.2%</u>	<u>\$895,548</u>	<u>88%</u>	<u>\$7.67</u>
<u>Major Cycleway - Little River Link Route (Section 1) Moorhouse Avenue to Edinburgh Street</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$6,565,207</u>	<u>\$303,313</u>	<u>4.6%</u>	<u>\$6,261,894</u>	<u>95%</u>	<u>\$10.92</u>
<u>Major Cycleway - Nor'West Arc Route (Section 1a) Cashmere to Sparks</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$4,751,157</u>	<u>\$578,691</u>	<u>12.2%</u>	<u>\$4,172,466</u>	<u>88%</u>	<u>\$49.51</u>
<u>Major Cycleway Nor'West Arc Route (Section 1b) Sparks to Lincoln & Halswell Intersection</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$4,069,064</u>	<u>\$495,612</u>	<u>12.2%</u>	<u>\$3,573,452</u>	<u>88%</u>	<u>\$39.00</u>
<u>Major Cycleway Nor'West Arc Route (Section 1c) Lincoln Halswell Rd to Annex Sthn Mway Underpass</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$2,158,285</u>	<u>\$262,879</u>	<u>12.2%</u>	<u>\$1,895,406</u>	<u>88%</u>	<u>\$20.67</u>

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<u>Major Cycleway - Nor'West Arc Route (Section 2) Annex & Wigram Road to University</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$8,484,284</u>	<u>\$1,033,386</u>	<u>12.2%</u>	<u>\$7,450,898</u>	<u>88%</u>	<u>\$78.92</u>
<u>Major Cycleway - Opawaho River Route (Section 1) Princess Margaret Hospital to Corson Avenue</u>	<u>LTP</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$11,562,341</u>	<u>\$1,005,924</u>	<u>8.7%</u>	<u>\$10,556,417</u>	<u>91%</u>	<u>\$23.30</u>
<u>Major Cycleway - Opawaho River Route (Section 2) Corson to Waltham</u>	<u>LTP</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$5,308,590</u>	<u>\$461,847</u>	<u>8.7%</u>	<u>\$4,846,743</u>	<u>91%</u>	<u>\$10.82</u>
<u>Major Cycleway - Opawaho River Route (Section 3) Waltham to Ferrymead Bridge</u>	<u>LTP</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$32,137,602</u>	<u>\$2,795,971</u>	<u>8.7%</u>	<u>\$29,341,631</u>	<u>91%</u>	<u>\$63.80</u>
<u>Major Cycleway - Otakaro-Avon Route (Section 2) Swanns Road</u>	<u>LTP</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$9,935,515</u>	<u>\$864,390</u>	<u>8.7%</u>	<u>\$9,071,125</u>	<u>91%</u>	<u>\$19.55</u>

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<u>Bridge to Anzac Drive Bridge (OARC)</u>										
<u>Major Cycleway - Otakaro-Avon Route (Section 3) Anzac Drive Bridge to New Brighton (OARC)</u>	<u>LTP</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$9,930,110</u>	<u>\$863,920</u>	<u>8.7%</u>	<u>\$9,066,190</u>	<u>91%</u>	<u>\$19.36</u>
<u>Major Cycleway - South Express Route (Section 3) Curletts to Old Blenheim</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$17,500,973</u>	<u>\$2,131,619</u>	<u>12.2%</u>	<u>\$15,369,354</u>	<u>88%</u>	<u>\$164.39</u>
<u>Major Cycleway - Wheels to Wings Route (Section 1) Harewood to Greers</u>	<u>In Progress</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$10,860,393</u>	<u>\$944,854</u>	<u>8.7%</u>	<u>\$9,915,539</u>	<u>91%</u>	<u>\$24.74</u>
<u>Major Cycleway - Wheels to Wings Route (Section 2) Greers to Wooldridge</u>	<u>In Progress</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$8,473,878</u>	<u>\$737,227</u>	<u>8.7%</u>	<u>\$7,736,651</u>	<u>91%</u>	<u>\$18.14</u>
<u>MCR Little River Link - Section 2 - Wigram Magdela Link</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$151,872</u>	<u>\$13,213</u>	<u>8.7%</u>	<u>\$138,659</u>	<u>91%</u>	<u>\$0.50</u>

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<u>Project Name</u>	<u>Status</u>	<u>Catchment from Report</u>	<u>Catchment (s)</u>	<u>Allocation to Catchment (s)</u>	<u>Capital Cost (excluding interest & inflation)</u>	<u>Proposed recovery through DCs (excluding interest & inflation)</u>	<u>Proportion of proposed recovery through DCs</u>	<u>Proposed recovery from other sources (excluding interest & inflation)</u>	<u>Proportion of proposed recovery through other sources</u>	<u>DC Charge per HUE (excluding GST)</u>
<u>MCR Little River Link - Section 3 - Little River Township</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$782,394</u>	<u>\$68,068</u>	<u>8.7%</u>	<u>\$714,326</u>	<u>91%</u>	<u>\$2.49</u>
<u>MCR Papanui Parallel - Section 1 - Grassmere to Tones</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$1,728,363</u>	<u>\$150,368</u>	<u>8.7%</u>	<u>\$1,577,995</u>	<u>91%</u>	<u>\$5.91</u>
<u>MCR Papanui Parallel - Section 2 - Bealey Ave to Trafalgar</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$11,050,480</u>	<u>\$961,392</u>	<u>8.7%</u>	<u>\$10,089,088</u>	<u>91%</u>	<u>\$34.52</u>
<u>MCR Papanui Parallel - Section 4 - Grassmere to Sawyers Arms Road</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$3,418,380</u>	<u>\$297,399</u>	<u>8.7%</u>	<u>\$3,120,981</u>	<u>91%</u>	<u>\$10.73</u>
<u>MCR Quarryman's Trail - Section 1a - Hoon Hay Road to Roker/Strickland Street</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$17,508,109</u>	<u>\$1,228,603</u>	<u>7%</u>	<u>\$16,279,506</u>	<u>93%</u>	<u>\$42.09</u>
<u>MCR Quarryman's Trail - Section 2 - Halswell to Victors Road</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$6,160,410</u>	<u>\$535,956</u>	<u>8.7%</u>	<u>\$5,624,454</u>	<u>91%</u>	<u>\$17.27</u>

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<u>MCR Rapanui - Shag Rock Cycleway - Section 1 - Worcester Street to Linwood Ave</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$9,169,943</u>	<u>\$797,785</u>	<u>8.7%</u>	<u>\$8,372,158</u>	<u>91%</u>	<u>\$28.33</u>
<u>MCR Rapanui - Shag Rock Cycleway - Section 2 - Aldwins Road to Dyers Road</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$7,142,984</u>	<u>\$621,440</u>	<u>8.7%</u>	<u>\$6,521,544</u>	<u>91%</u>	<u>\$21.29</u>
<u>MCR Southern Lights - Section 1 - Strickland Street to Tennyson St</u>	<u>In Progress</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$3,877,054</u>	<u>\$337,304</u>	<u>8.7%</u>	<u>\$3,539,750</u>	<u>91%</u>	<u>\$8.26</u>
<u>MCR Uni-Cycle - Section 1 - Matai St East</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$3,074,869</u>	<u>\$267,514</u>	<u>8.7%</u>	<u>\$2,807,355</u>	<u>91%</u>	<u>\$10.41</u>
<u>MCR Uni-Cycle - Section 2 - Hagley Park to Riccarton Bush</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$3,271,512</u>	<u>\$284,622</u>	<u>8.7%</u>	<u>\$2,986,890</u>	<u>91%</u>	<u>\$10.40</u>
<u>MCR Uni-Cycle - Section 3 - Ngahere St to Dovedale Ave</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$4,208,747</u>	<u>\$366,161</u>	<u>8.7%</u>	<u>\$3,842,586</u>	<u>91%</u>	<u>\$12.82</u>

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<u>MCR Uni-Cycle - Section 4 - Railway Line Crossing</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$291,967</u>	<u>\$25,401</u>	<u>8.7%</u>	<u>\$266,566</u>	<u>91%</u>	<u>\$0.89</u>
<u>Programme - Major Cycleway - Northern Line Cycleway</u>	<u>LTP</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$1,887,822</u>	<u>\$229,937</u>	<u>12.2%</u>	<u>\$1,657,885</u>	<u>88%</u>	<u>\$14.14</u>
<u>Programme - Major Cycleway - Nor'West Arc</u>	<u>LTP</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$1,756,091</u>	<u>\$213,892</u>	<u>12.2%</u>	<u>\$1,542,199</u>	<u>88%</u>	<u>\$13.16</u>
<u>Programme - Major Cycleway - South Express</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$20,481</u>	<u>\$2,495</u>	<u>12.2%</u>	<u>\$17,986</u>	<u>88%</u>	<u>\$0.18</u>
<u>Programme - Northeast Cycle Route</u>	<u>LTP</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$21,000,000</u>	<u>\$2,557,800</u>	<u>12.2%</u>	<u>\$18,442,200</u>	<u>88%</u>	<u>\$141.25</u>
<u>Programme - Street Asset Renewals to Support Capital Projects</u>	<u>LTP</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$50,000,000</u>	<u>\$4,350,000</u>	<u>8.7%</u>	<u>\$45,650,000</u>	<u>91%</u>	<u>\$155.97</u>
<u>Carrs Rd Cycle & Pedestrian Bridge</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$411,521</u>	<u>\$146,650</u>	<u>35.6%</u>	<u>\$264,871</u>	<u>64%</u>	<u>\$6.36</u>
<u>Local Cycleway Connections Signs & Markings</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$95,574</u>	<u>\$11,641</u>	<u>12.2%</u>	<u>\$83,933</u>	<u>88%</u>	<u>\$0.82</u>

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<u>Coastal Pathway</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Active Travel</u>	<u>100%</u>	<u>\$13,259,966</u>	<u>\$1,856,317</u>	<u>14%</u>	<u>\$11,403,649</u>	<u>86%</u>	<u>\$171.10</u>
PUBLIC TRANSPORT										
<u>Bus Interchange Upgrades</u>	<u>LTP</u>	<u>Christchurch (100%)</u>	<u>Public Transport</u>	<u>100%</u>	<u>\$1,119,370</u>	<u>\$106,340</u>	<u>9.5%</u>	<u>\$1,013,030</u>	<u>91%</u>	<u>\$3.76</u>
<u>Core PT Route & Facilities: Orbiter - Southwest Projects</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Public Transport</u>	<u>100%</u>	<u>\$176,049</u>	<u>\$17,605</u>	<u>10%</u>	<u>\$158,444</u>	<u>90%</u>	<u>\$0.64</u>
<u>Core Public Transport Corridor & Facilities - South (Colombo St)</u>	<u>In Progress</u>	<u>Christchurch (100%)</u>	<u>Public Transport</u>	<u>100%</u>	<u>\$3,646,635</u>	<u>\$226,091</u>	<u>6.2%</u>	<u>\$3,420,544</u>	<u>94%</u>	<u>\$11.97</u>
<u>Core Public Transport Route & Facilities - North (Papanui & Belfast)</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Public Transport</u>	<u>100%</u>	<u>\$960,976</u>	<u>\$96,098</u>	<u>10%</u>	<u>\$864,878</u>	<u>90%</u>	<u>\$2.91</u>
<u>Core Public Transport Route & Facilities - Northwest Orbiter</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Public Transport</u>	<u>100%</u>	<u>\$949,055</u>	<u>\$94,905</u>	<u>10%</u>	<u>\$854,150</u>	<u>90%</u>	<u>\$2.86</u>
<u>Core Public Transport Route & Facilities -</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Public Transport</u>	<u>100%</u>	<u>\$6,829,327</u>	<u>\$522,444</u>	<u>7.7%</u>	<u>\$6,306,883</u>	<u>92%</u>	<u>\$14.60</u>

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<u>South-West Lincoln Road (Phase 1)</u>										
<u>Delivery Package - Bus Lane Priority</u>	<u>In Progress</u>	<u>Christchurch (100%)</u>	<u>Public Transport</u>	<u>100%</u>	<u>\$294,572</u>	<u>\$35,879</u>	<u>12.2%</u>	<u>\$258,693</u>	<u>88%</u>	<u>\$2.52</u>
<u>Delivery Package - Public Transport Bus Priority Electronic Installations</u>	<u>In Progress</u>	<u>Christchurch (100%)</u>	<u>Public Transport</u>	<u>100%</u>	<u>\$764,219</u>	<u>\$41,268</u>	<u>5.4%</u>	<u>\$722,951</u>	<u>95%</u>	<u>\$1.85</u>
<u>Delivery Package - Public Transport Stops, Shelters & Seatings Installation</u>	<u>In Progress</u>	<u>Christchurch (100%)</u>	<u>Public Transport</u>	<u>100%</u>	<u>\$7,652,335</u>	<u>\$413,226</u>	<u>5.4%</u>	<u>\$7,239,109</u>	<u>95%</u>	<u>\$17.21</u>
<u>Eastgate Public Transport Hub Passenger Facilities Upgrade</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Public Transport</u>	<u>100%</u>	<u>\$1,773,692</u>	<u>\$177,369</u>	<u>10%</u>	<u>\$1,596,323</u>	<u>90%</u>	<u>\$8.12</u>
<u>Lincoln Road Passenger Transport Improvements (Curletts to Wrights)</u>	<u>In Progress</u>	<u>Christchurch (100%)</u>	<u>Public Transport</u>	<u>100%</u>	<u>\$12,498,323</u>	<u>\$881,393</u>	<u>7.1%</u>	<u>\$11,616,930</u>	<u>93%</u>	<u>\$20.35</u>
<u>Main North Road Bus Lane Modifications</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Public Transport</u>	<u>100%</u>	<u>\$1,363,103</u>	<u>\$166,026</u>	<u>12.2%</u>	<u>\$1,197,077</u>	<u>88%</u>	<u>\$14.36</u>

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<u>Programme - Mass Rapid Transit</u>	<u>LTP</u>	<u>Christchurch (100%)</u>	<u>Public Transport</u>	<u>100%</u>	<u>\$7,400,000</u>	<u>\$901,320</u>	<u>12.2%</u>	<u>\$6,498,680</u>	<u>88%</u>	<u>\$52.26</u>
<u>Programme - PT Futures</u>	<u>LTP</u>	<u>Christchurch (100%)</u>	<u>Public Transport</u>	<u>100%</u>	<u>\$68,980,000</u>	<u>\$8,401,764</u>	<u>12.2%</u>	<u>\$60,578,236</u>	<u>88%</u>	<u>\$452.73</u>
<u>Programme - Public Transport Stops, Shelters & Seatings Installation (Category 1)</u>	<u>LTP</u>	<u>Christchurch (100%)</u>	<u>Public Transport</u>	<u>100%</u>	<u>\$128,270</u>	<u>\$6,927</u>	<u>5.4%</u>	<u>\$121,343</u>	<u>95%</u>	<u>\$0.27</u>
<u>Programme - Transitional PT Infrastructure to Support Hubs & Spokes</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Public Transport</u>	<u>100%</u>	<u>\$27,986</u>	<u>\$2,799</u>	<u>10%</u>	<u>\$25,187</u>	<u>90%</u>	<u>\$0.11</u>
<u>Public Transport Minor Works Programme</u>	<u>Complete</u>	<u>Christchurch (100%)</u>	<u>Public Transport</u>	<u>100%</u>	<u>\$156,293</u>	<u>\$9,831</u>	<u>6.3%</u>	<u>\$146,462</u>	<u>94%</u>	<u>\$0.54</u>
<u>Public Transport Real Time Information (ITS) Installations</u>	<u>In Progress</u>	<u>Christchurch (100%)</u>	<u>Public Transport</u>	<u>100%</u>	<u>\$353,144</u>	<u>\$19,070</u>	<u>5.4%</u>	<u>\$334,074</u>	<u>95%</u>	<u>\$0.87</u>
<u>The Palms Public Transport Facilities</u>	<u>In Progress</u>	<u>Christchurch (100%)</u>	<u>Public Transport</u>	<u>100%</u>	<u>\$1,397,697</u>	<u>\$89,453</u>	<u>6.4%</u>	<u>\$1,308,244</u>	<u>94%</u>	<u>\$2.60</u>

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Central City Transport Interchange	Complete	Christchurch (100%)	Public Transport	100%	\$22,944,268	\$1,743,764	7.6%	\$21,200,504	92%	\$54.76
Riccarton Road Bus Priority	Complete	Christchurch (100%)	Public Transport	100%	\$17,789,617	\$2,166,775	12.2%	\$15,622,842	88%	\$196.26
Central City Projects - Central City Transport Interchange Extension	Complete	Christchurch (100%)	Public Transport	100%	\$1,528,339	\$111,569	7.3%	\$1,416,770	93%	\$4.93
Route 3: Queenspark- City	Complete	Christchurch (100%)	Public Transport	100%	\$2,475,042	\$235,129	9.5%	\$2,239,913	90%	\$13.24
Passenger Transport Infrastructure	Complete	Christchurch (100%)	Public Transport	100%	\$17,878	\$1,698	9.5%	\$16,180	91%	\$0.10
COMMUNITY INFRASTRUCTURE										

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<u>Banks Peninsula Cemetery Development</u>	<u>In Progress</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$303,274</u>	<u>\$237,719</u>	<u>78.4%</u>	<u>\$65,555</u>	<u>22%</u>	<u>\$8.09</u>
<u>Belfast Cemetery Extension Development</u>	<u>In Progress</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$1,394,423</u>	<u>\$209,843</u>	<u>15%</u>	<u>\$1,184,580</u>	<u>85%</u>	<u>\$12.57</u>
<u>Cemeteries Burial Beams Development</u>	<u>In Progress</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$103,148</u>	<u>\$80,852</u>	<u>78.4%</u>	<u>\$22,296</u>	<u>22%</u>	<u>\$2.82</u>
<u>Cemeteries New Asset Development</u>	<u>In Progress</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$134,477</u>	<u>\$105,409</u>	<u>78.4%</u>	<u>\$29,068</u>	<u>22%</u>	<u>\$3.83</u>
<u>Cemetery Development</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$409,935</u>	<u>\$321,324</u>	<u>78.4%</u>	<u>\$88,611</u>	<u>22%</u>	<u>\$12.93</u>
<u>Duvauchelle Cemetery Development</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$427,627</u>	<u>\$335,192</u>	<u>78.4%</u>	<u>\$92,435</u>	<u>22%</u>	<u>\$11.05</u>

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<u>Lyttleton Catholic Cemetery Extension Development</u>	<u>LTP</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$323,576</u>	<u>\$253,632</u>	<u>78.4%</u>	<u>\$69,944</u>	<u>22%</u>	<u>\$8.34</u>
<u>Memorial Cemetery Development</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$354,873</u>	<u>\$278,164</u>	<u>78.4%</u>	<u>\$76,709</u>	<u>22%</u>	<u>\$11.74</u>
<u>Memorial Cemetery Development</u>	<u>In Progress</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$1,132,191</u>	<u>\$887,458</u>	<u>78.4%</u>	<u>\$244,733</u>	<u>22%</u>	<u>\$29.67</u>
<u>Whakata - Christchurch Cemetery Development (Templeton)</u>	<u>In Progress</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$1,750,630</u>	<u>\$1,372,216</u>	<u>78.4%</u>	<u>\$378,414</u>	<u>22%</u>	<u>\$45.57</u>
<u>Delivery Package FY17 - Neighbourhood Parks - Play and Recreation (New)</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$99,186</u>	<u>\$39,674</u>	<u>40%</u>	<u>\$59,512</u>	<u>60%</u>	<u>\$1.39</u>
<u>Governors Bay Community Centre & Pool Reserve - Play and Recreation Facilities (New)</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$170,330</u>	<u>\$34,066</u>	<u>20%</u>	<u>\$136,264</u>	<u>80%</u>	<u>\$1.32</u>

Christchurch City Council Development Contributions Policy 2024/2025

<u>Project Name</u>	<u>Status</u>	<u>Catchment from Report</u>	<u>Catchment (s)</u>	<u>Allocation to Catchment (s)</u>	<u>Capital Cost (excluding interest & inflation)</u>	<u>Proposed recovery through DCs (excluding interest & inflation)</u>	<u>Proportion of proposed recovery through DCs</u>	<u>Proposed recovery from other sources (excluding interest & inflation)</u>	<u>Proportion of proposed recovery through other sources</u>	<u>DC Charge per HUE (excluding GST)</u>
<u>Seager Park Playground</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$55,958</u>	<u>\$33,575</u>	<u>60%</u>	<u>\$22,383</u>	<u>40%</u>	<u>\$1.23</u>
<u>Waitikiri Square Playground</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$142,112</u>	<u>\$56,845</u>	<u>40%</u>	<u>\$85,267</u>	<u>60%</u>	<u>\$1.99</u>
<u>Canterbury Agricultural Park Toilet and Changing Rooms</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$892,610</u>	<u>\$357,044</u>	<u>40%</u>	<u>\$535,566</u>	<u>60%</u>	<u>\$13.25</u>
<u>Halswell Skate Park</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$391,745</u>	<u>\$156,698</u>	<u>40%</u>	<u>\$235,047</u>	<u>60%</u>	<u>\$5.14</u>
<u>Belfast Cemetery Extension</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$1,870,625</u>	<u>\$1,466,273</u>	<u>78%</u>	<u>\$404,352</u>	<u>22%</u>	<u>\$65.70</u>
<u>Cemetery Beams New Development</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$840,770</u>	<u>\$659,030</u>	<u>78.4%</u>	<u>\$181,740</u>	<u>22%</u>	<u>\$28.34</u>
<u>New Library to support population growth</u>	<u>LTP</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$1,637,823</u>	<u>\$1,134,015</u>	<u>69.2%</u>	<u>\$503,808</u>	<u>31%</u>	<u>\$38.97</u>
<u>Matatiki: Hornby Centre</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$46,743,024</u>	<u>\$22,057,018</u>	<u>47.2%</u>	<u>\$24,686,006</u>	<u>53%</u>	<u>\$797.66</u>

Christchurch City Council Development Contributions Policy 2024/2025

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<u>Matatiki: Hornby Centre Development Contributions</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$1,538,727</u>	<u>\$743,752</u>	<u>48.3%</u>	<u>\$794,975</u>	<u>52%</u>	<u>\$25.97</u>
<u>Te Pou Toetoe Linwood Pool</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$22,643,281</u>	<u>\$10,944,747</u>	<u>48.3%</u>	<u>\$11,698,534</u>	<u>52%</u>	<u>\$435.96</u>
<u>Parakiore Recreation and Sports Centre Equipment (formally Metro Sports Facility)</u>	<u>In Progress</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$1,392,026</u>	<u>\$328,240</u>	<u>23.6%</u>	<u>\$1,063,786</u>	<u>76%</u>	<u>\$11.60</u>
<u>Parakiore Recreation and Sports Centre (formally Metro Sport Facility)</u>	<u>In Progress</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$150,316.75</u> <u>2</u>	<u>\$35,444.690</u>	<u>23.6%</u>	<u>\$114,872.06</u> <u>2</u>	<u>76%</u>	<u>\$1,422.28</u>
<u>Little River Play and Recreation Development</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$320,110</u>	<u>\$50,814</u>	<u>15.9%</u>	<u>\$269,296</u>	<u>84%</u>	<u>\$2.24</u>
<u>Play & Recreation Development</u>	<u>Complete</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$1,122,709</u>	<u>\$192,276</u>	<u>17%</u>	<u>\$930,433</u>	<u>83%</u>	<u>\$9.49</u>
<u>Cross Reserve - Play Space Renewal</u>	<u>In Progress</u>	<u>Community Wide (100%)</u>	<u>District Wide</u>	<u>100%</u>	<u>\$15,476</u>	<u>\$1,425</u>	<u>9.2%</u>	<u>\$14,051</u>	<u>91%</u>	<u>\$0.10</u>

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Hunter Terrace Bicycle Pump Track Renewal and New Mini Basketball Court	In Progress	Community Wide (100%)	District Wide	100%	\$74,607	\$6,870	9.2%	\$67,737	91%	\$0.47
Linwood Park Skate Park Renewal	LTP	Community Wide (100%)	District Wide	100%	\$595,951	\$54,875	9.2%	\$541,076	91%	\$3.64
Quarry View Park - New Play Space	In Progress	Community Wide (100%)	District Wide	100%	\$14,492	\$14,492	100.0%	\$0	0%	\$0.57
Waihoru Spreydon-Cashmere-Heathcote Local Play Space Renewals	LTP	Community Wide (100%)	District Wide	100%	\$441,512	\$40,654	9%	\$400,858	91%	\$2.59
Waimaero Fendalton-Waimairi-Harewood Local Play Space Renewals	LTP	Community Wide (100%)	District Wide	100%	\$387,828	\$35,711	9.2%	\$352,117	91%	\$2.27
Waipapa Papanui-Innes-Central Local Play Space Renewals	LTP	Community Wide (100%)	District Wide	100%	\$593,859	\$54,682	9.2%	\$539,177	91%	\$3.47

Christchurch City Council Development Contributions Policy 2024/2025

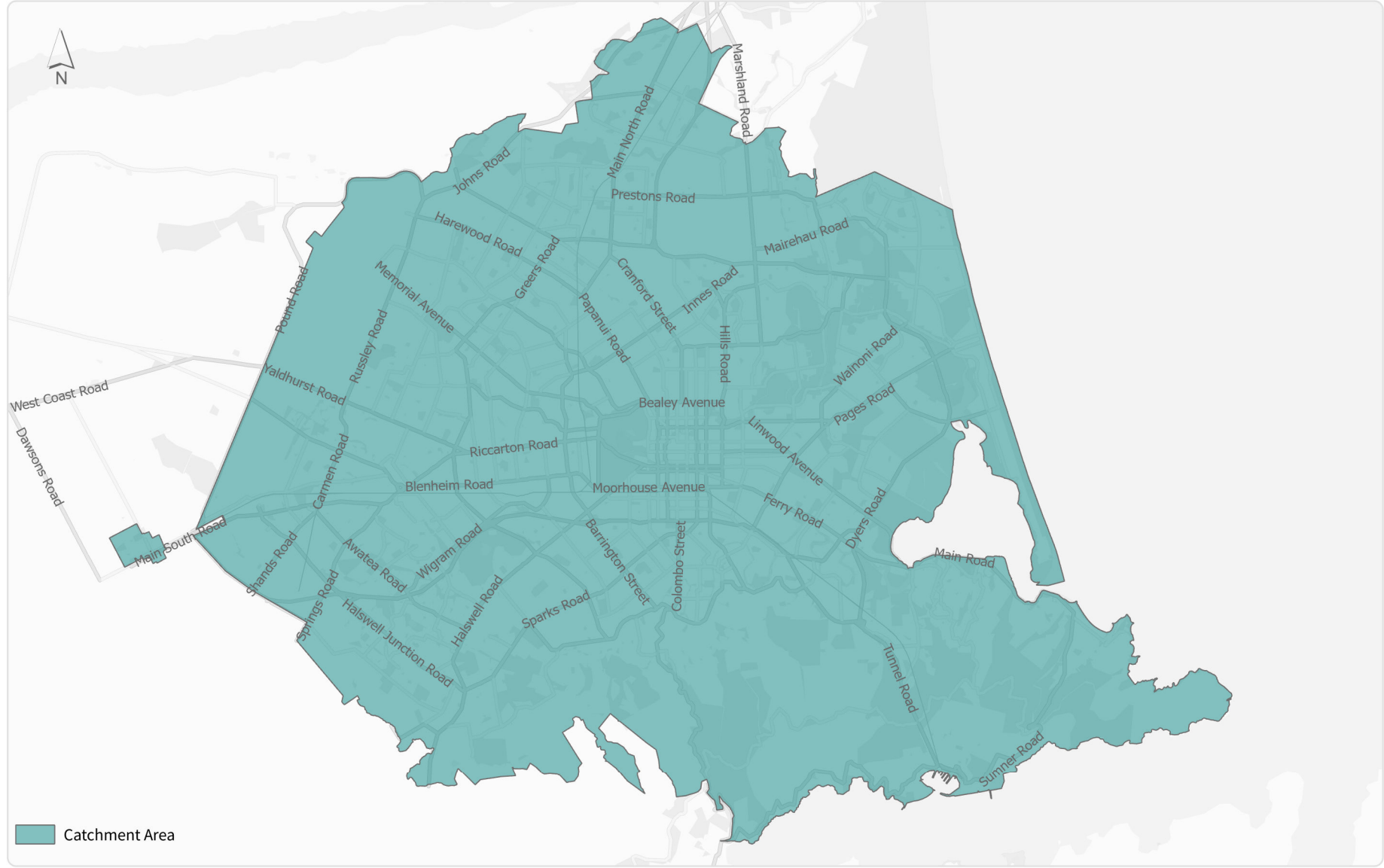
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Waipuna Halswell-Hornby-Riccarton Local Play Spaces Renewals	LTP	Community Wide (100%)	District Wide	100%	\$332,467	\$30,613	9.2%	\$301,854	91%	\$1.95
Waitai Coastal-Burwood-Linwood Local Play Space Renewals	LTP	Community Wide (100%)	District Wide	100%	\$499,539	\$45,997	9.2%	\$453,542	91%	\$2.93
Waltham Park - Play Space Renewal	In Progress	Community Wide (100%)	District Wide	100%	\$281,582	\$25,928	9.2%	\$255,654	91%	\$1.71

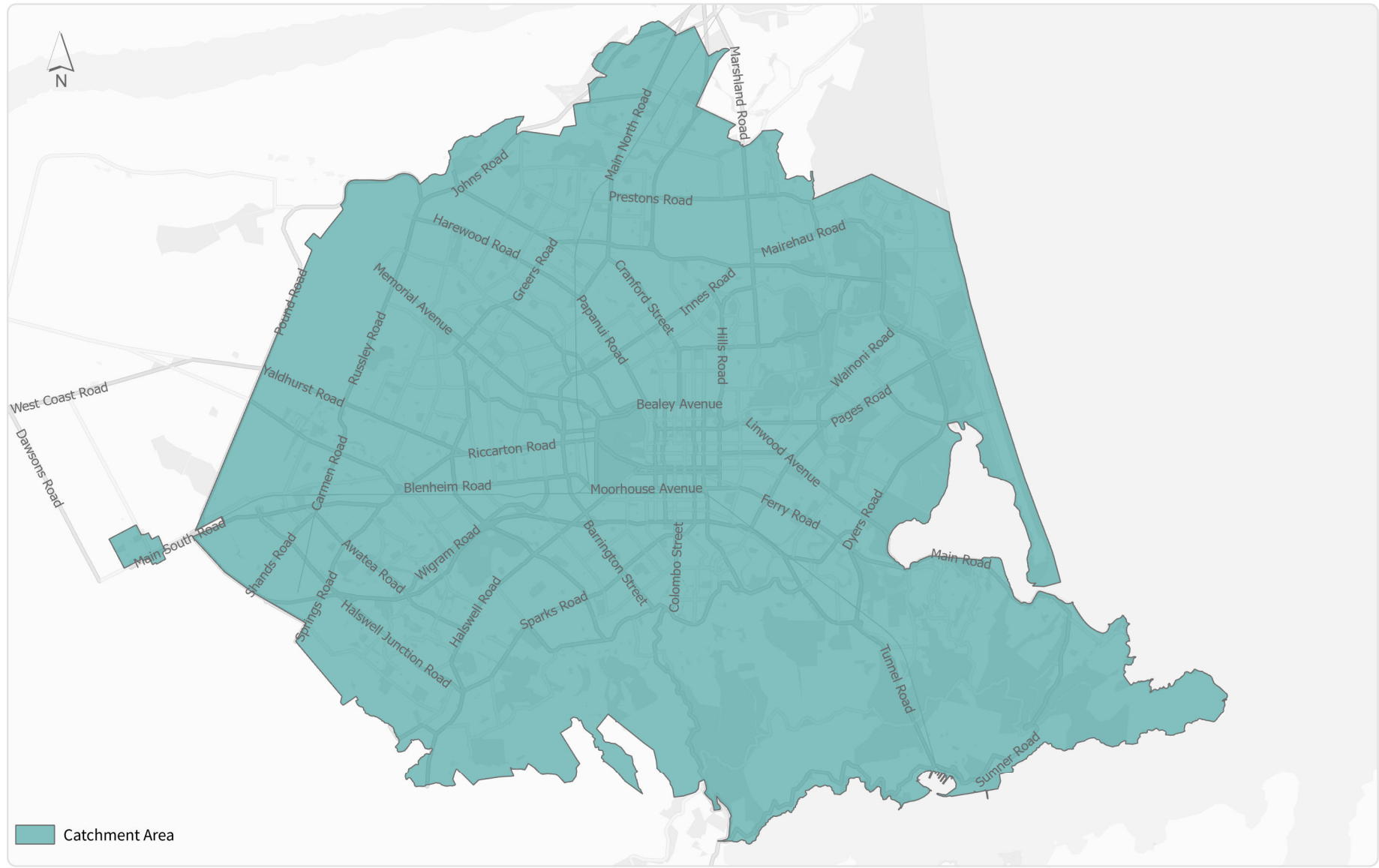
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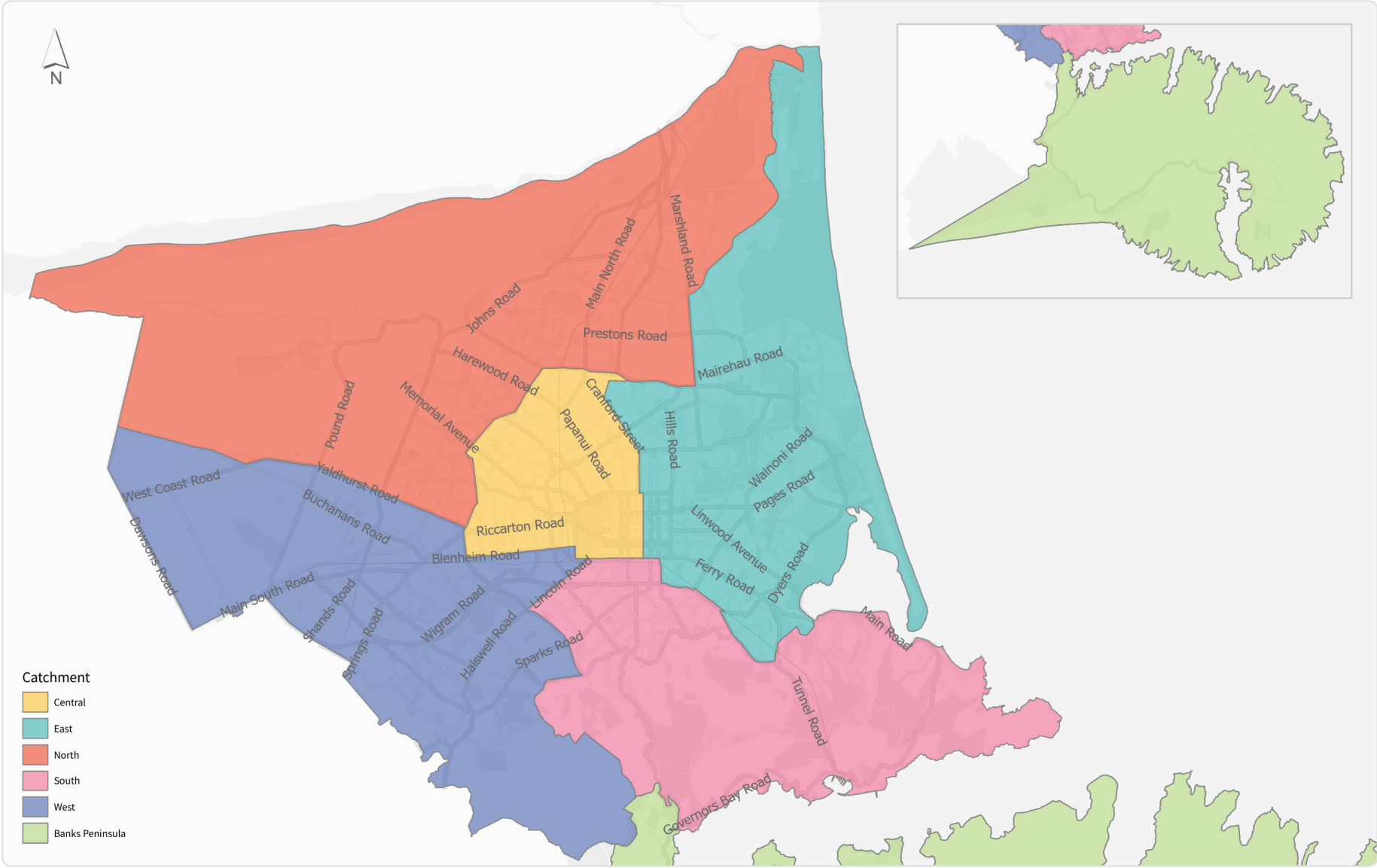
APPENDIX 3

CATCHMENT MAPS FOR DEVELOPMENT CONTRIBUTIONS ACTIVITIES

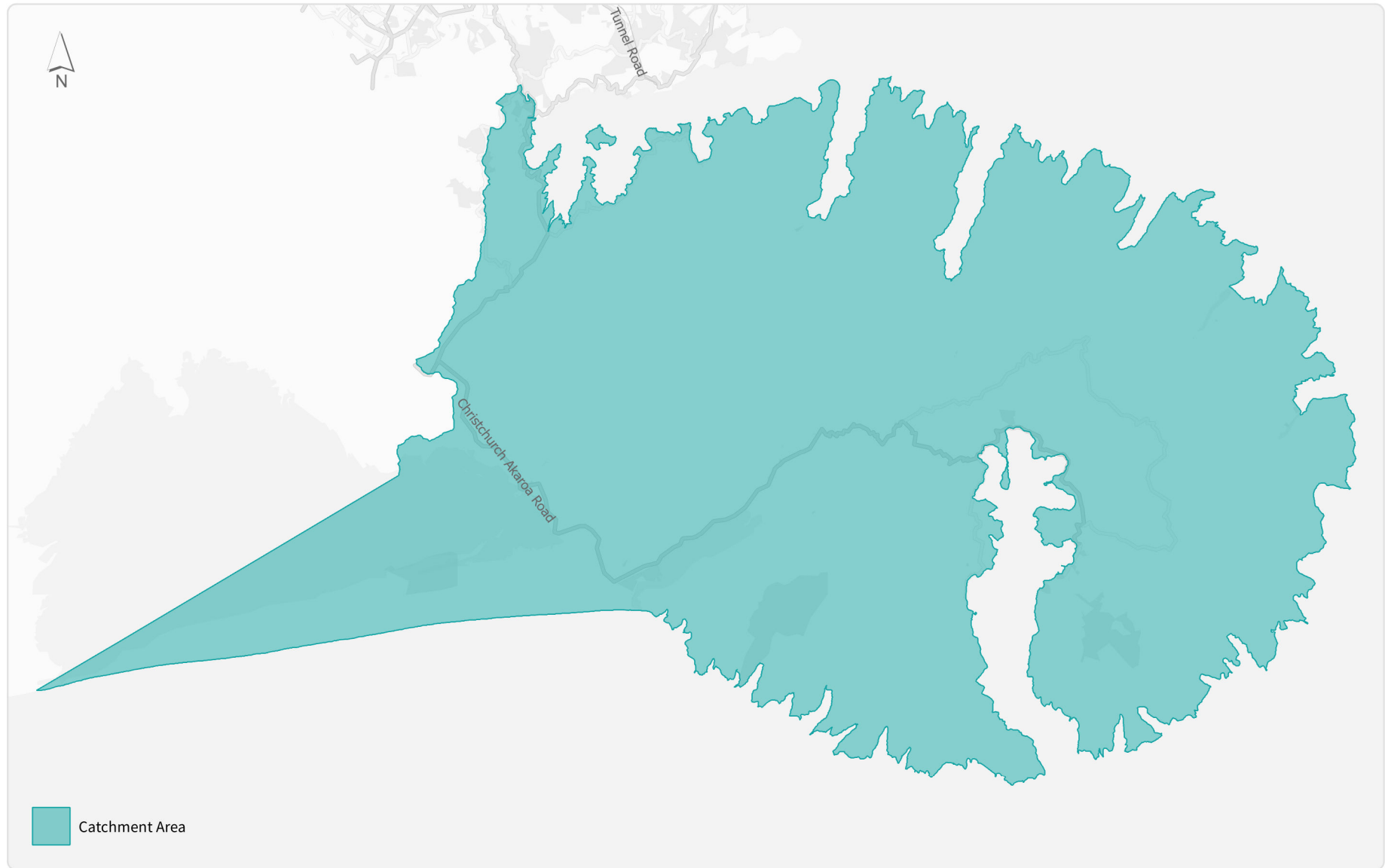
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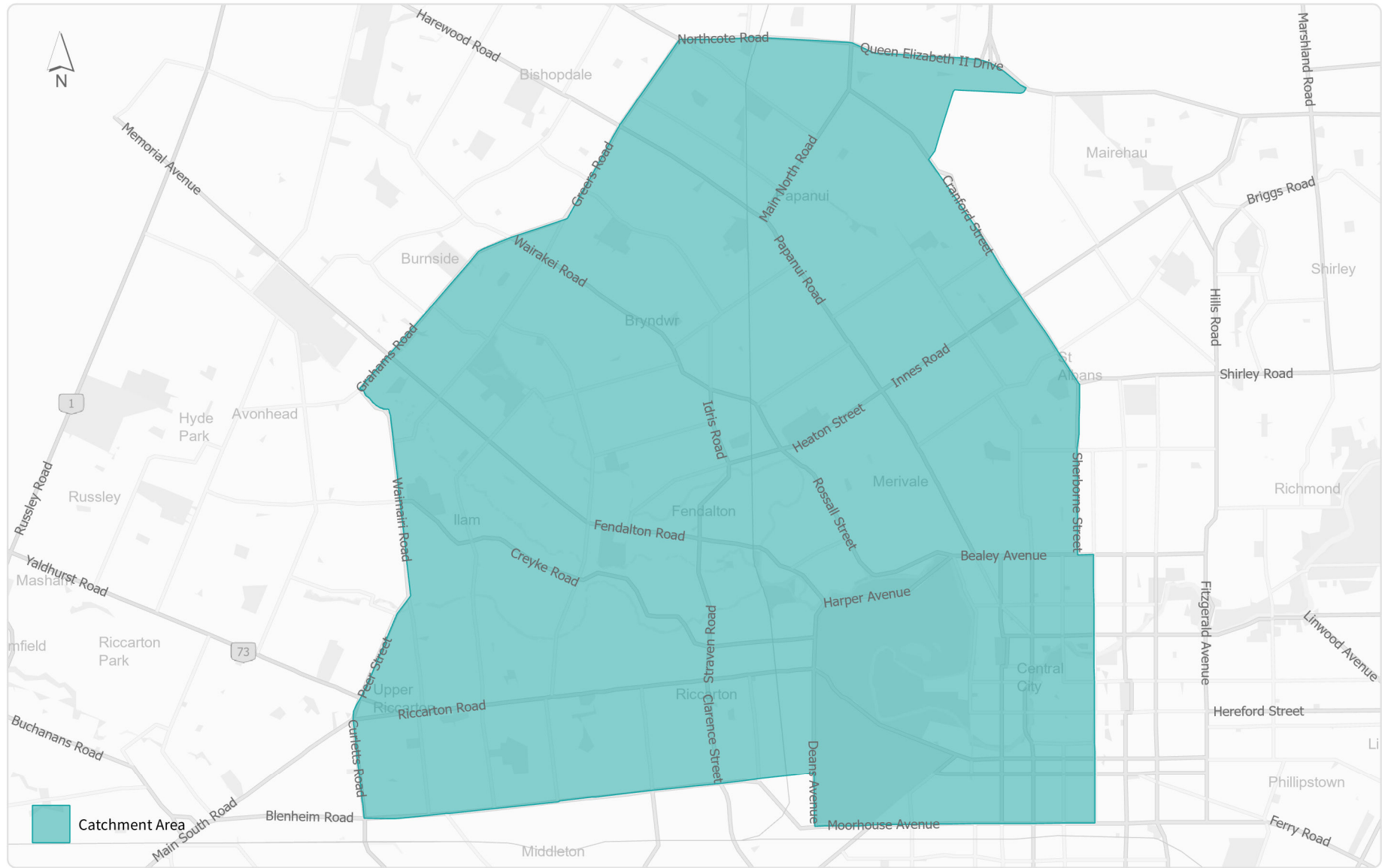




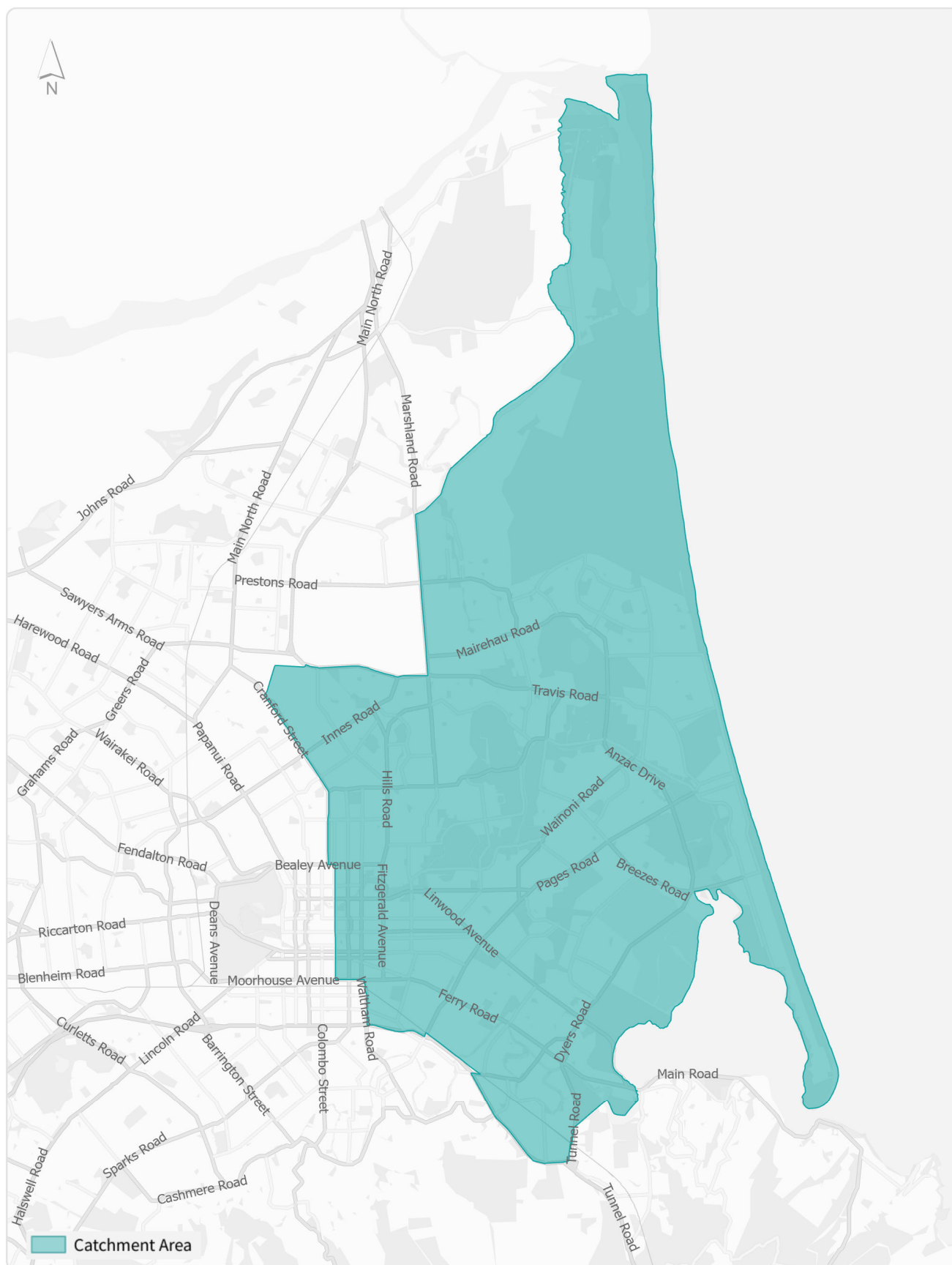
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Road Network Catchments

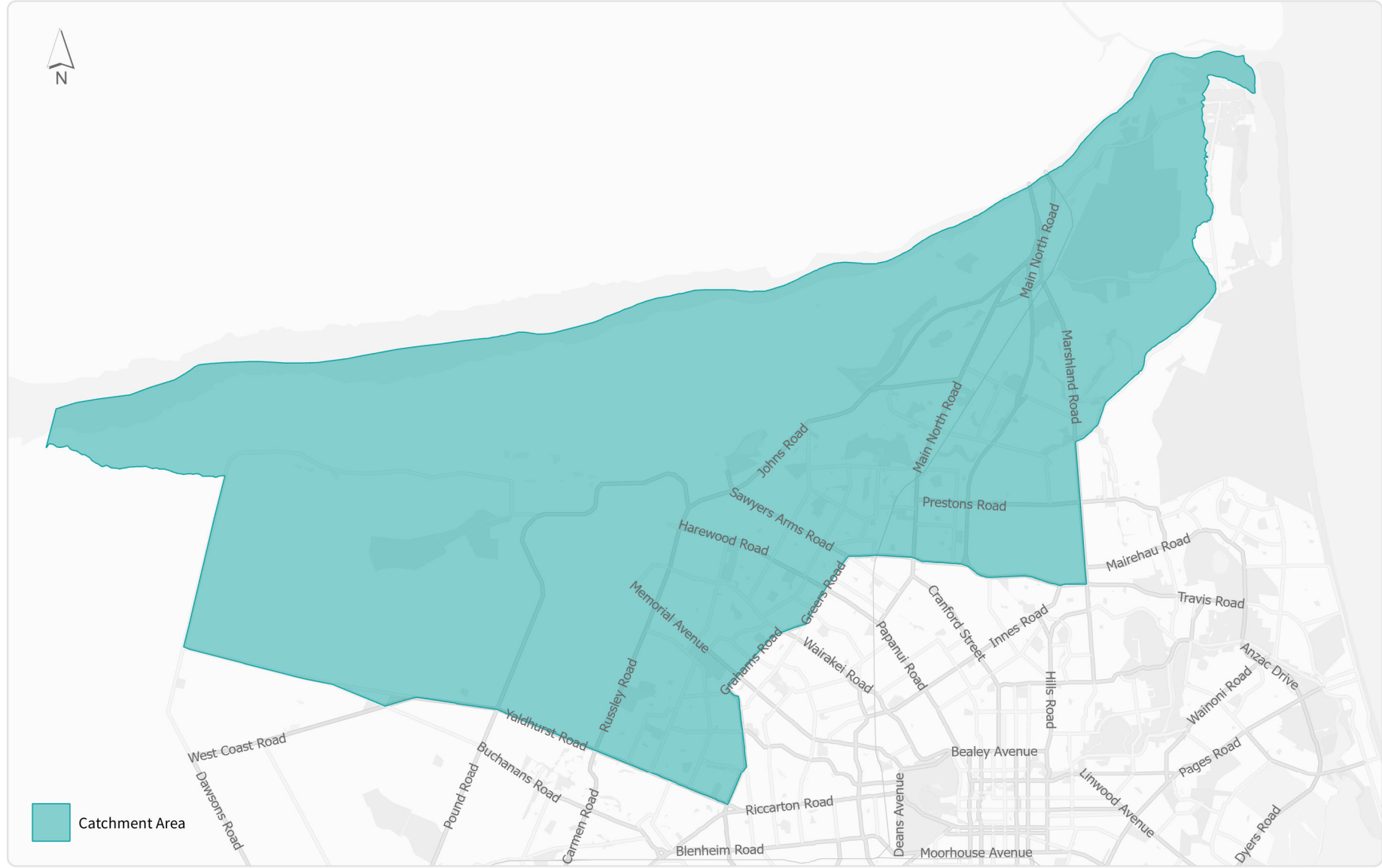


Development Contributions Policy 2025
Road Network Catchments
Banks Peninsula Catchment



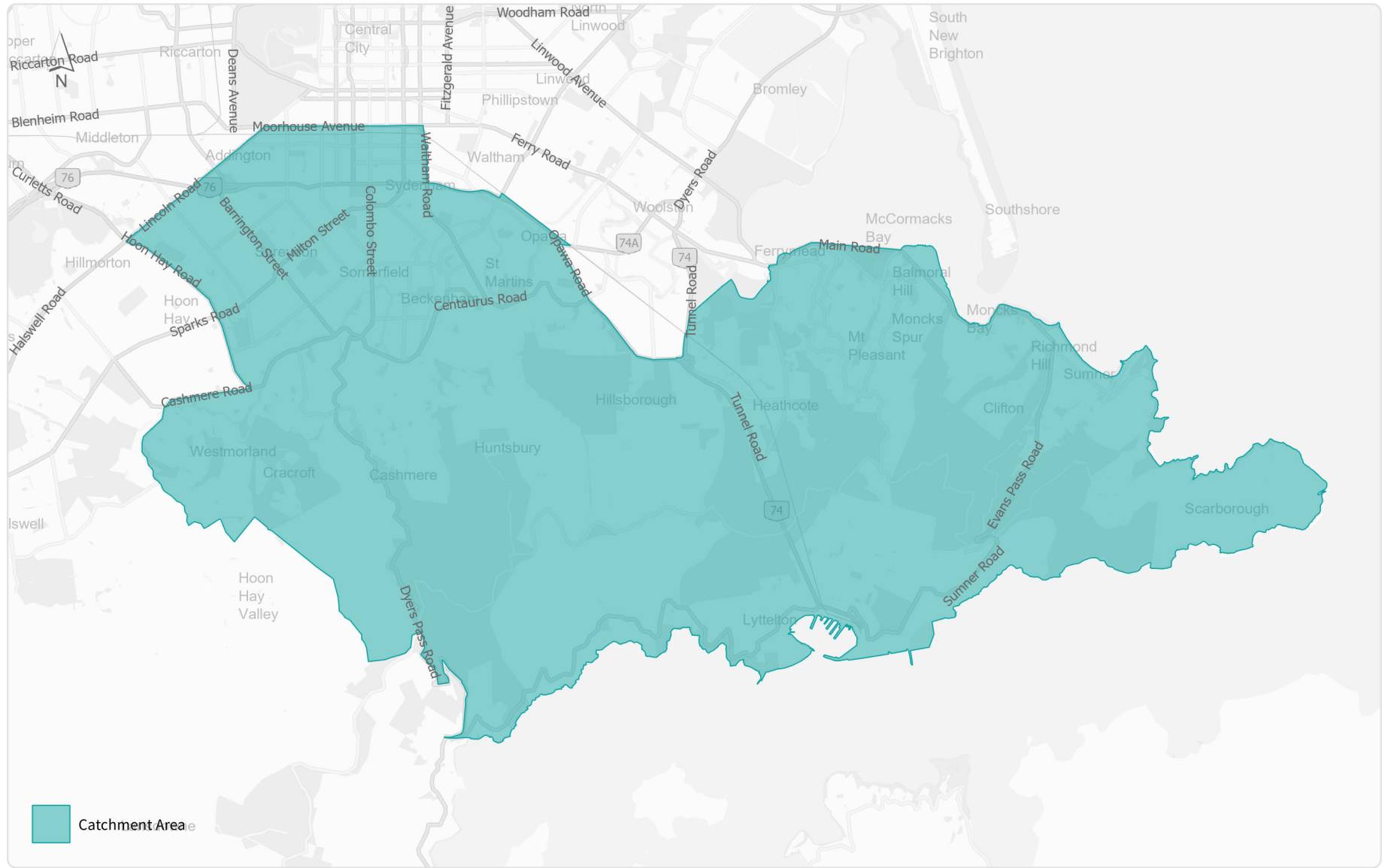
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Road Network Catchments
Central Catchment





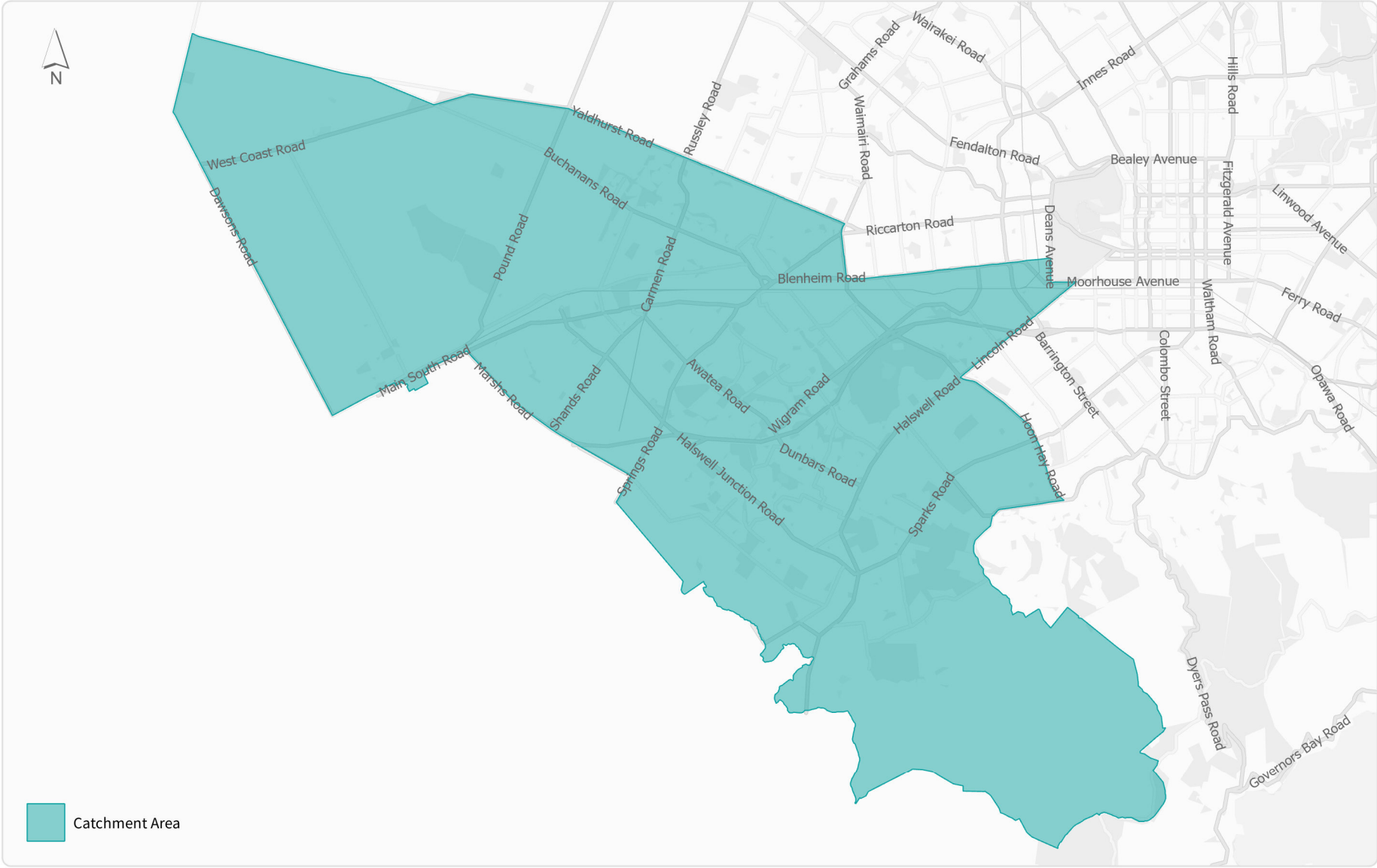
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Road Network Catchments
North Catchment





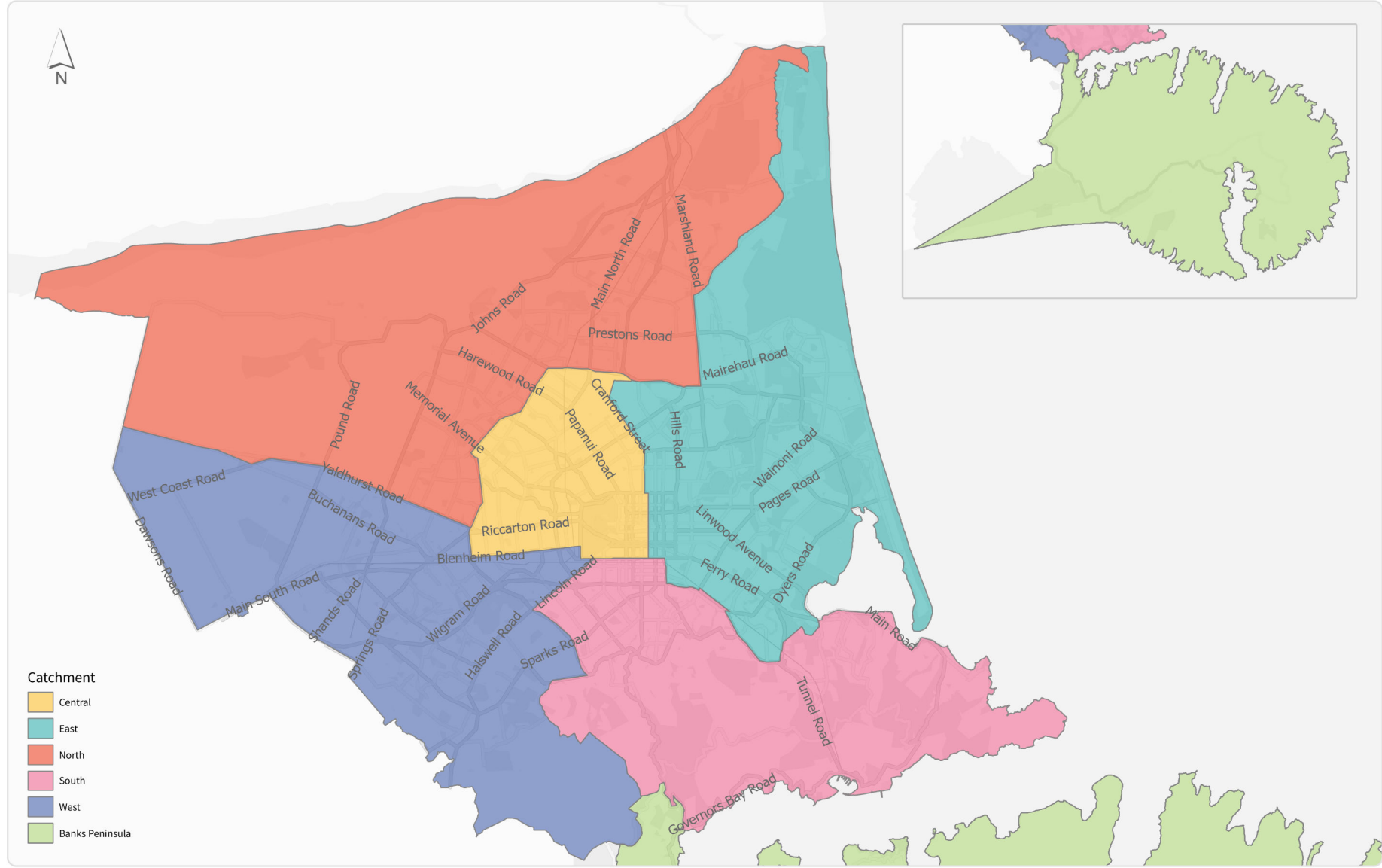
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Road Network Catchments
South Catchment

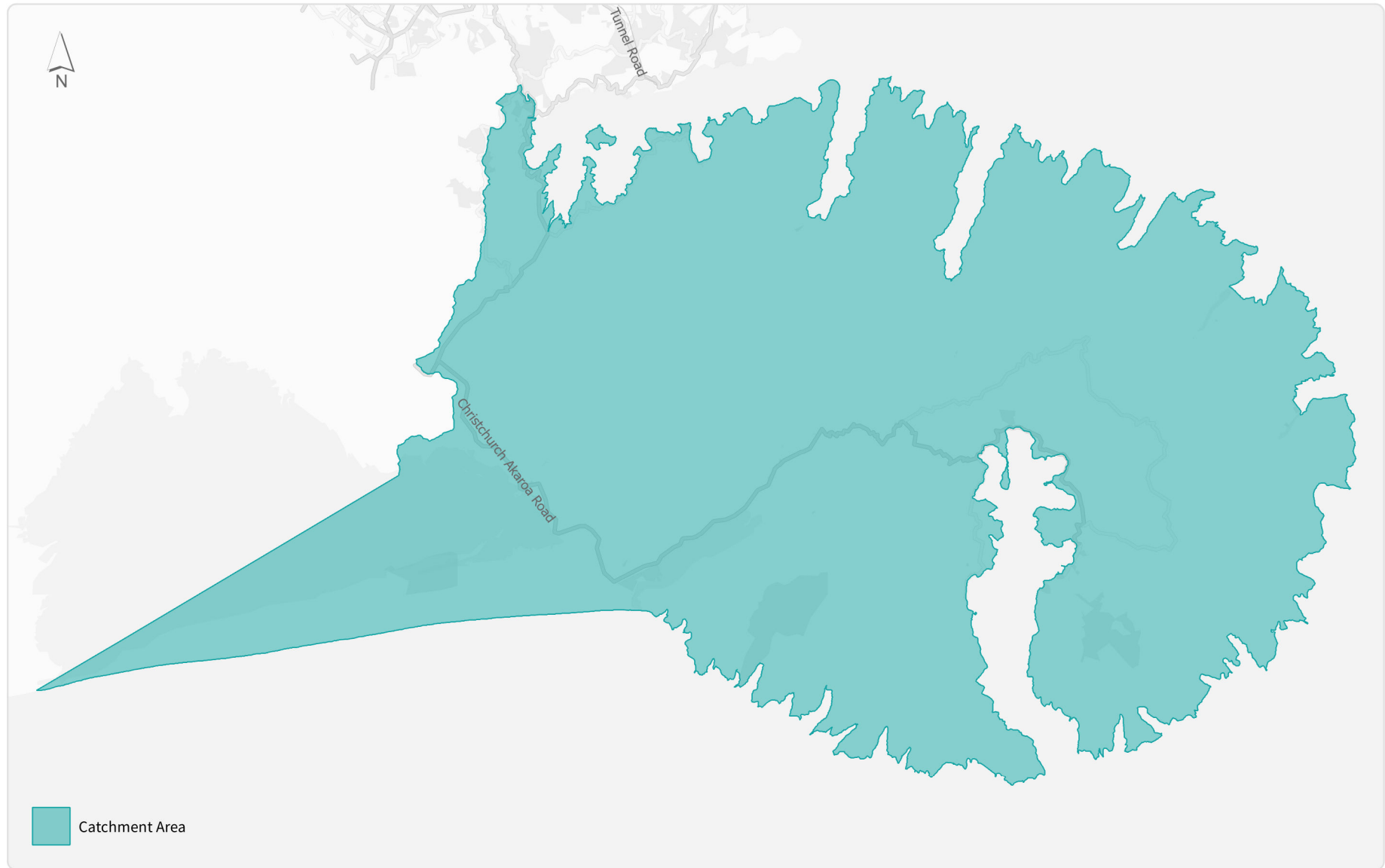




Development Contributions Policy 2025
Road Network Catchments
West Catchment

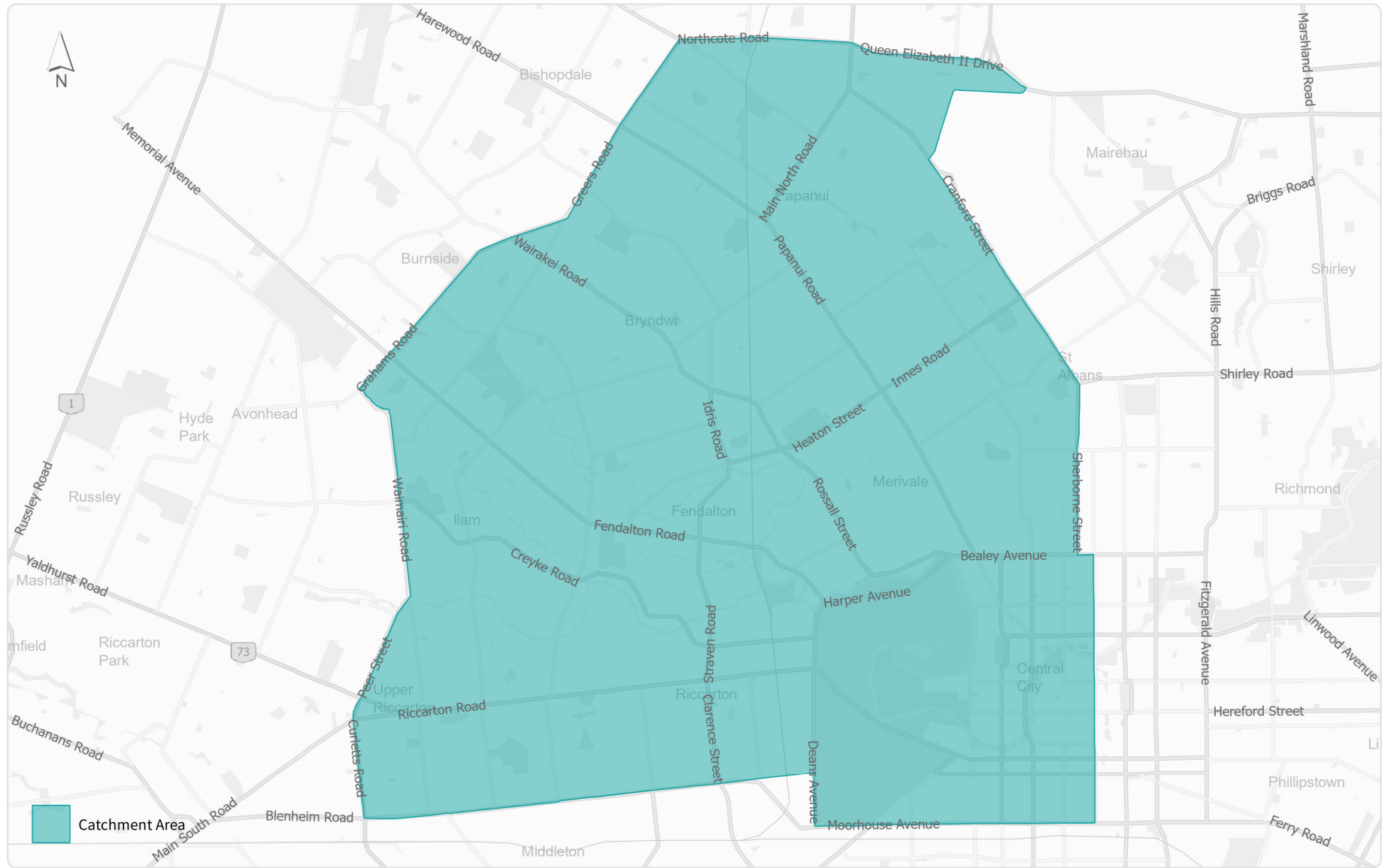




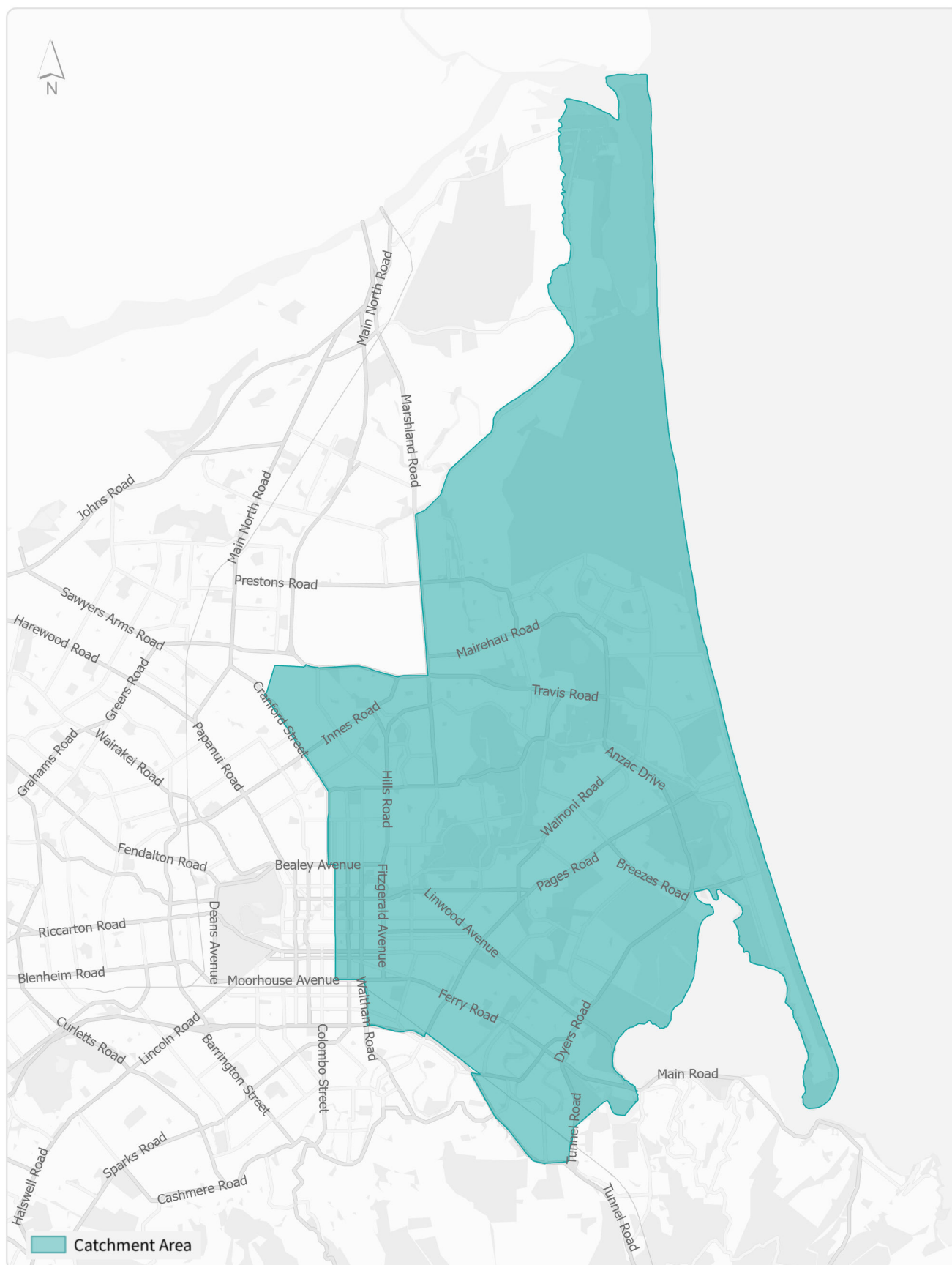


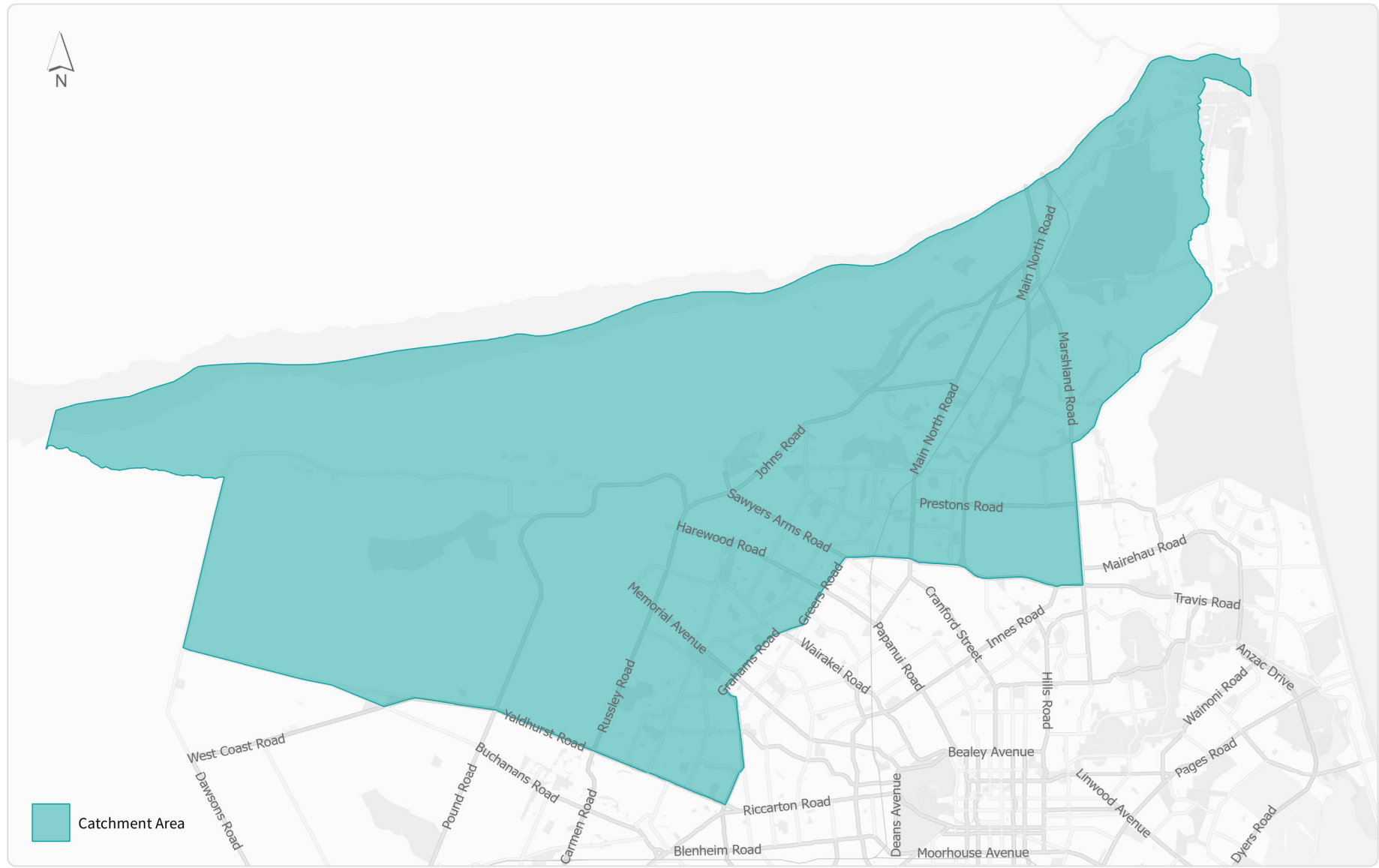
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Neighbourhood Park Catchments
Banks Peninsula Catchment





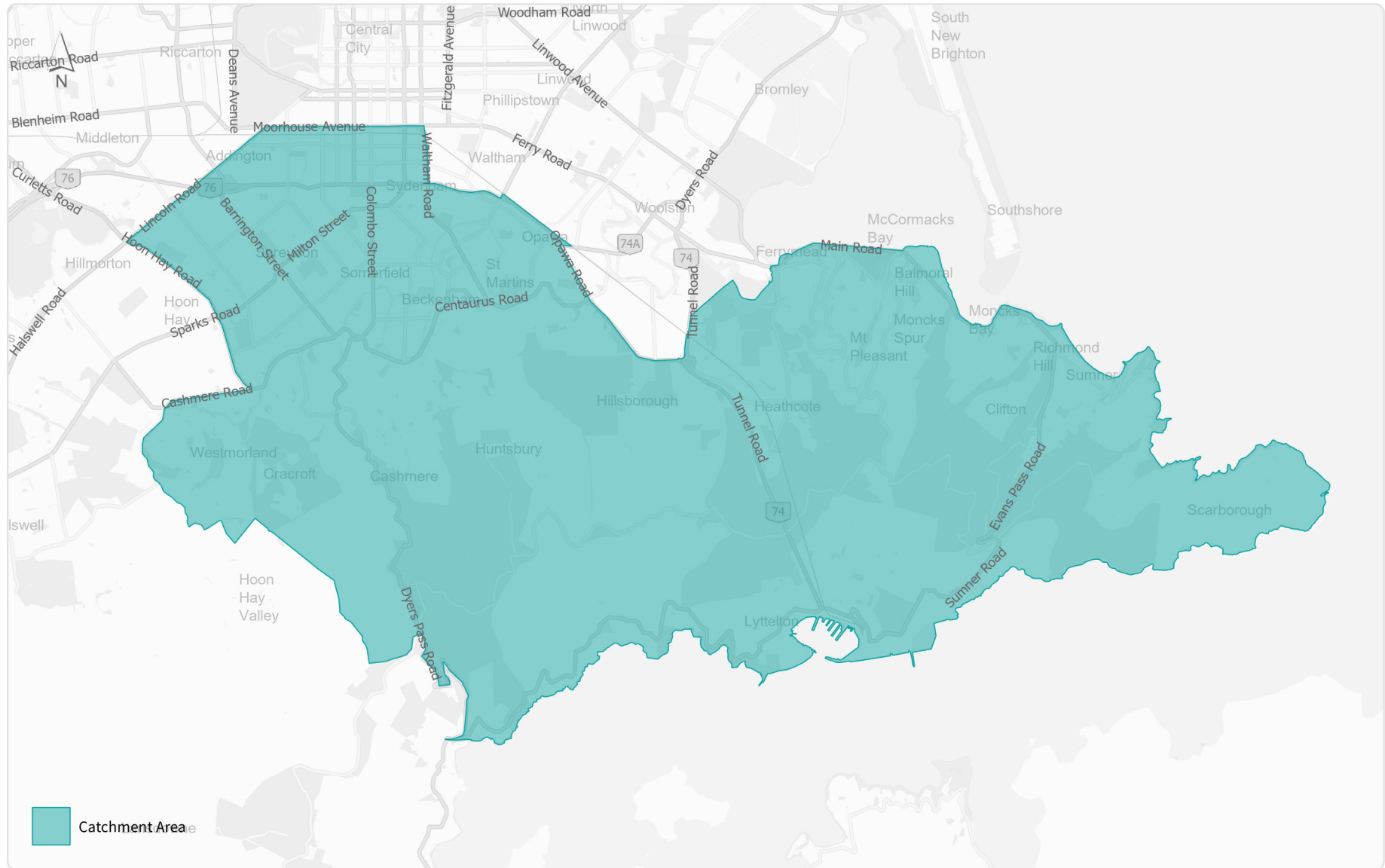
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Neighbourhood Park Catchments
Central Catchment





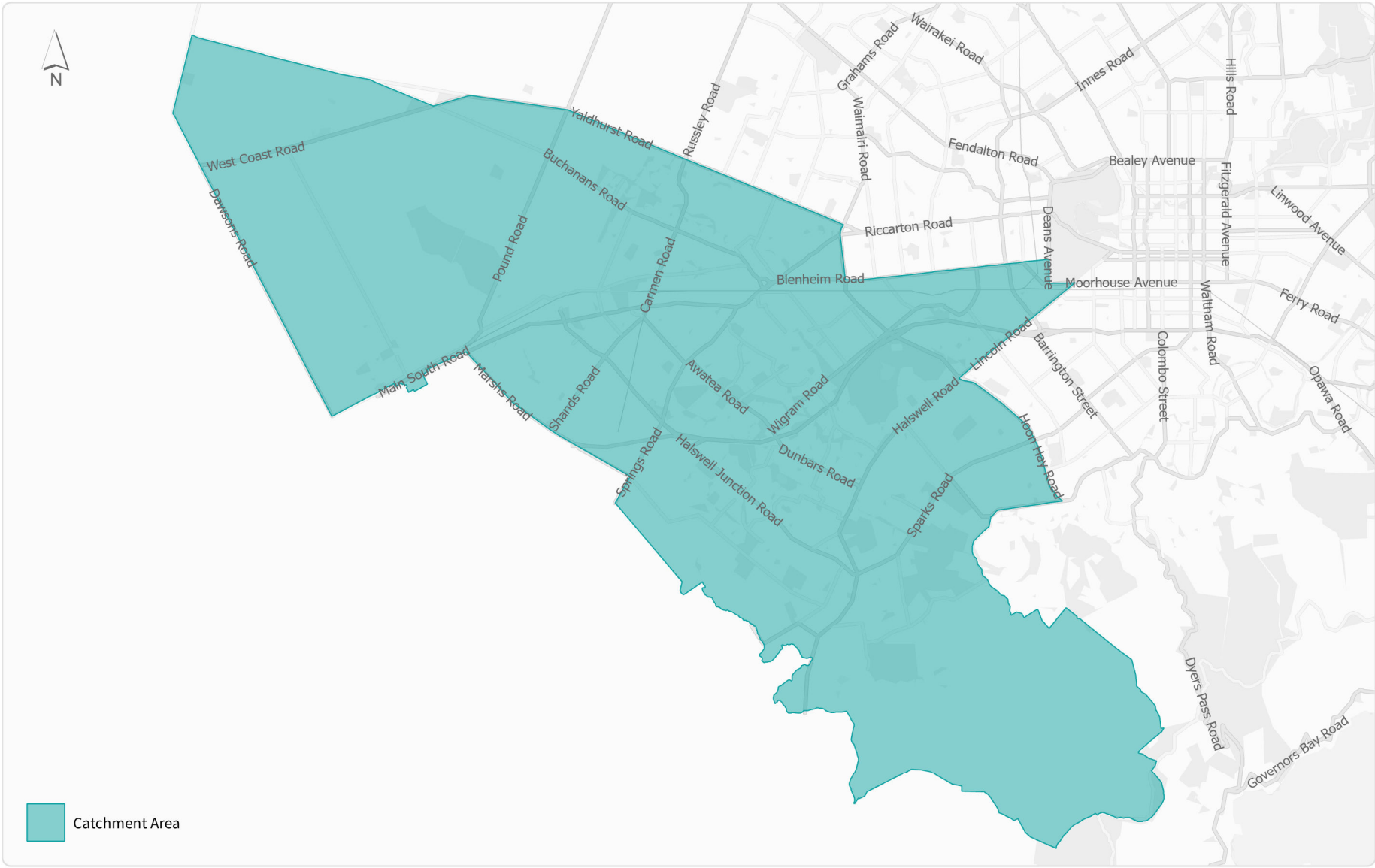
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Neighbourhood Park Catchments
North Catchment



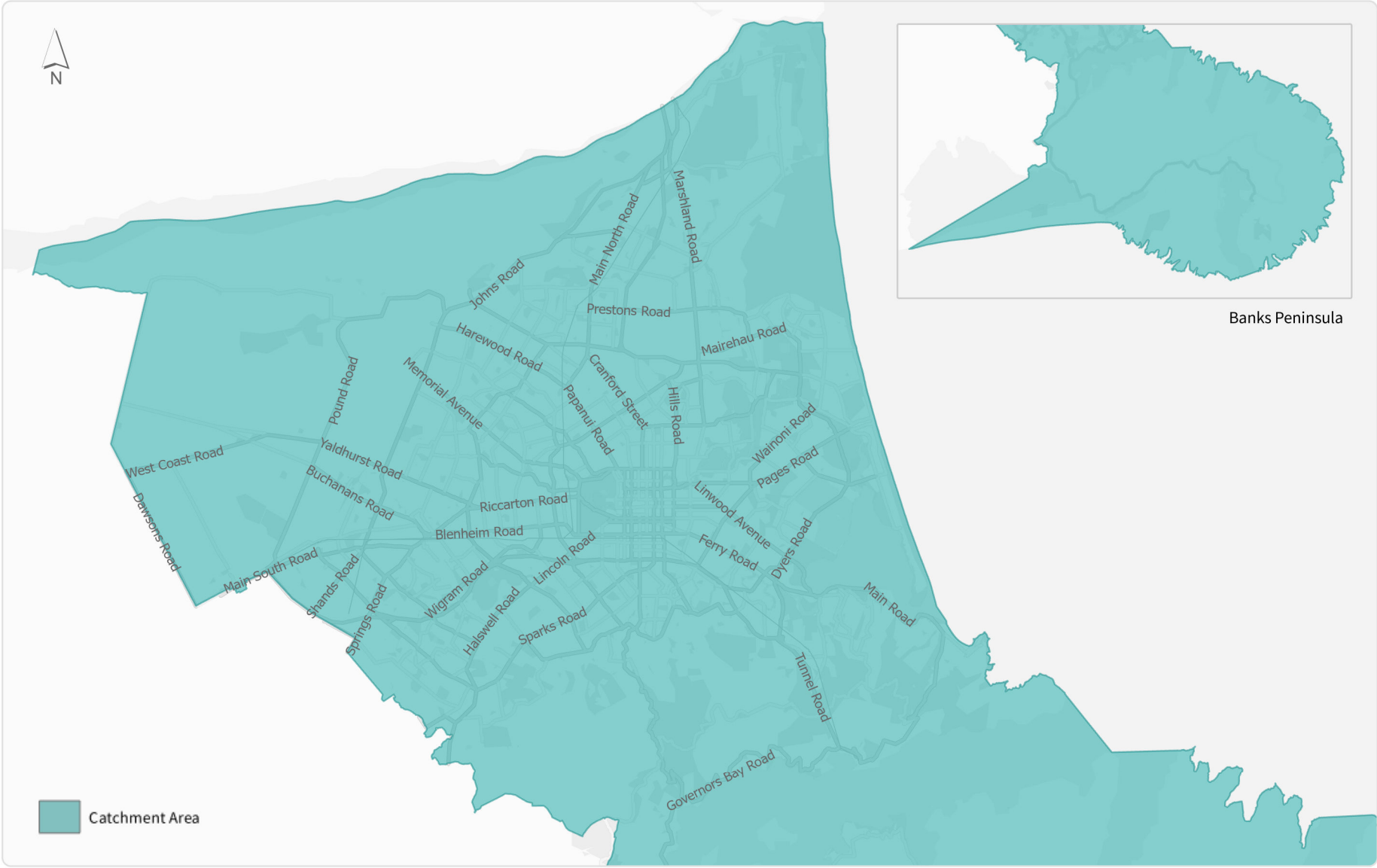


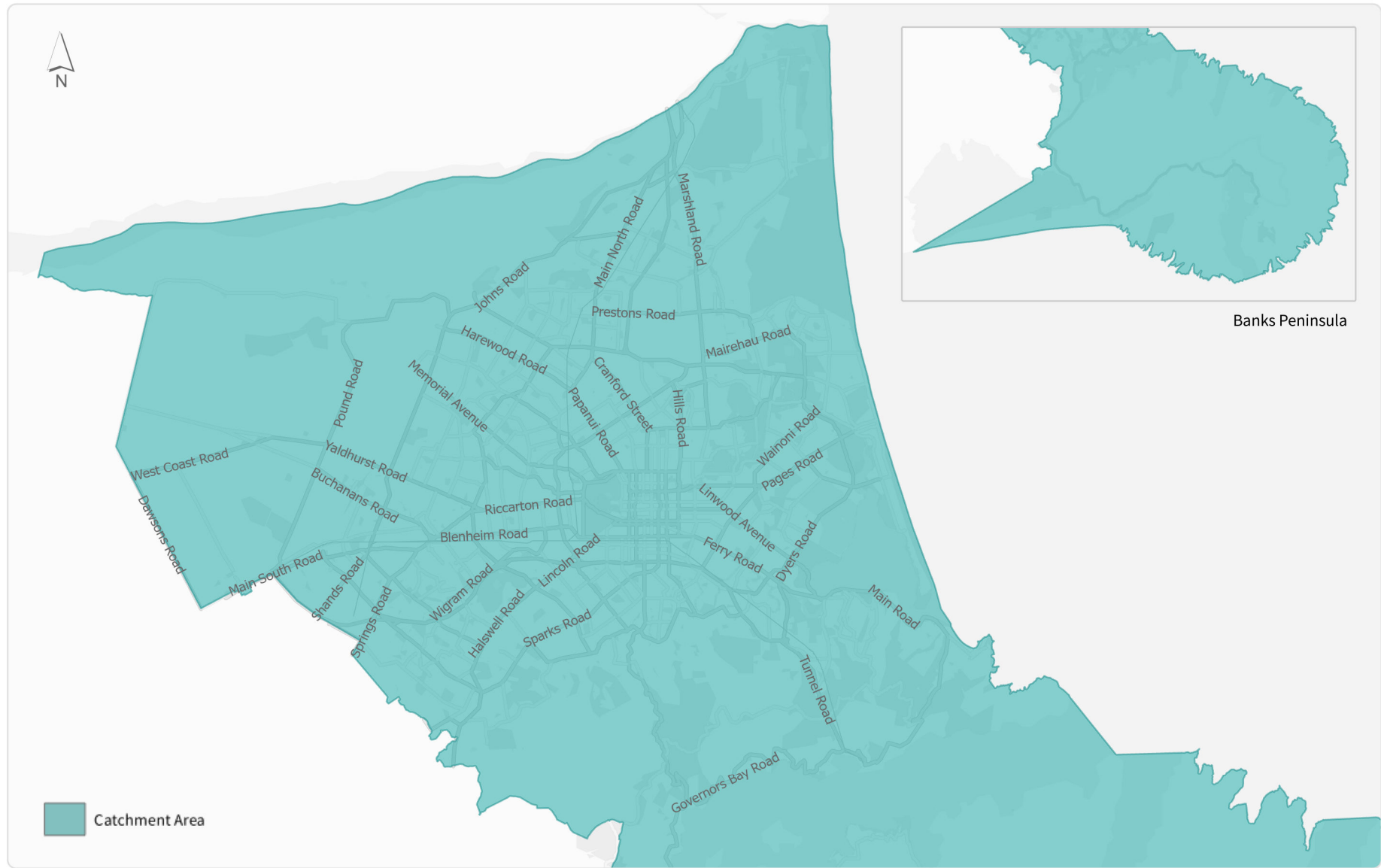
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South Catchment

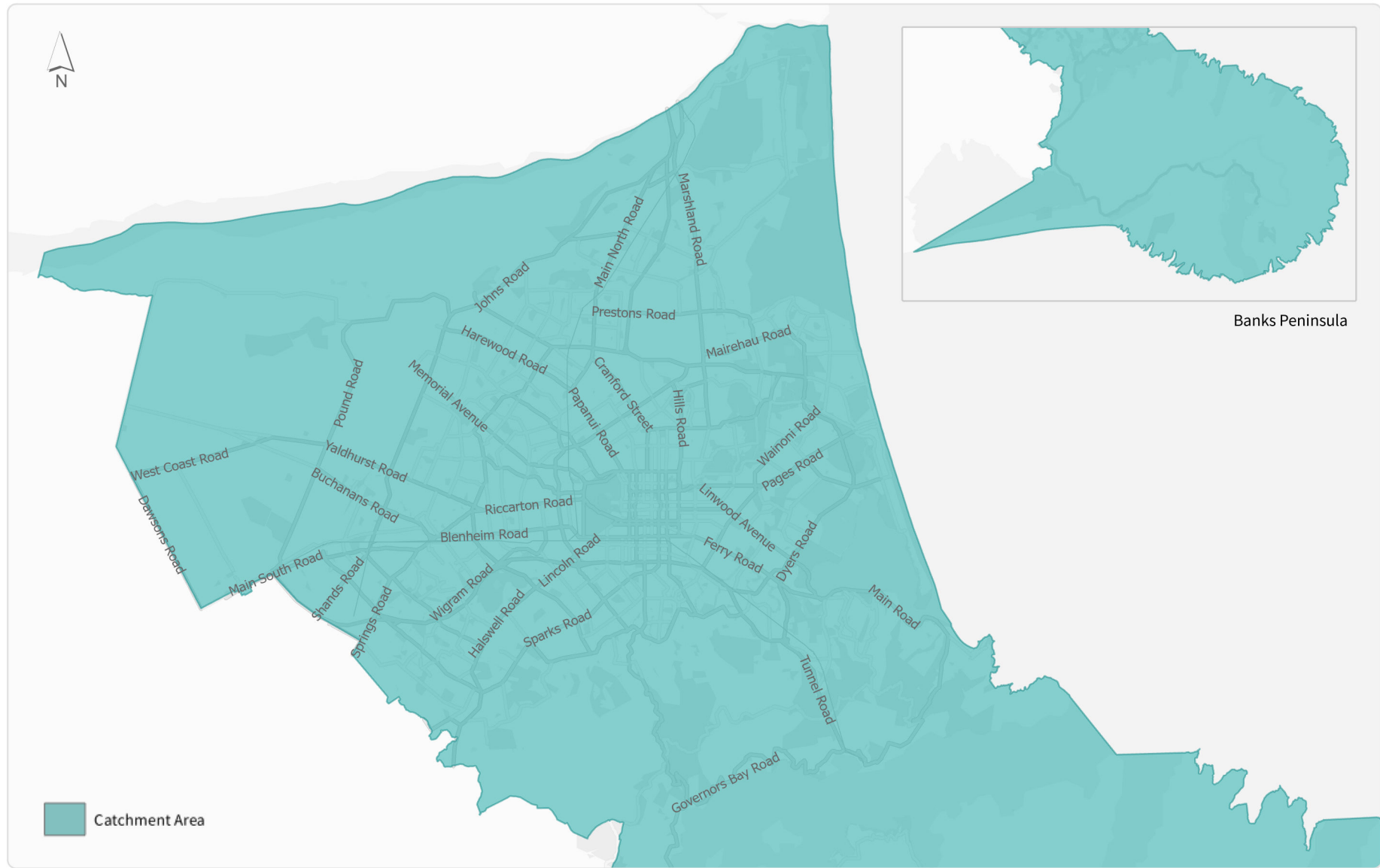


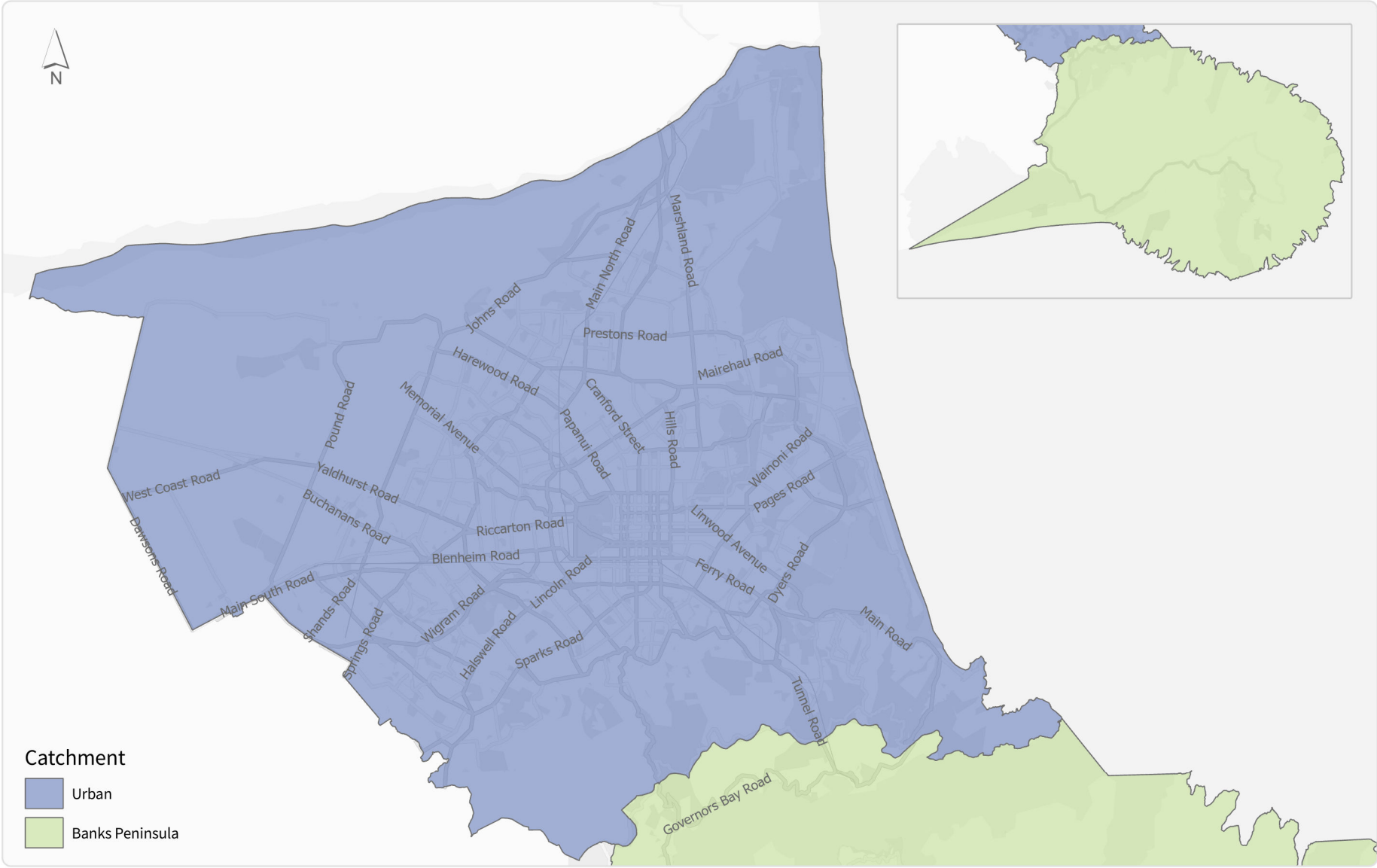


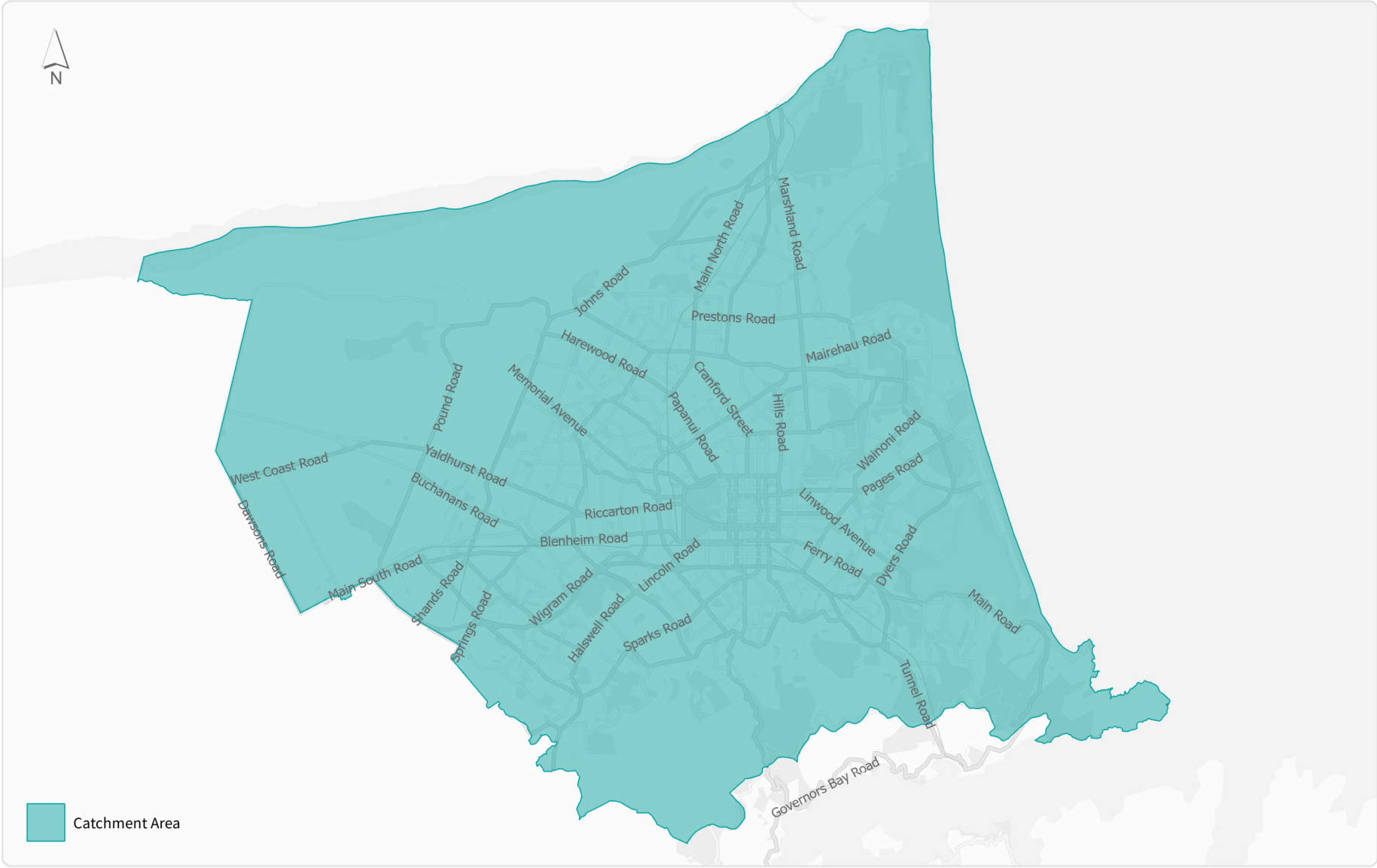
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Neighbourhood Park Catchments
West Catchment





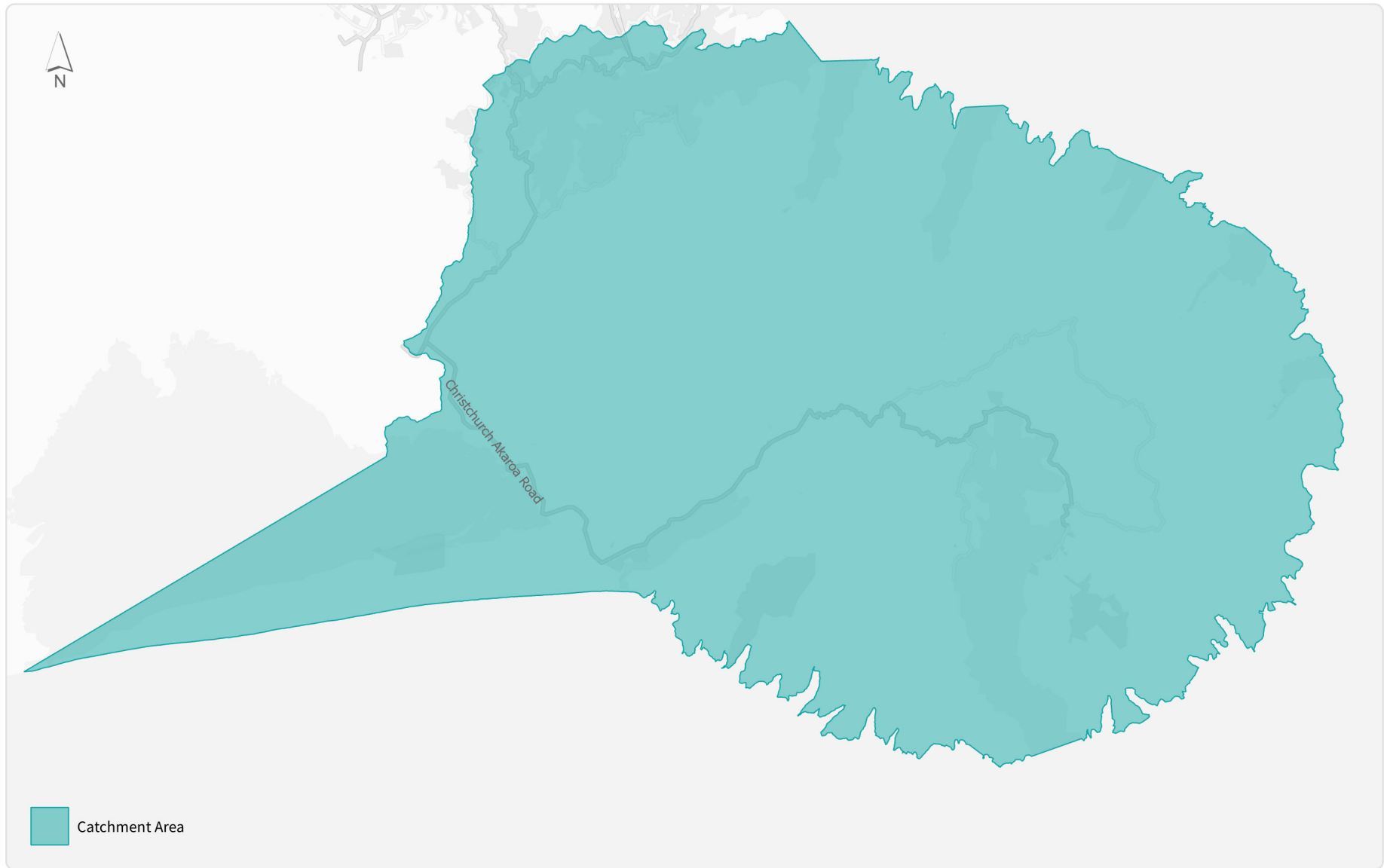




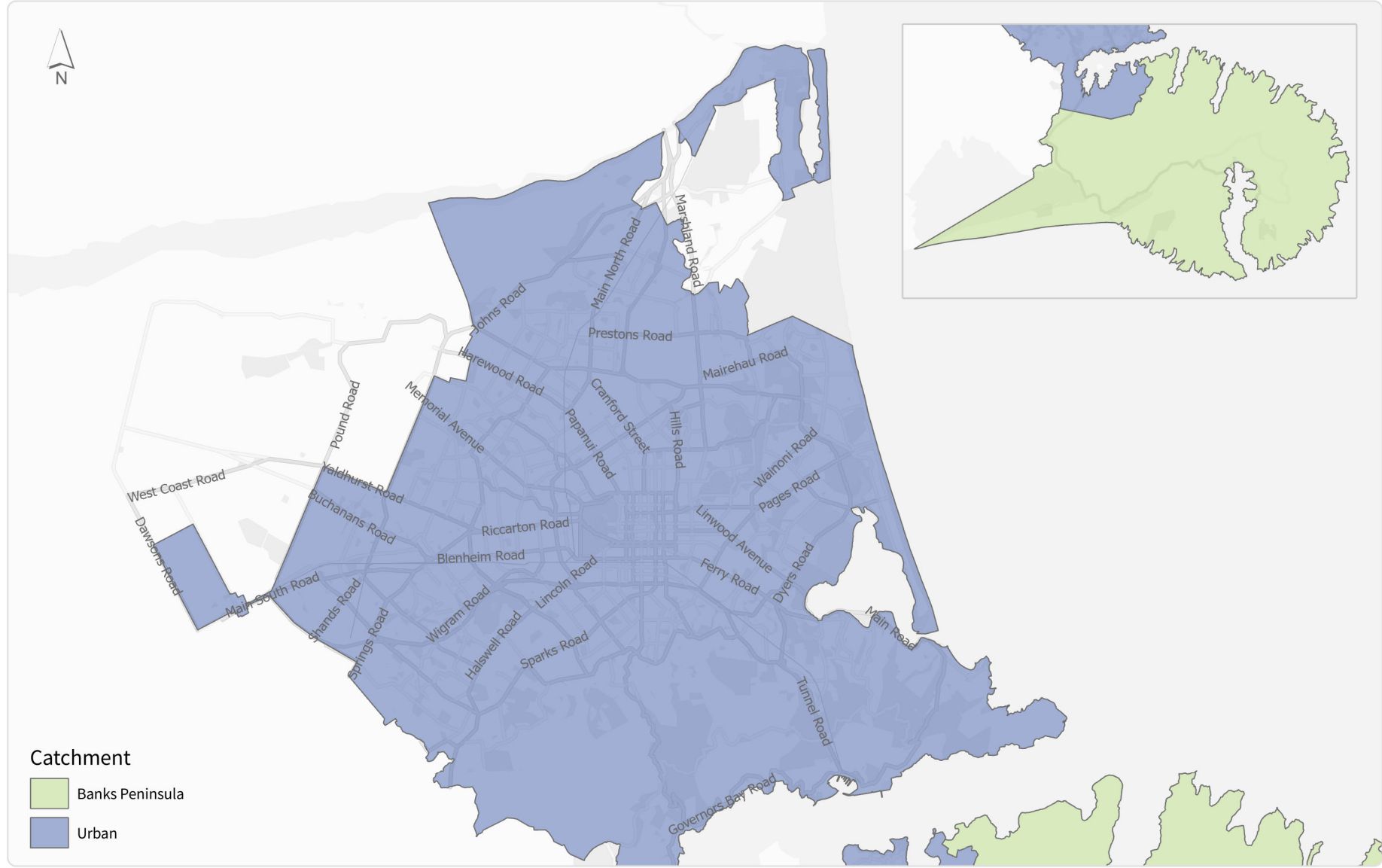


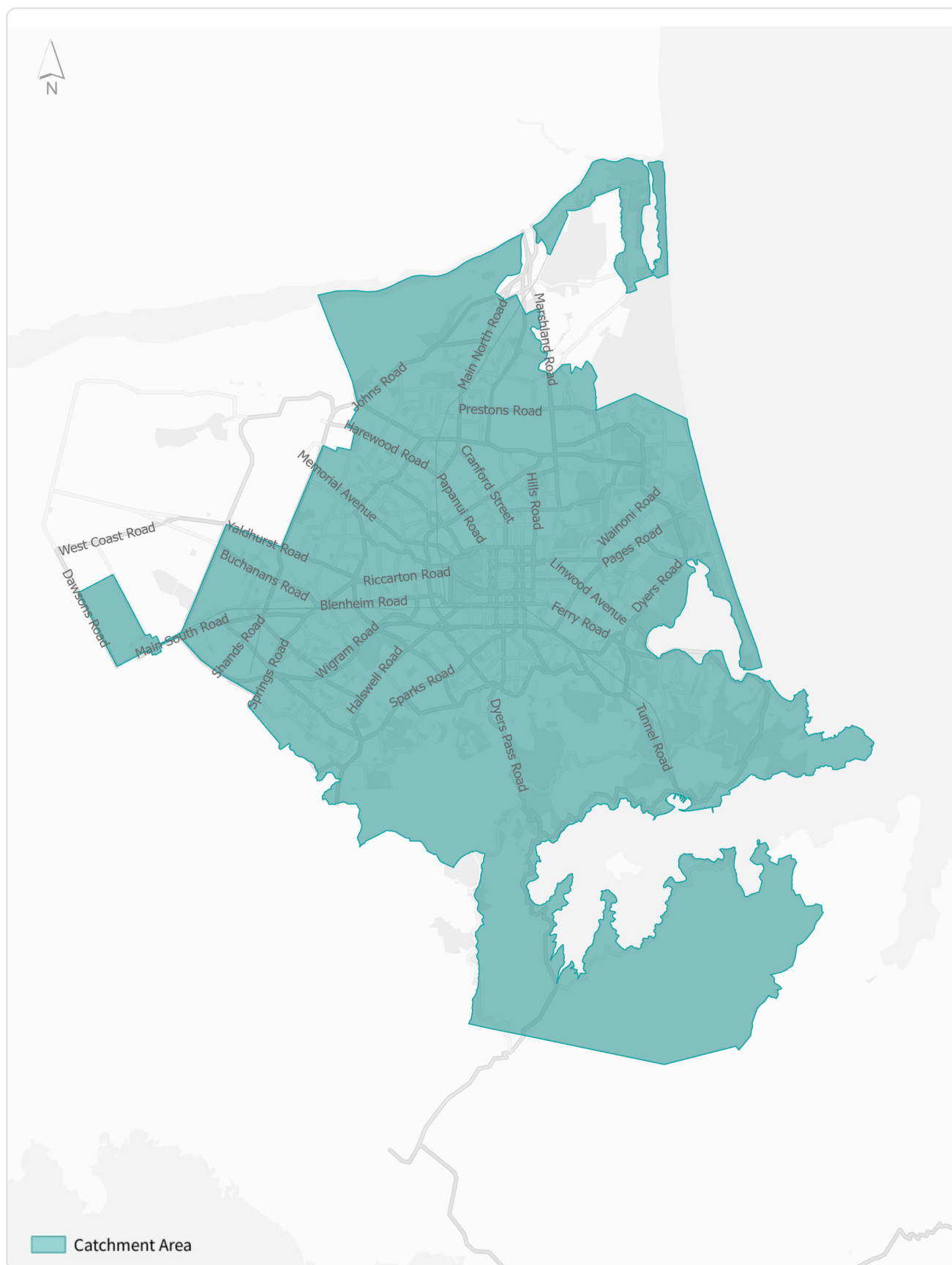
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Stormwater and Flood Management Catchments
Urban Catchment

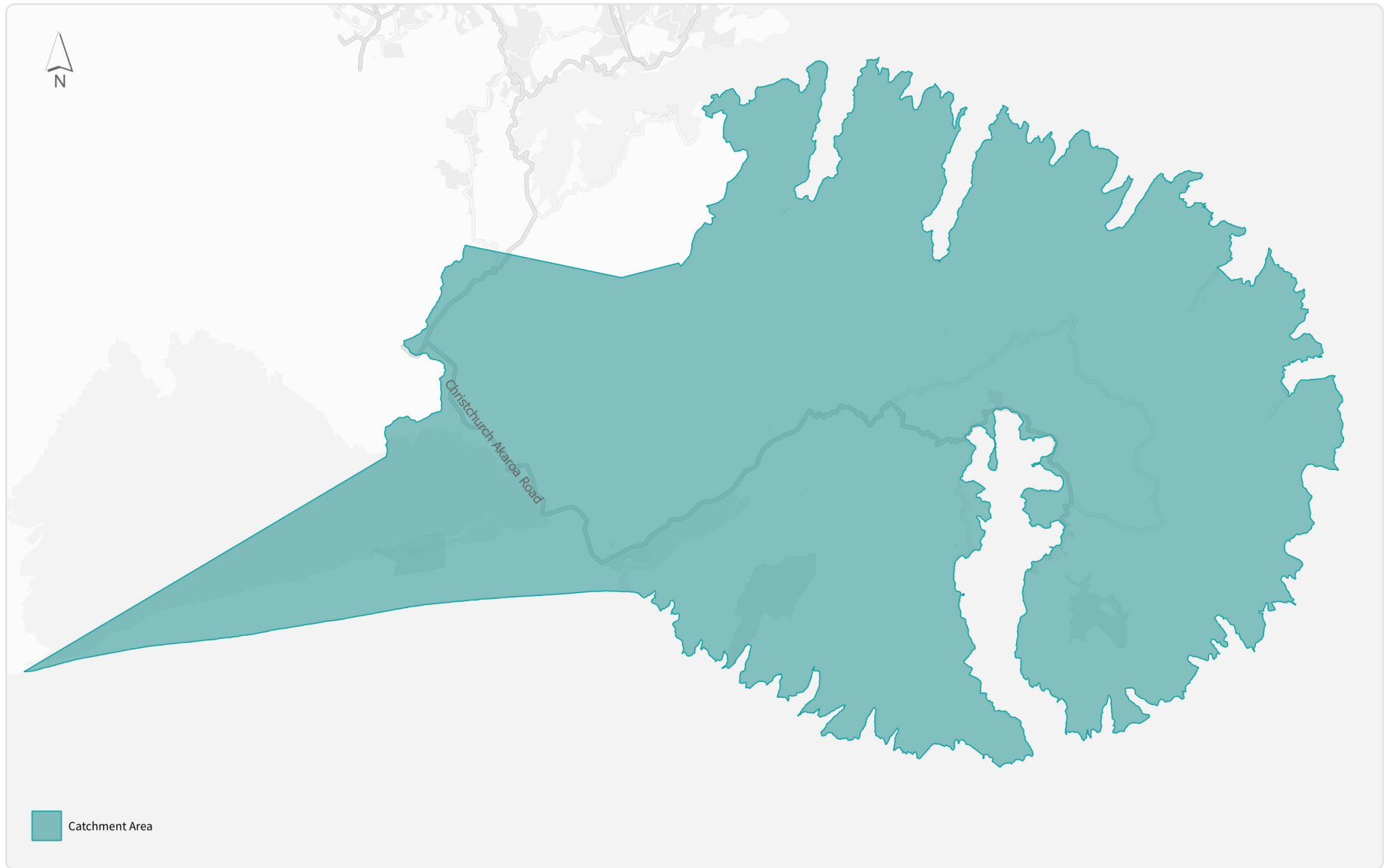




Development Contributions Policy 2025
Stormwater and Flood Management Catchments
Banks Peninsula Catchment

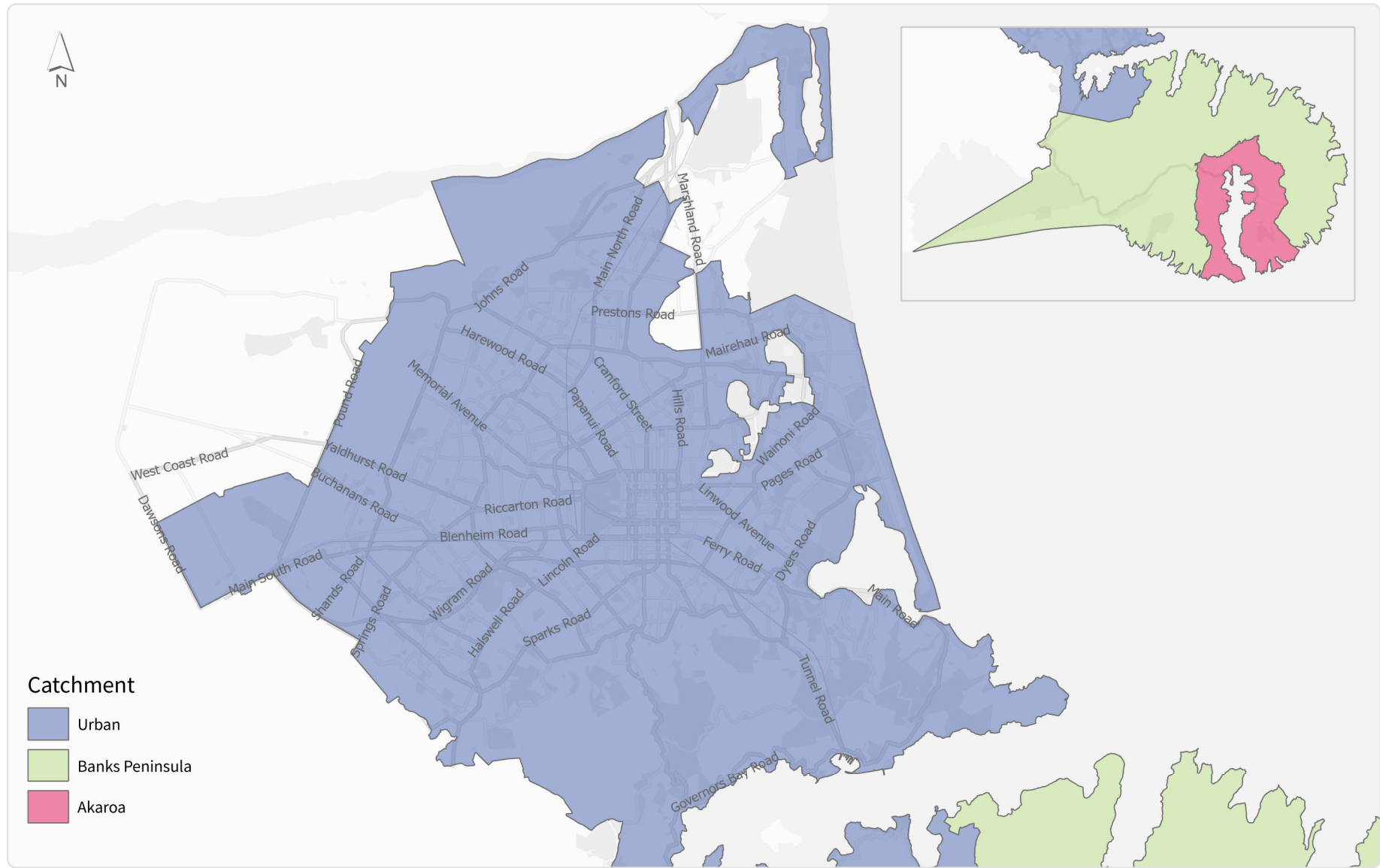


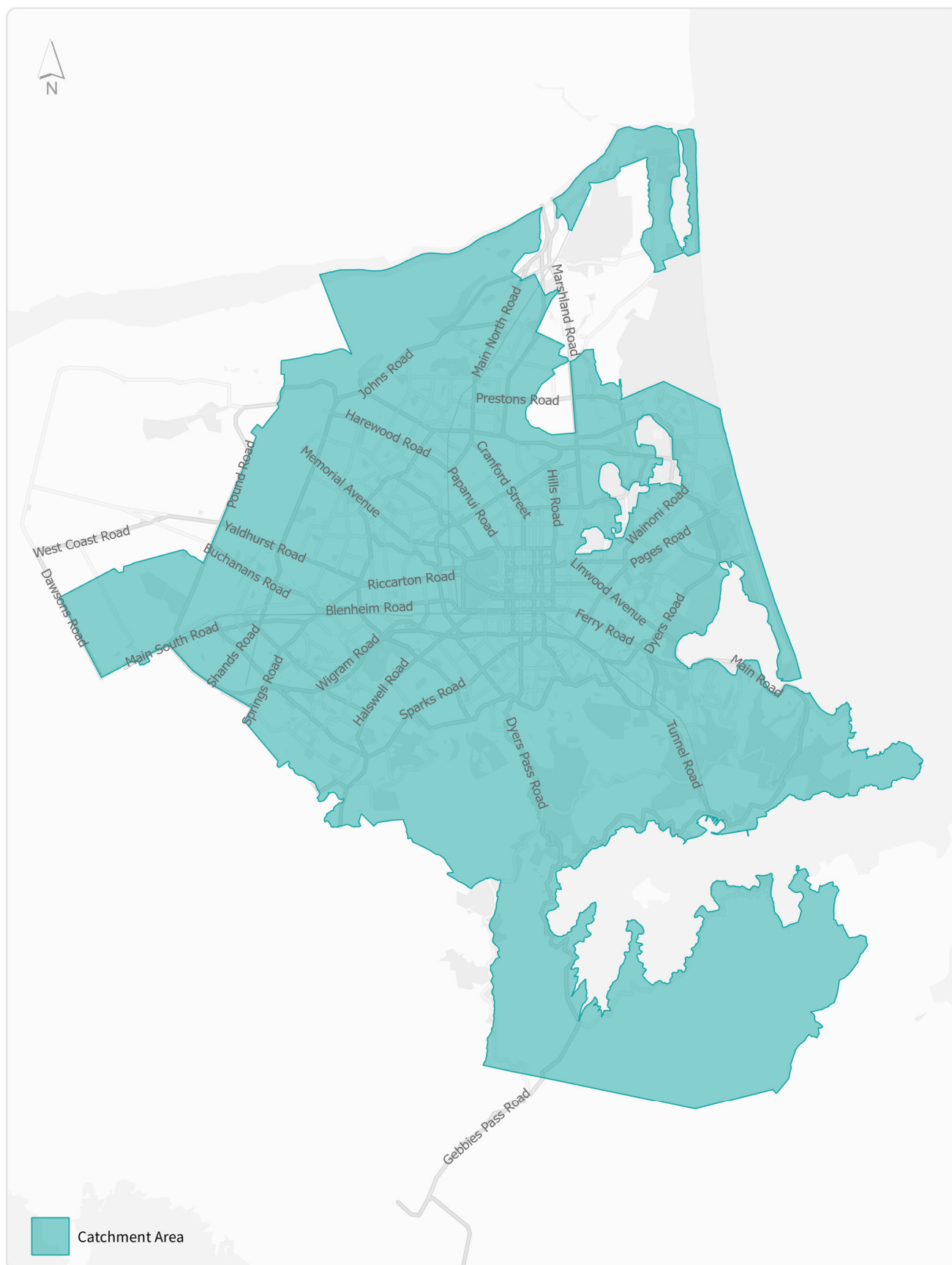


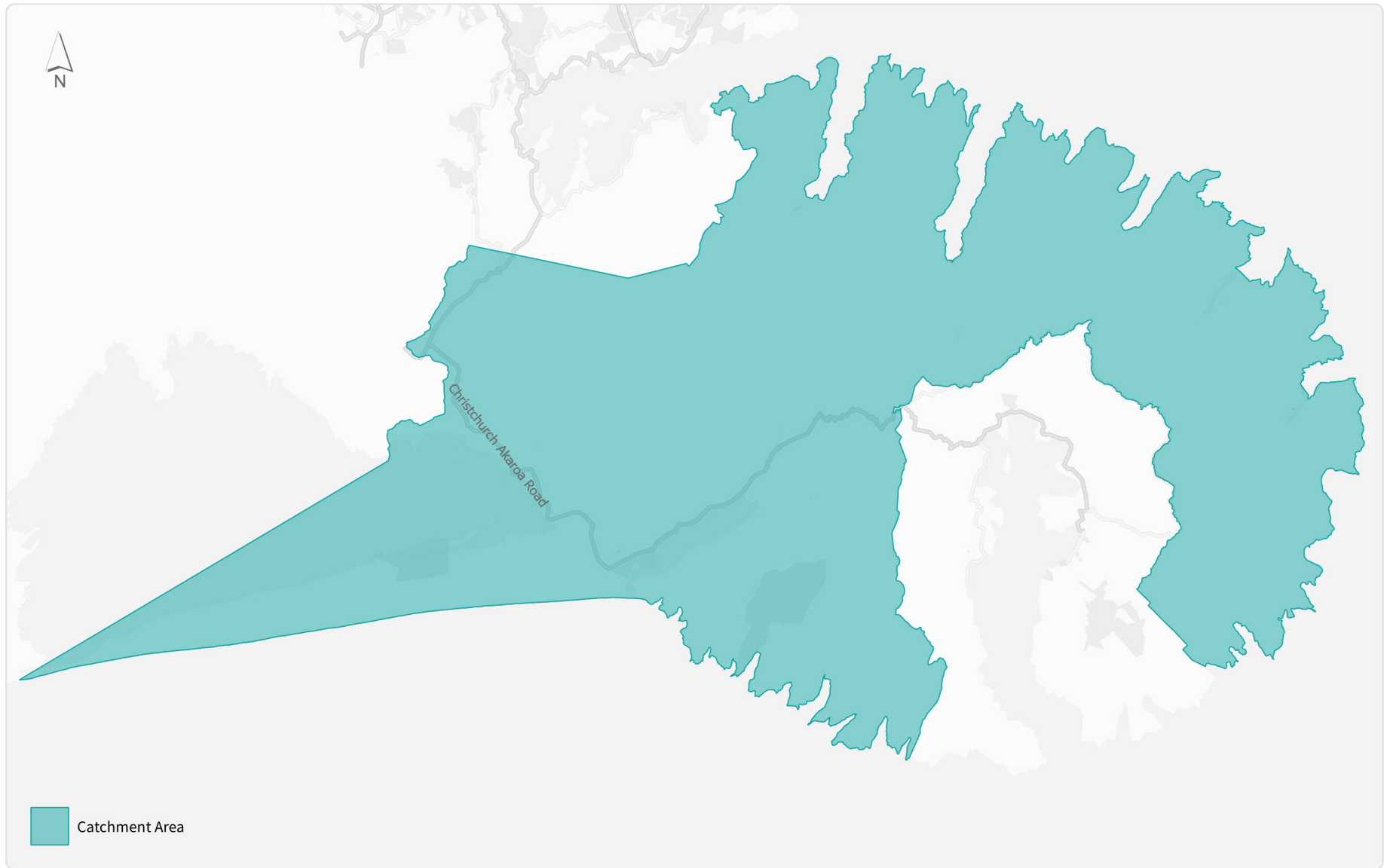


Development Contributions Policy 2025
Water Supply Catchments
Banks Peninsula Catchment









Development Contributions Policy 2025
Wastewater Treatment and Disposal Catchments
Banks Peninsula Catchment

