Finance and Performance Committee
ATTACHMENTS - UNDER SEPARATE COVER

Date: Wednesday 27 August 2025
Time: 9.30 am
Venue: Boardroom, Fendalton Service Centre, Corner Jeffreys and Clyde Roads, Fendalton

TABLE OF CONTENTS NGĀ IHIRANGI **PAGE**

11. Development Contributions Policy 2025

A. Draft Development Contributions Policy 2025 3
B. Draft Development Contributions Policy 2025 (with track changes) 201

14. 151/153 Gilberthorpes Road - Future Use Issues and Options

A. Cost Estimates 399
B. Purapura Whetu Trust Proposal 401
C. Home Capital Partners Proposal 455
D. Philipino Church (GMCC) Proposal 500

Christchurch City Council

Draft Development Contributions Policy 2025

DRAFT

Draft Development Contributions Policy 2025

PART 1 INTRODUCTION
1.1 About development and financial contributions
1.2 Policy objectives
1.3 Reasons for requiring for development contributions
1.3.1 Strategic reasons
1.3.2 Fairness and equity
1.4 Financial contributions
1.5 Delegations
1.6 Policy review
PART 2 DEFINITIONS
PART 3 CALCULATING DEVELOPMENT CONTRIBUTIONS
3.1 Step 1 – Development test
3.1.1 Exemptions and exceptions
3.1.1.1 Crown development
3.1.1.2 Council development
3.1.1.3 Parking buildings
3.2 Step 2 – Assess the demand on infrastructure
3.2.1 Household Unit Equivalent (HUE)
3.2.2 Residential development
3.2.2.1 Small residential unit adjustment
3.2.2.2 Large residential unit adjustment
3.2.2.3 Subsequent redevelopment
3.2.2.4 Short term accommodation
3.2.2.5 Multi-unit stormwater and flood protection
3.2.3 Non-residential development
3.2.3.1 Timing of assessment
3.2.3.2 Rural accessory buildings
3.2.4 Special assessments
3.2.4.1 Scope of special assessment
3.2.4.2 Council may require developer to provide information
3.2.4.3 Disputes regarding technical information
3.2.5 Retirement villages
3.2.6 Non-serviceable development
3.2.7 No connection required
3.2.8 Temporary buildings
3.3 Step 3 – Determine existing demand credits
3.3.1 Life of existing demand credits
3.3.2 Limitations to existing demand credits
3.3.3 Considerations when assessing existing demand credit for residential development
3.3.4 Considerations when assessing existing demand credit for non-residential development
3.3.5 Other considerations when assessing existing demand credits for any development

DRAFT

3.3.6 Unlawful development
3.4 Step 4 – Calculate net increase in HUEs (demand) from the development
3.5 Step 5 – Apply the relevant catchment charge
3.6 Step 6 – Calculate the development contribution
3.6.1 Limit on amount of reserves development contribution
3.6.2 Minimum charge
3.8 Amended assessments
3.9 Other charges may apply
3.9.1 Works and services
3.9.2 Service connection fees
3.9.3 Development Impact Fee

PART 4 ASSESSMENT AND CHARGING OF DEVELOPMENT CONTRIBUTIONS
4.1 Development contributions assessment
4.1.1 Event triggering development contribution assessment
4.1.2 Estimate of development contributions requirement
4.1.3 Staged development
4.1.3.1 Subdivision and land use development
4.1.3.2 Building development
4.1.3.3 Previous assessments for staged development
4.1.4 Variation to consent or conditions of consent
4.1.5 Transitional provision – 2021 policy
4.2 Invoicing and payment
4.2.1 Fee for development contribution assessment
4.3 Land in lieu of cash payment for development contributions
4.4 Enforcement powers
4.4.1 Debt recovery
4.4.2 Other enforcement powers

PART 5 POSTPONEMENTS, REMISSIONS AND REVIEWS
5.1 Postponement of payment
5.1.1 Security instruments
5.1.1.1 Encumbrance
5.1.1.2 Bank bond
5.2 Rebate of development contributions
5.3 Development of Māori land within a Papakāinga/ Kāinga Nohoanga zone of the District Plan
5.4 Refund of development contributions
5.5 Reconsiderations and objections
5.5.1 Reconsideration of assessed development contributions
5.5.1.1 Grounds for reconsideration
5.5.1.2 Reconsideration decision
5.5.2 Formal objection to assessed development contributions
5.5.2.1 Grounds for objection
5.5.2.2 Development contributions commissioners
5.5.2.3 Recovery of costs
5.5.3 Reassessment does not trigger reconsideration or objection rights
5.6 Private development agreements (PDA)
5.7 Remissions

PART 6 ALLOCATING THE COSTS OF DEVELOPMENT
6.1 Assessment of method of funding
6.1.1 Contribution to achieving community outcomes
6.1.2 Distribution of benefits
6.1.3 Period of benefit
6.1.4 Actions or inaction of particular individuals or a group
6.1.5 Funding by activity
6.1.6 Impact of development contribution on community wellbeing

DRAFT

6.2 Allocating benefits and costs through catchments
6.2.1 What are catchments and why are they used?
6.2.2 Catchment configuration
6.2.2.1 Catchment maps not to be considered exact
6.2.3 District-wide catchments
6.2.4 Determining charge by catchment
6.3 Cost allocation methodology
6.3.1 Cost allocation for residential demand and development
6.3.2 Funding period
6.3.3 Cost allocation for non-residential demand and development

PART 7 PLANNING FOR GROWTH

7.1 Growth model
7.1.1 Population and household growth
7.1.2 Non-residential growth
7.2 Impervious surface area

PART 8 NON-RESIDENTIAL DEVELOPMENT DEMAND EQUIVALENCES

8.1 Summary of non-residential HUE equivalents by land use and activity
8.2 Development contribution calculation methodology - water supply
8.2.1 Residential development
8.2.2 Non-residential development
8.3. Development contribution calculation methodology - wastewater collection and wastewater treatment and disposal
8.3.1 Residential development
8.3.2 Non-residential development
8.4 Development contribution calculation methodology -stormwater and flood protection
8.4.1 Residential development
8.4.2 Non-residential development
8.5 Development contribution calculation methodology -transportation
8.51 Explanation of standard base unit – vehicles per day
8.5.2 Non-residential development
8.6 Development contribution calculation methodology –Community Infrastructure and Reserves
8.6.1 Residential development
8.6.2 Non-residential development

PART 9 SIGNIFICANT ASSUMPTIONS

PART 10 RESERVES ACTIVITIES

6.1 The Council's approach to reserves
6.2 Development contributions payable for development on reserve

APPENDICES

APPENDIX 1 **Schedule of development contributions charges**
APPENDIX 2 **Schedule of capital expenditure on assets to provide for growth**
APPENDIX 3 **Catchment maps by activity**

DRAFT

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

DRAFT

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.

DRAFT

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.

DRAFT

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

DRAFT

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

DRAFT

- Corridor, hallway or lobby
- Garage (but including any portion of a garage used as a sleep-out)
- A room smaller than $6m^2$

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.

DRAFT

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.

DRAFT

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.

DRAFT

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.

DRAFT

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

DRAFT

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 room[1]. 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

DRAFT

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

DRAFT

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 reduction[2] 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.

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

[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.

DRAFT

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

DRAFT

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

DRAFT

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 20m^2 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.

DRAFT

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 away 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.

DRAFT

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.

DRAFT

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

DRAFT

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.

DRAFT

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

5.1.1.1Encumbrance

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

DRAFT

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

DRAFT

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.

DRAFT

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.

DRAFT

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				✓

DRAFT

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 exacerbater 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.

DRAFT

- **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 it's 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:

DRAFT

- 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

DRAFT

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.

DRAFT

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.

DRAFT

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 (m^2)

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 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.

DRAFT

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.

DRAFT

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		

DRAFT

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 5to 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 m2
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

DRAFT

(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

DRAFT

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 (m^2) and the average additional impervious surfaces such as driveways and paths (m^2). 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 $1m^2$ of non-residential impervious surface related to flooding and erosion =
$1m^2$ x flooding and erosion portion =
$1m^2$ x 40% **= 0.40 m^2**

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

Effective equivalent area =
Flooding and erosion share + contaminant loading share =
$0.40m^2 + 1.20m^2$ = **1.60 m^2**

$1m^2$ of non-residential impervious surface = 1.60 ÷ 367 HUE/ m^2 = **0.0044 HUE**

DRAFT

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 buildings 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 type 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

DRAFT

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%

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.

DRAFT

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

DRAFT

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.

DRAFT

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

DRAFT

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.

DRAFT

DRAFT

<table>
<tr><th>Assumption</th><th>Risk</th><th>Level of uncertainty</th><th>Mitigation</th></tr>
<tr><td>Inflation
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

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.

<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>
</td><td>Inflation will be higher or lower than anticipated.

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.</td><td>Low

Low</td><td>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.</td></tr>
<tr><td>Credit rating
The Council's current credit rating of AA is maintained.</td><td>The Council's credit rating with Standard and Poor's is downgraded.

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.

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.</td><td>Moderate</td><td>The Council's Financial Strategy and financial management policies are intended to ensure prudent debt and financial management approaches are used.

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.</td></tr>
<tr><td>Borrowing costs
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:</td><td>Interest rates will vary from those projected.

Capital expenditure to provide infrastructure for growth is loan funded (usually over 30 years) with</td><td>Low/ Moderate</td><td>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.</td></tr>
</table>

Assumption	Risk	Level of uncertainty	Mitigation
Year **Assumed interest rate** 2024/25 5.5% 2025/26 5.3% 2026/27 5.0% 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%	the growth component repaid from development contributions. 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. If interest rates are less than forecast this will reduce the cost of capital and therefore the future cost of development contributions.		Council manages interest rate exposure in accordance with its Liability Management Policy, and in line with advice from an independent external advisor. 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.
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.

DRAFT

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.

DRAFT

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

DRAFT

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	$ -	$ -

DRAFT

		Urban	$ 4,536.81	$ 5,217.33
	Wastewater Treatment and Disposal	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

DRAFT

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%

DRAFT

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.

DRAFT

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

DRAFT

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										

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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 - 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

DRAFT

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)
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

DRAFT

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)
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, Gregan, 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

DRAFT

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)
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,Portn,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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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 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

DRAFT

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)
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

DRAFT

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)
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 - Groynes 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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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 - 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

DRAFT

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

DRAFT

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

DRAFT

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 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

DRAFT

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										
Edgeware Village Masterplan (A1)	LTP	Central (50%)	Central	50%	$124,690	$12,095	9.7%	$112,595	90%	$4.66
Edgeware 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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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)
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

DRAFT

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

DRAFT

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

DRAFT

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)
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

DRAFT

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

DRAFT

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 (Lyttelton to Diamond Harbour)	In Progress	Banks Peninsula (50%)	Banks Peninsula	50%	$1,958,438	$195,844	10%	$1,762,594	90%	$324.82

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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 - 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

DRAFT

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 - 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

DRAFT

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

DRAFT

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

DRAFT

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)
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

DRAFT

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 - 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

DRAFT

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)
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

DRAFT

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 - 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

DRAFT

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 - 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

DRAFT

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)
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

DRAFT

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, 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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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 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

DRAFT

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

DRAFT

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 - 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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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 @ 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

DRAFT

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/Moorhouse	Complete	Central (33%)	Central	33%	$13,866	$1,130	8.1%	$12,736	92%	$0.07
Gasson/Madras/Moorhouse	Complete	East (33%)	East	33%	$13,866	$1,130	8.1%	$12,736	92%	$0.15
Gasson/Madras/Moorhouse	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

DRAFT

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

DRAFT

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 - 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

DRAFT

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)
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

DRAFT

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 - 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

DRAFT

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)
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

DRAFT

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 - 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

DRAFT

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 Ferrymead 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

DRAFT

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)
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

DRAFT

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 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

DRAFT

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 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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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										

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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
Waihoro 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

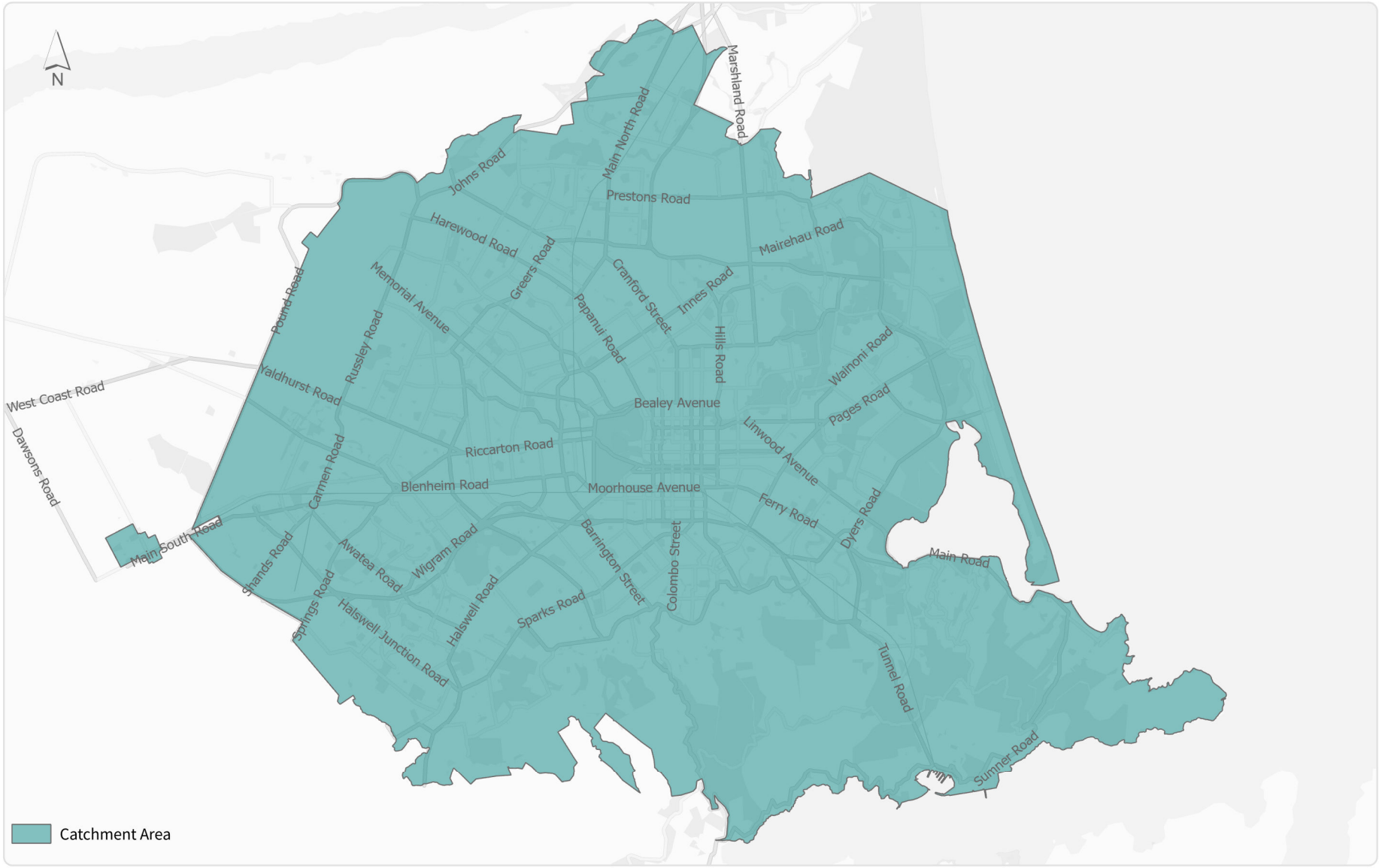
DRAFT

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

DRAFT

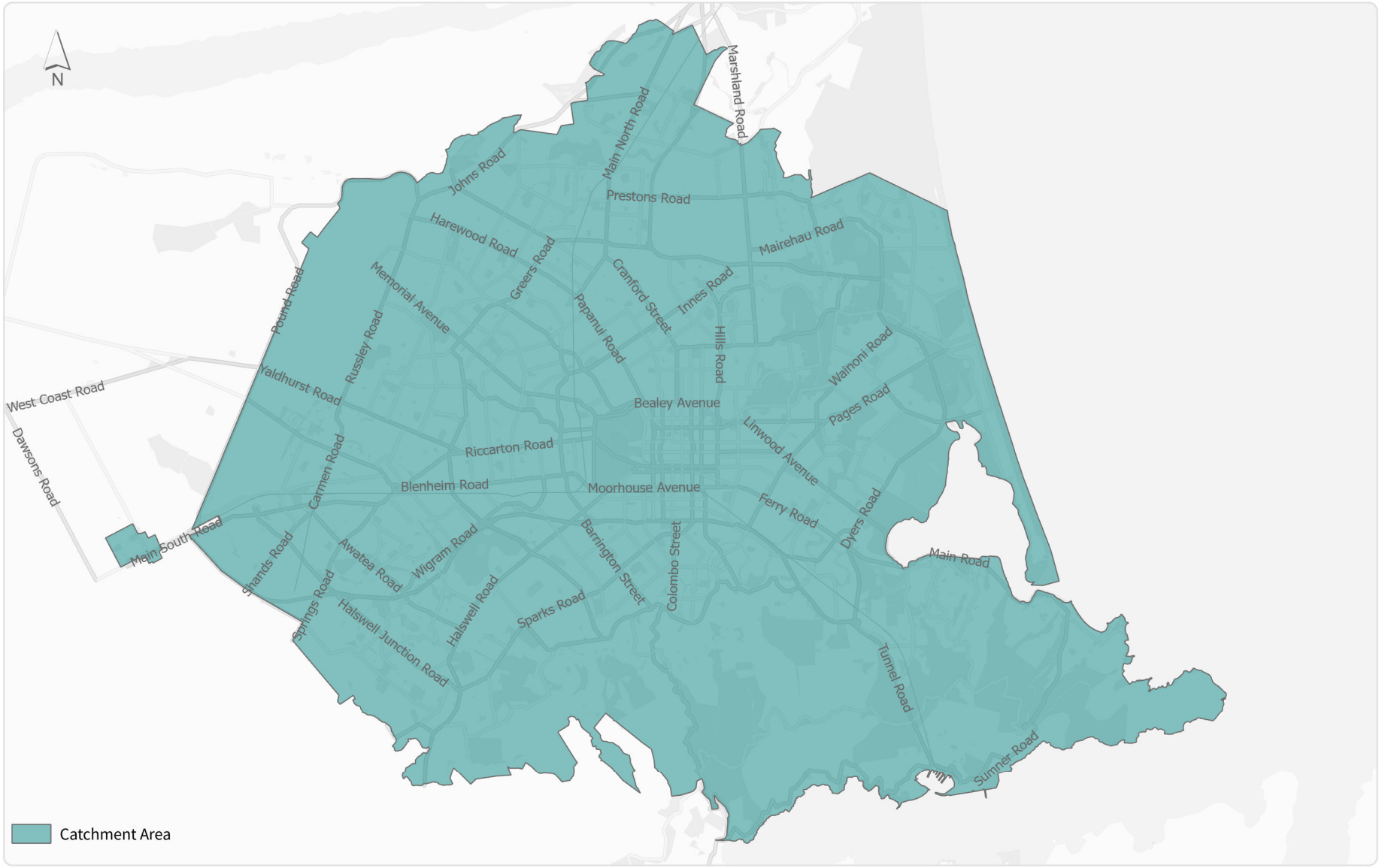
APPENDIX 3
CATCHMENT MAPS FOR DEVELOPMENT CONTRIBUTIONS ACTIVITIES

DRAFT



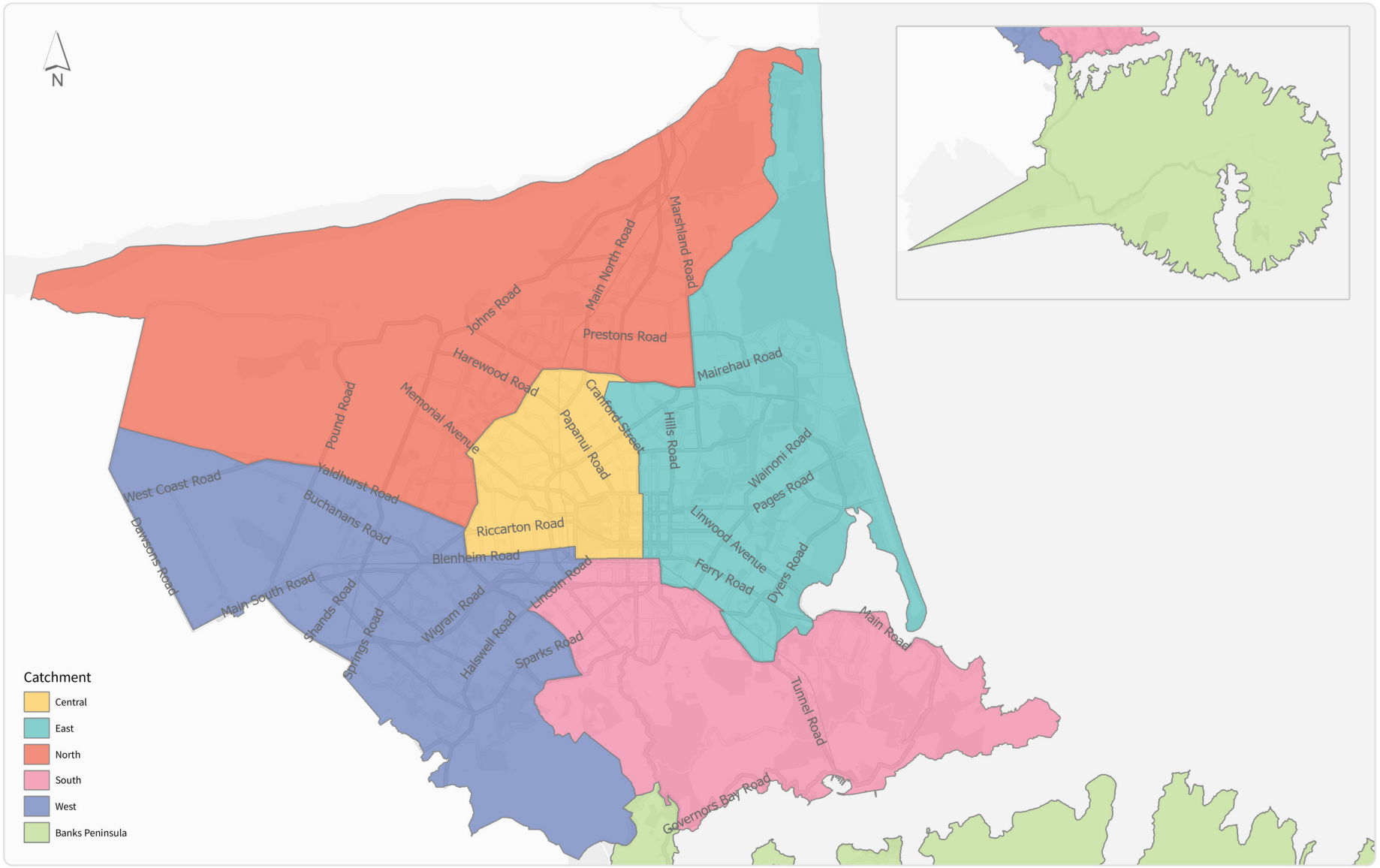
Development Contributions Policy 2025
Active Transport Catchments

Christchurch City Council



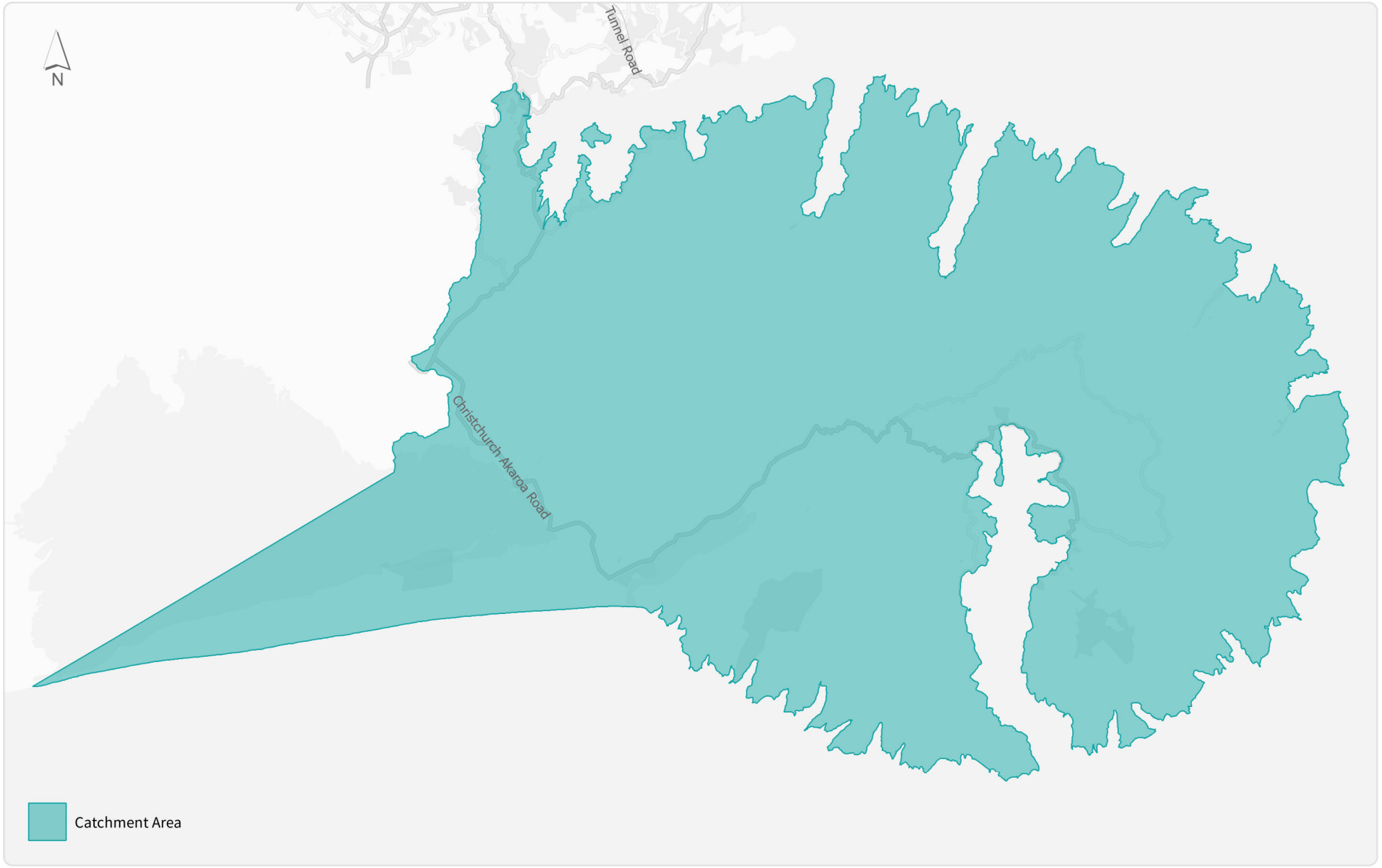
Development Contributions Policy 2025
Public Transport Catchments

Christchurch City Council



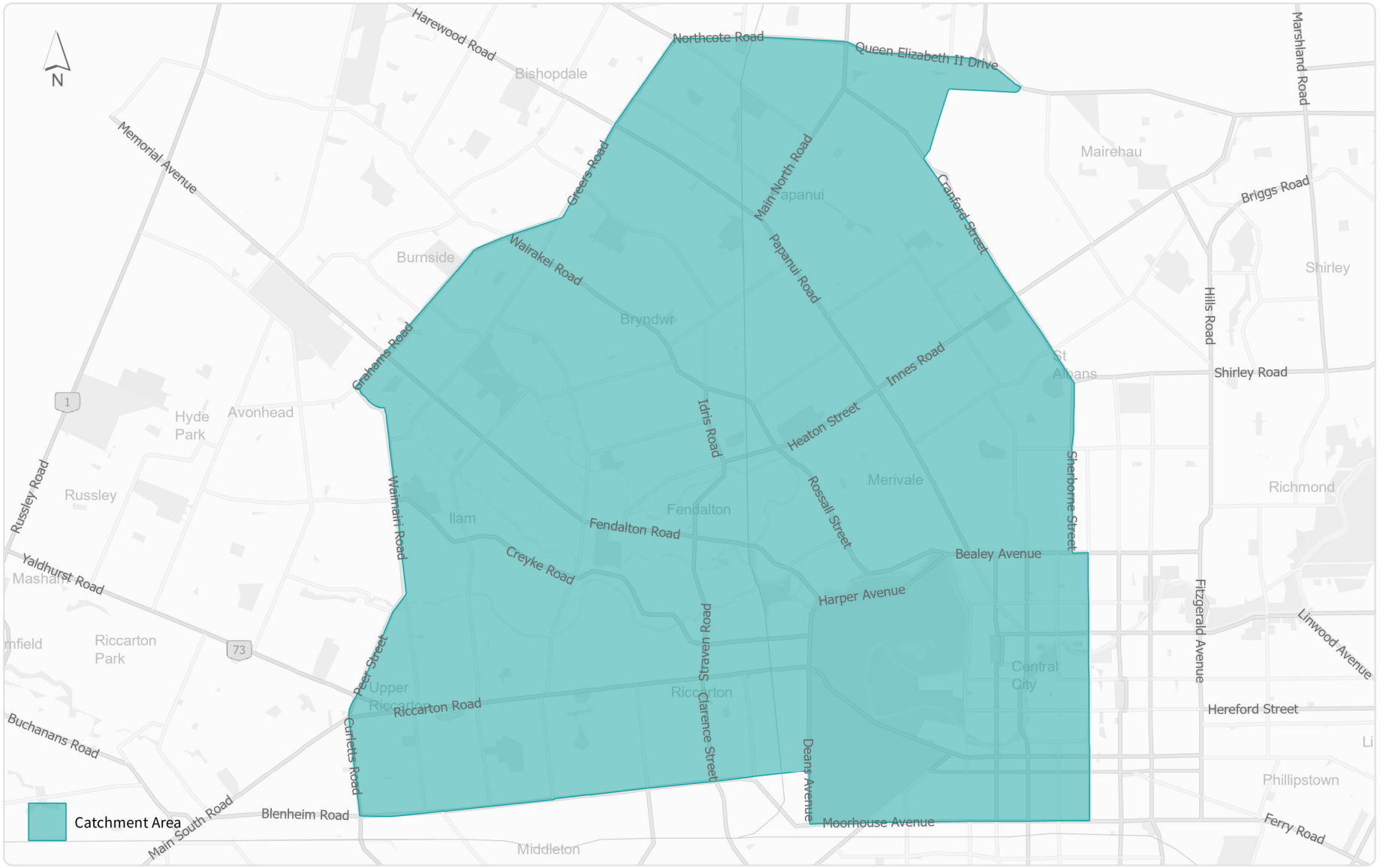
Development Contributions Policy 2025
Road Network Catchments

Christchurch City Council



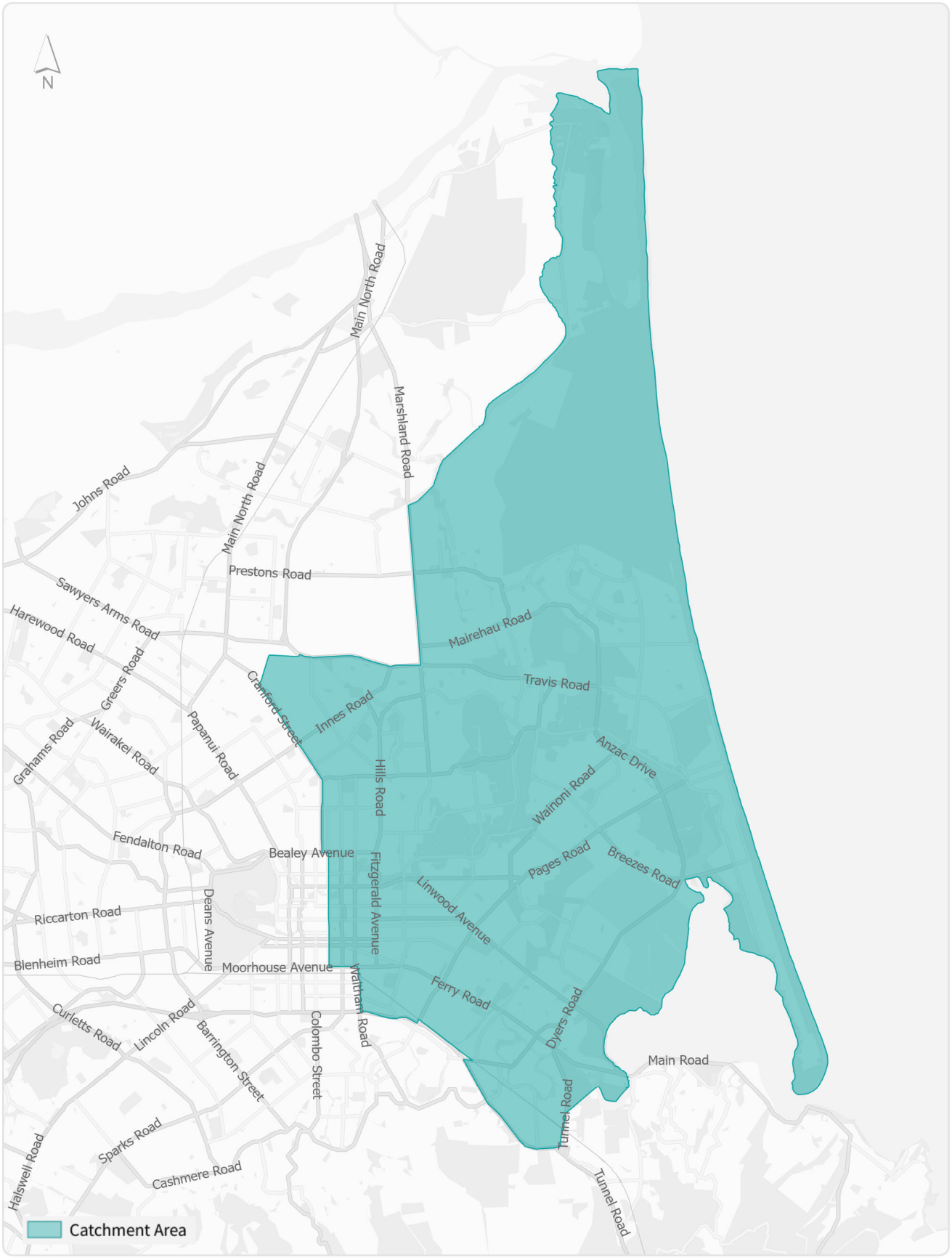
Development Contributions Policy 2025
Road Network Catchments
Banks Peninsula Catchment

Christchurch City Council



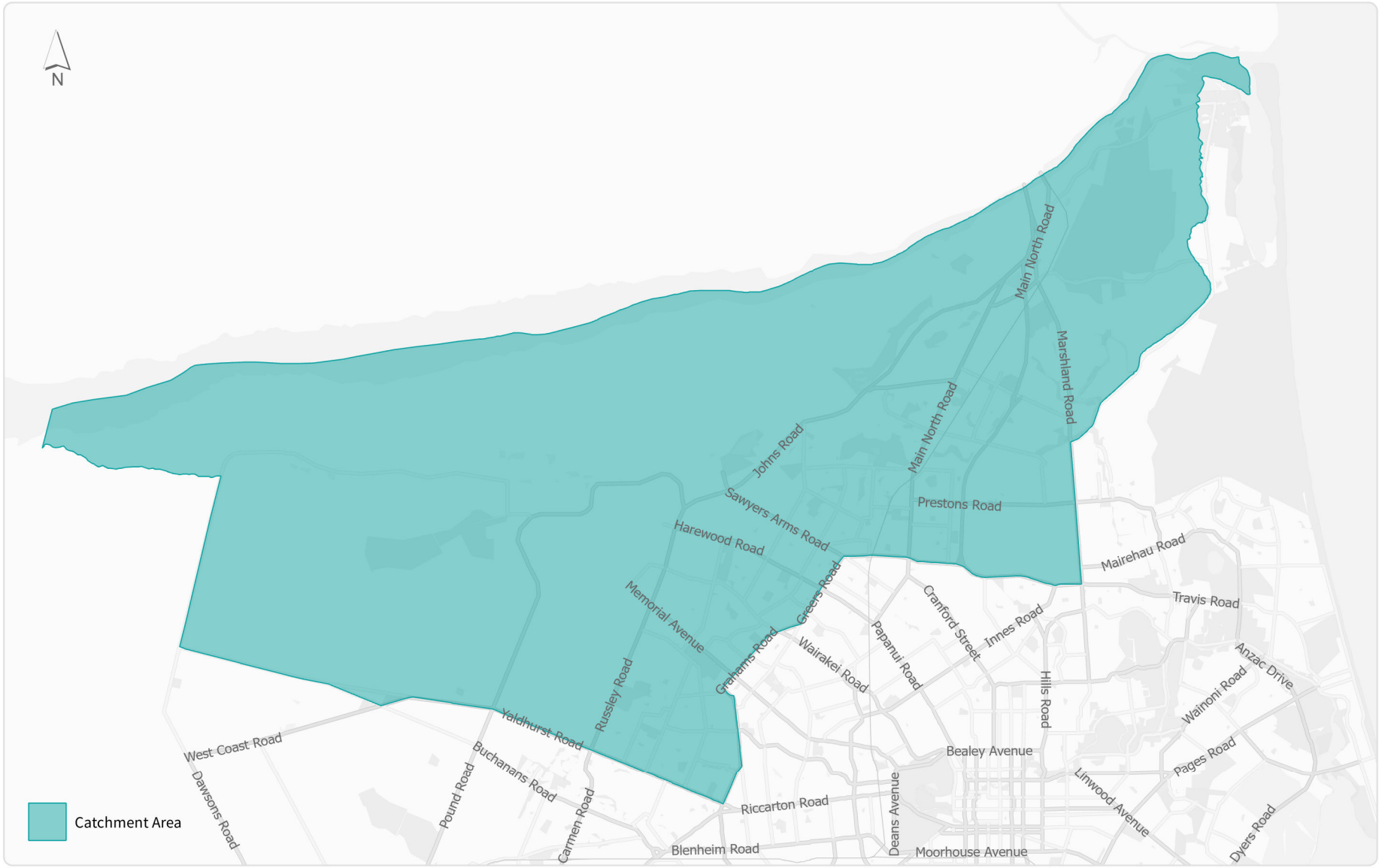
Development Contributions Policy 2025
Road Network Catchments
Central Catchment

Christchurch City Council



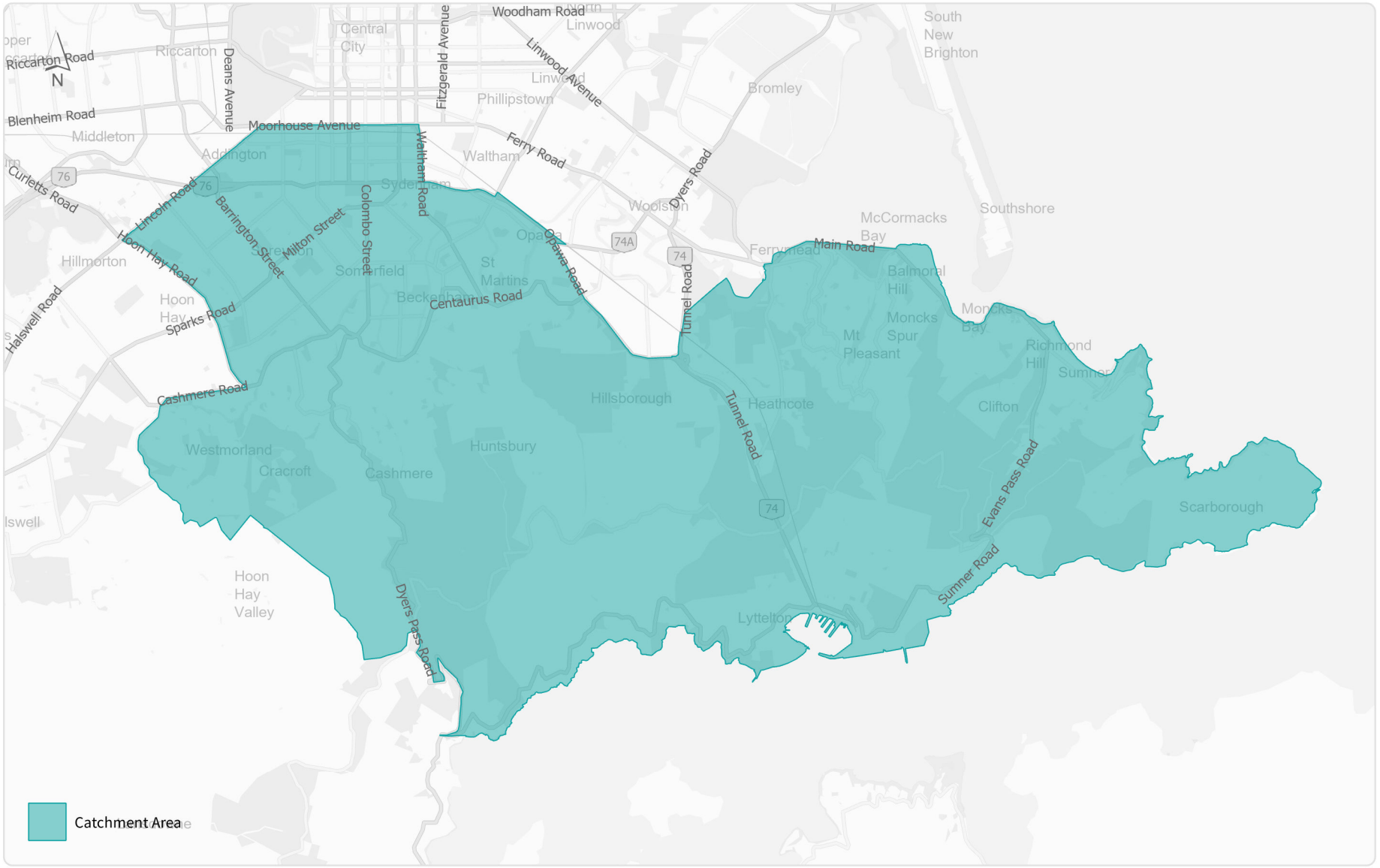
Development Contributions Policy 2025
Road Network Catchments
East Catchment

Christchurch City Council



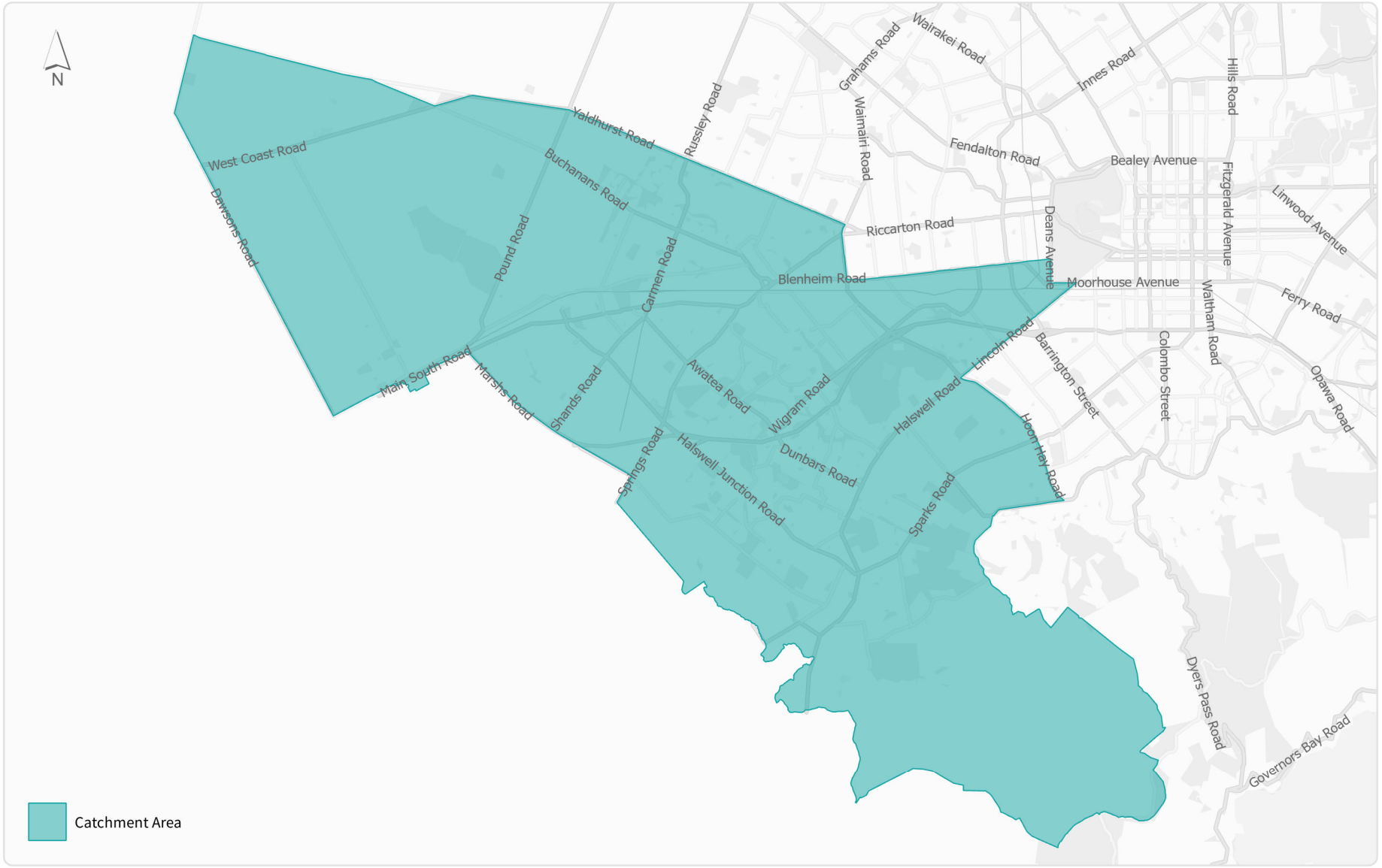
Development Contributions Policy 2025
Road Network Catchments
North Catchment

Christchurch City Council



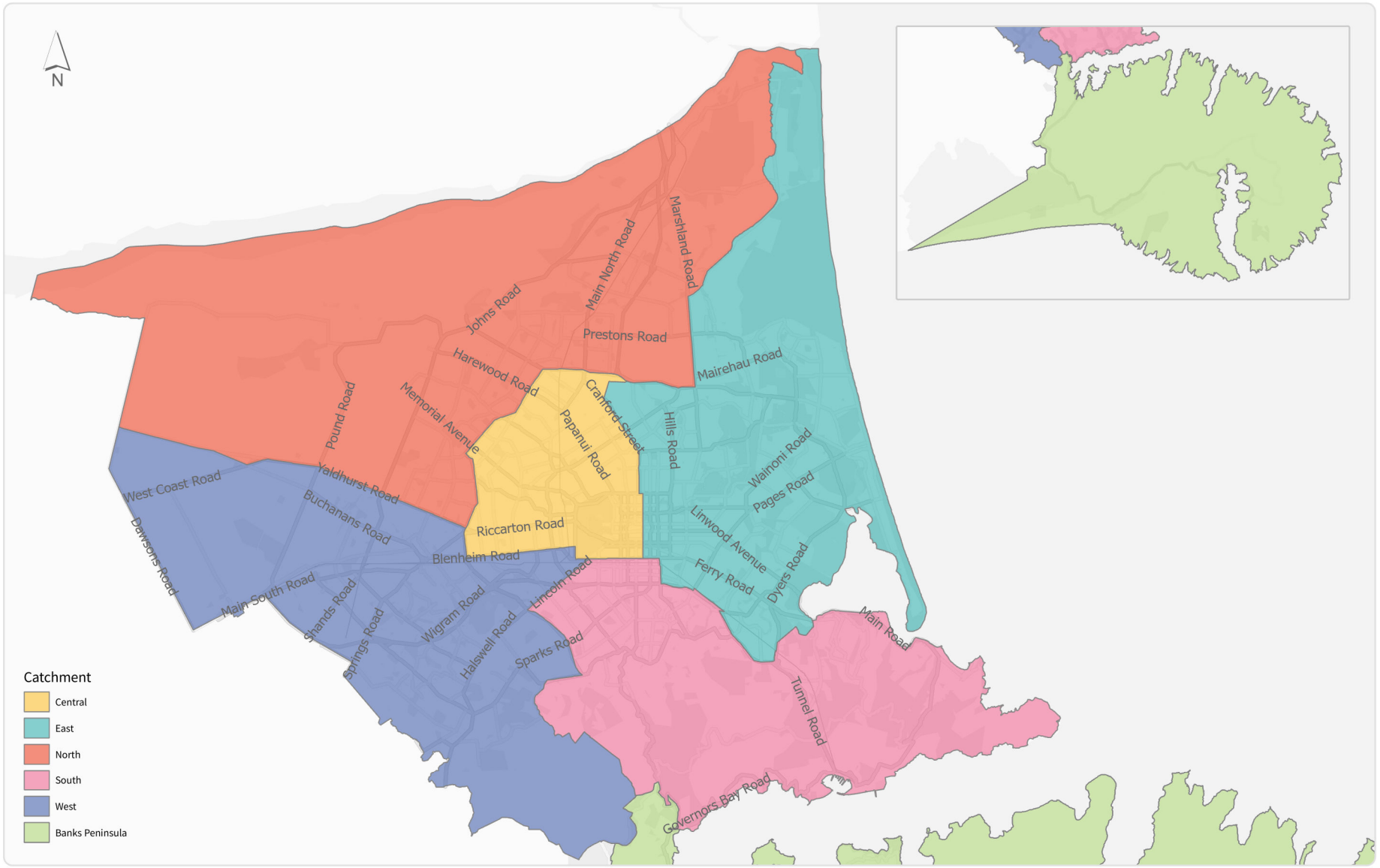
Development Contributions Policy 2025
Road Network Catchments
South Catchment

Christchurch City Council



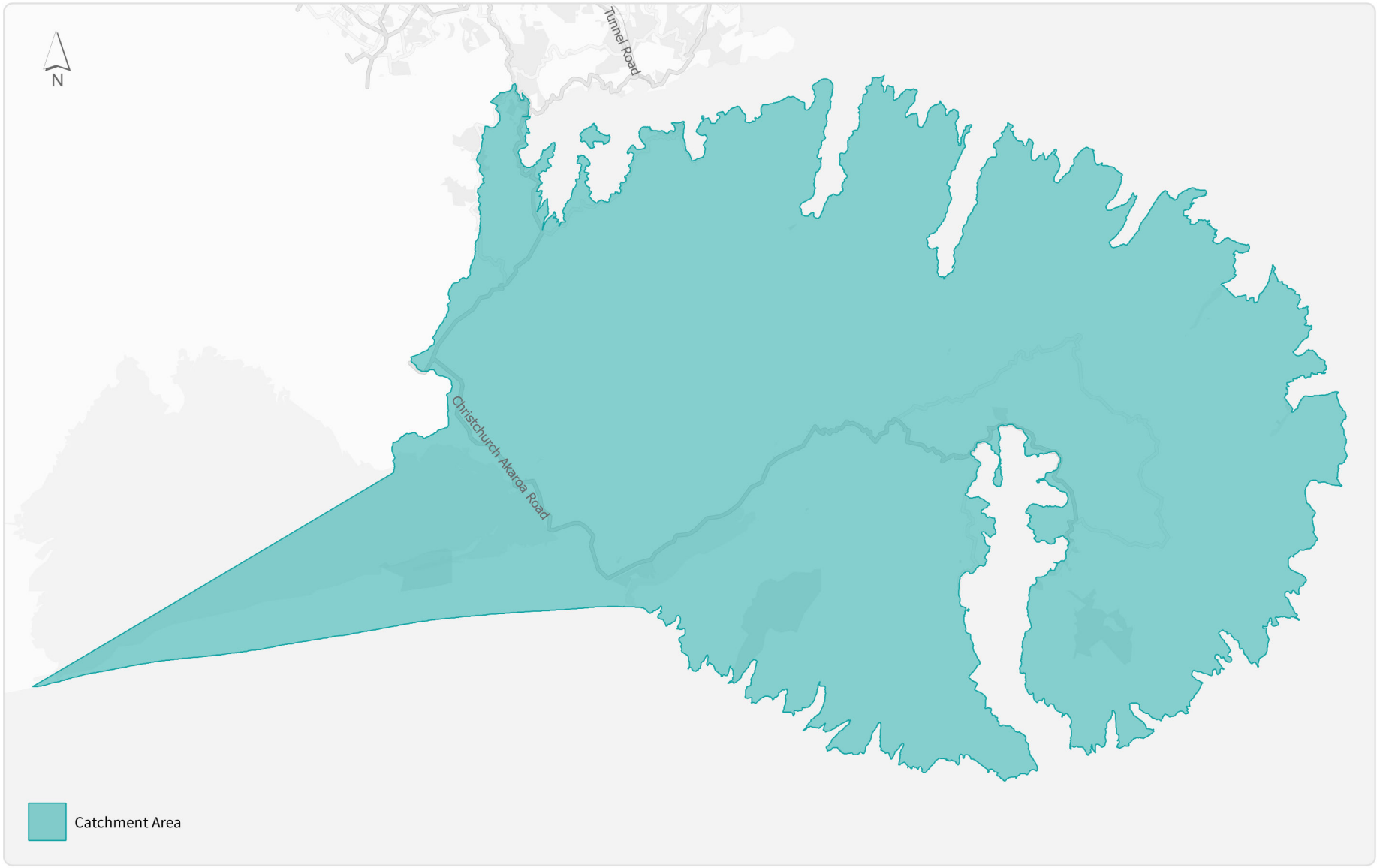
Development Contributions Policy 2025
Road Network Catchments
West Catchment

Christchurch City Council



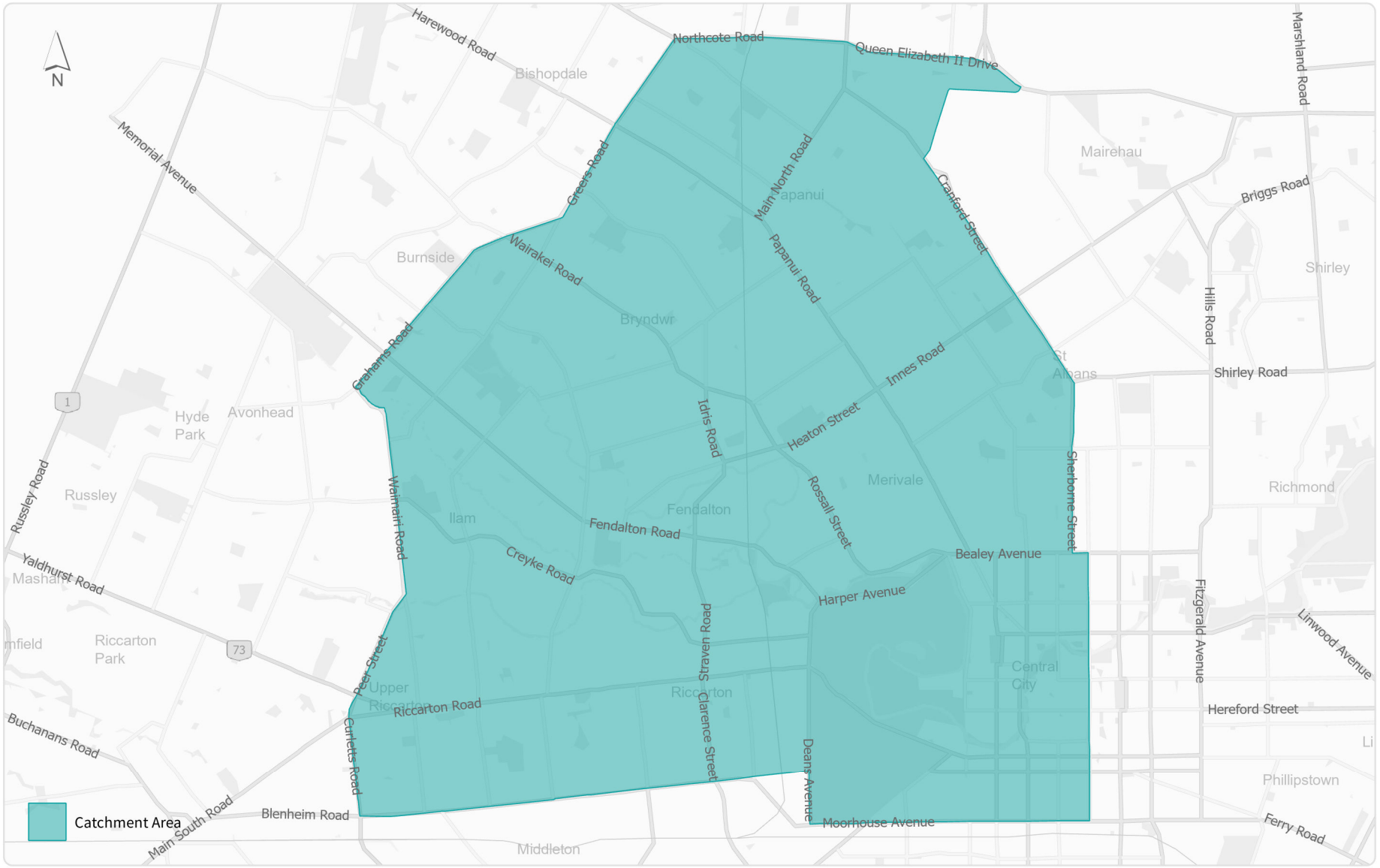
Development Contributions Policy 2025
Neighbourhood Parks Catchments

Christchurch City Council



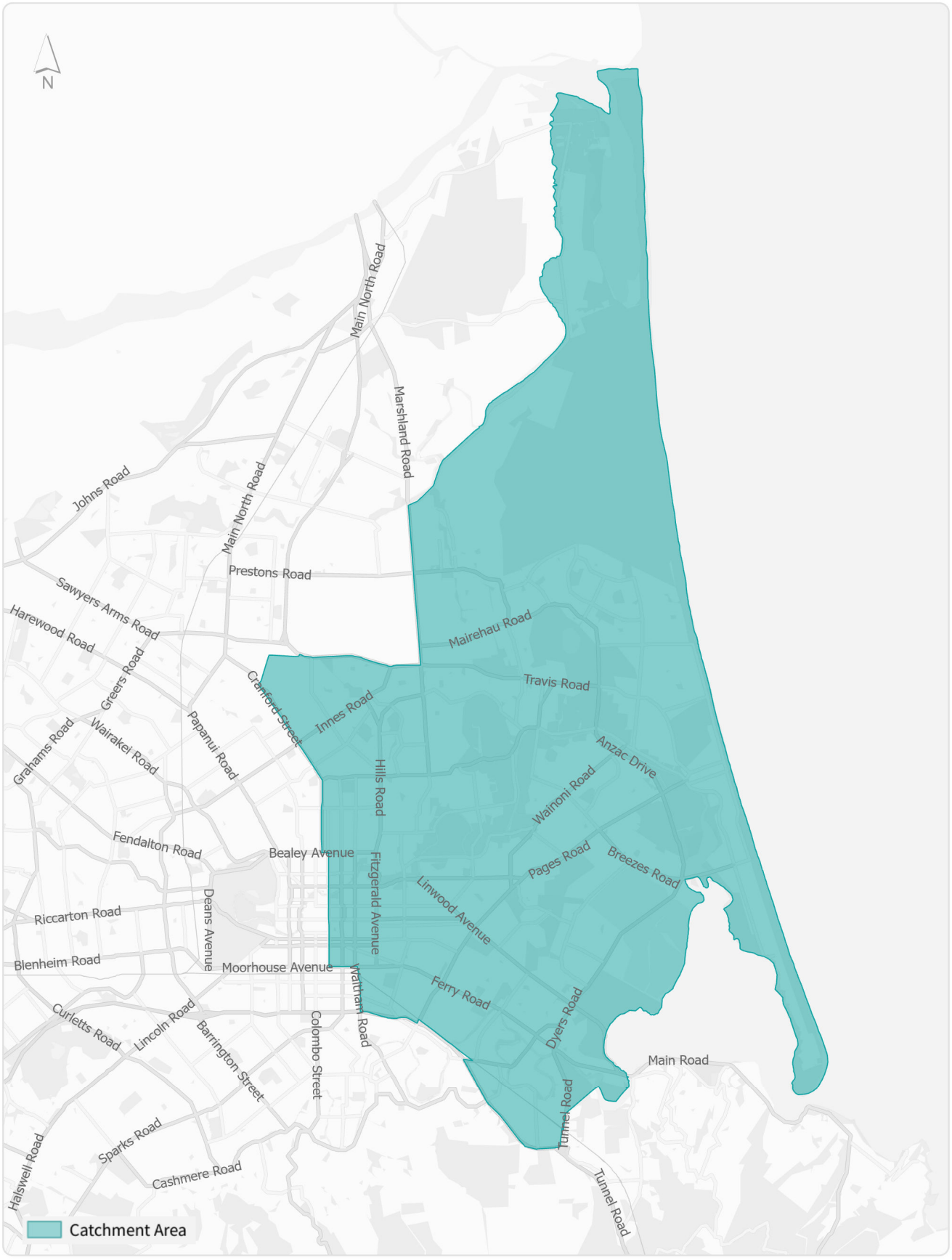
Development Contributions Policy 2025
Neighbourhood Park Catchments
Banks Peninsula Catchment

Christchurch City Council



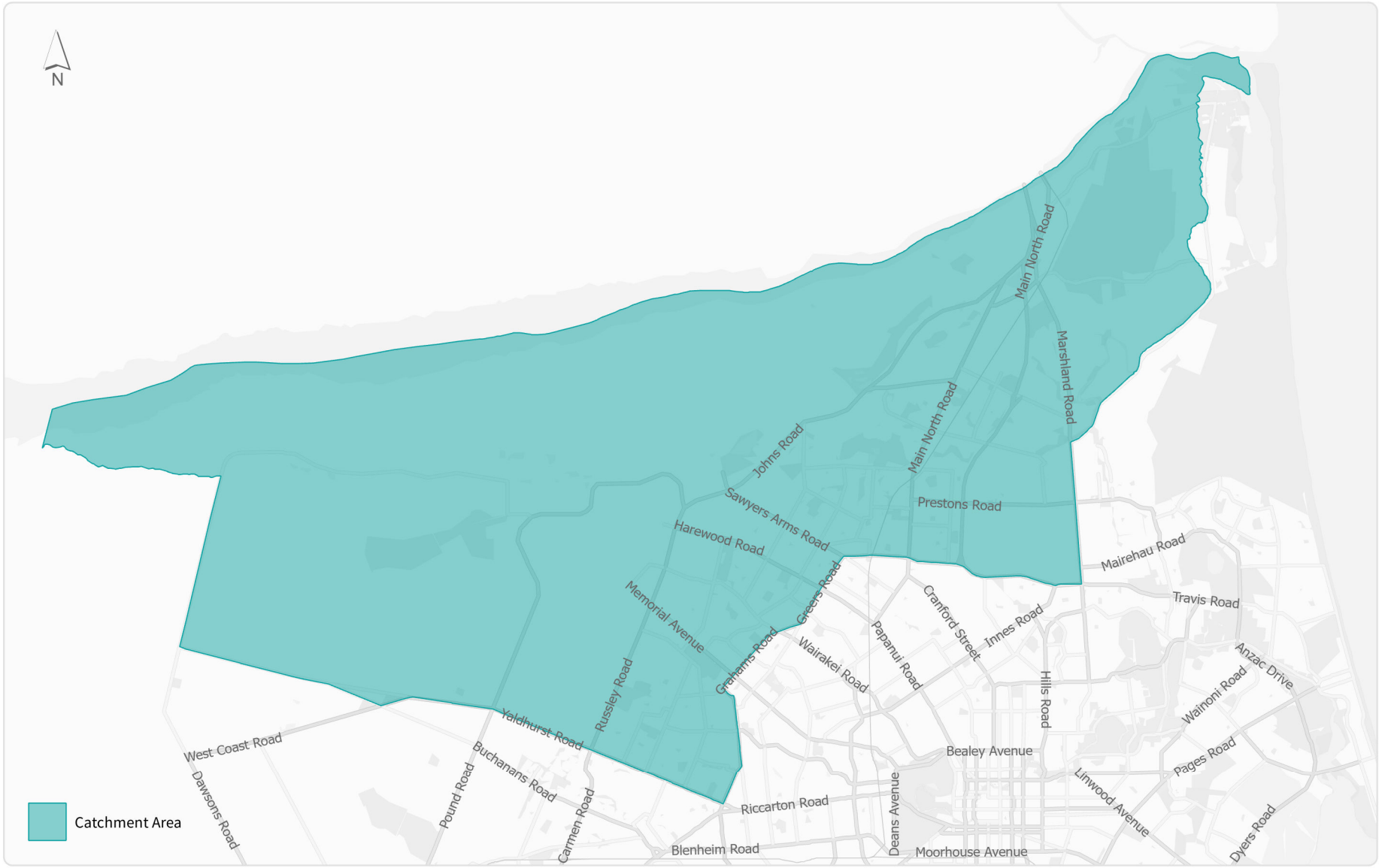
Development Contributions Policy 2025
Neighbourhood Park Catchments
Central Catchment

Christchurch City Council



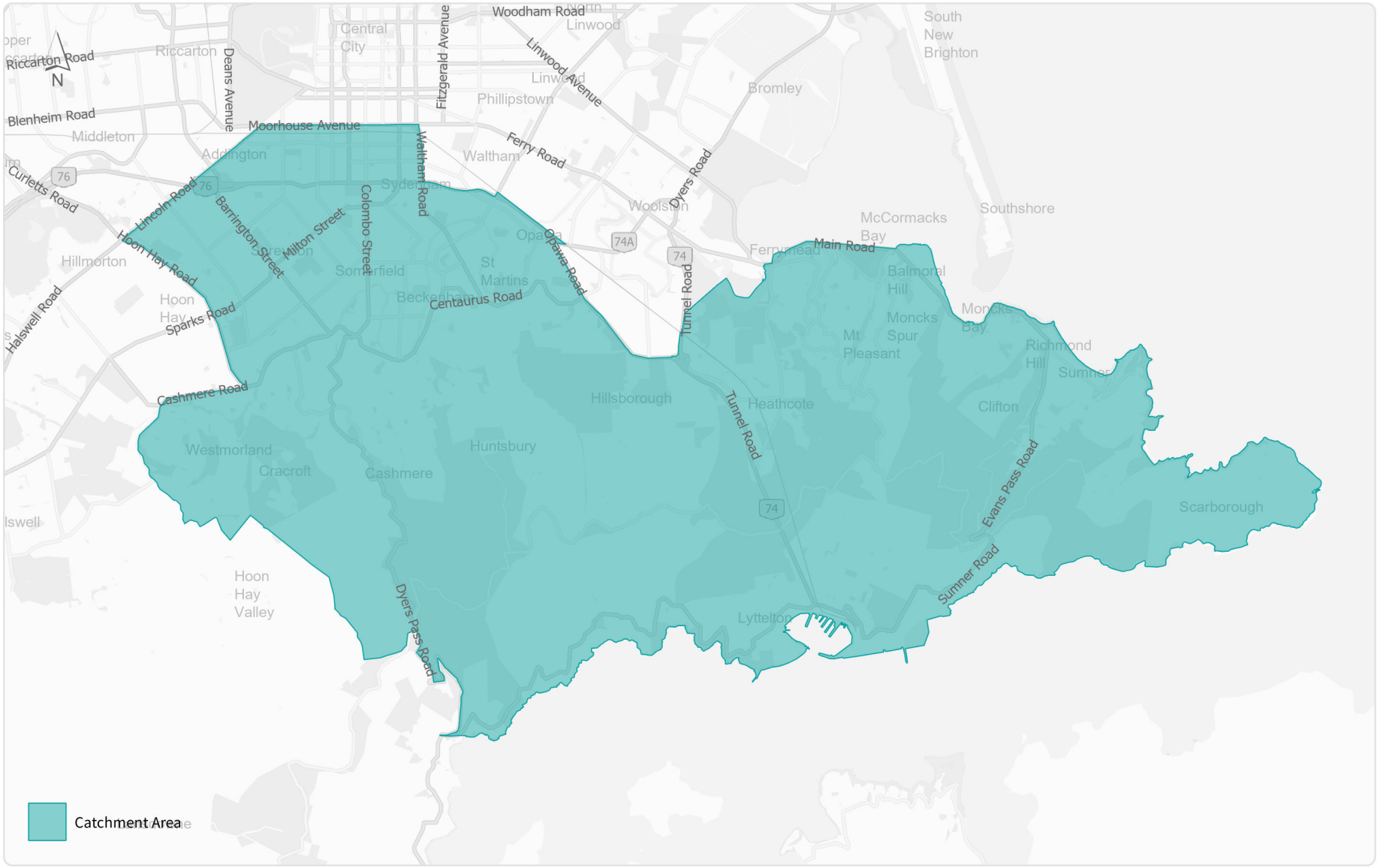
Development Contributions Policy 2025
Neighbourhood Park Catchments
East Catchment

Christchurch City Council



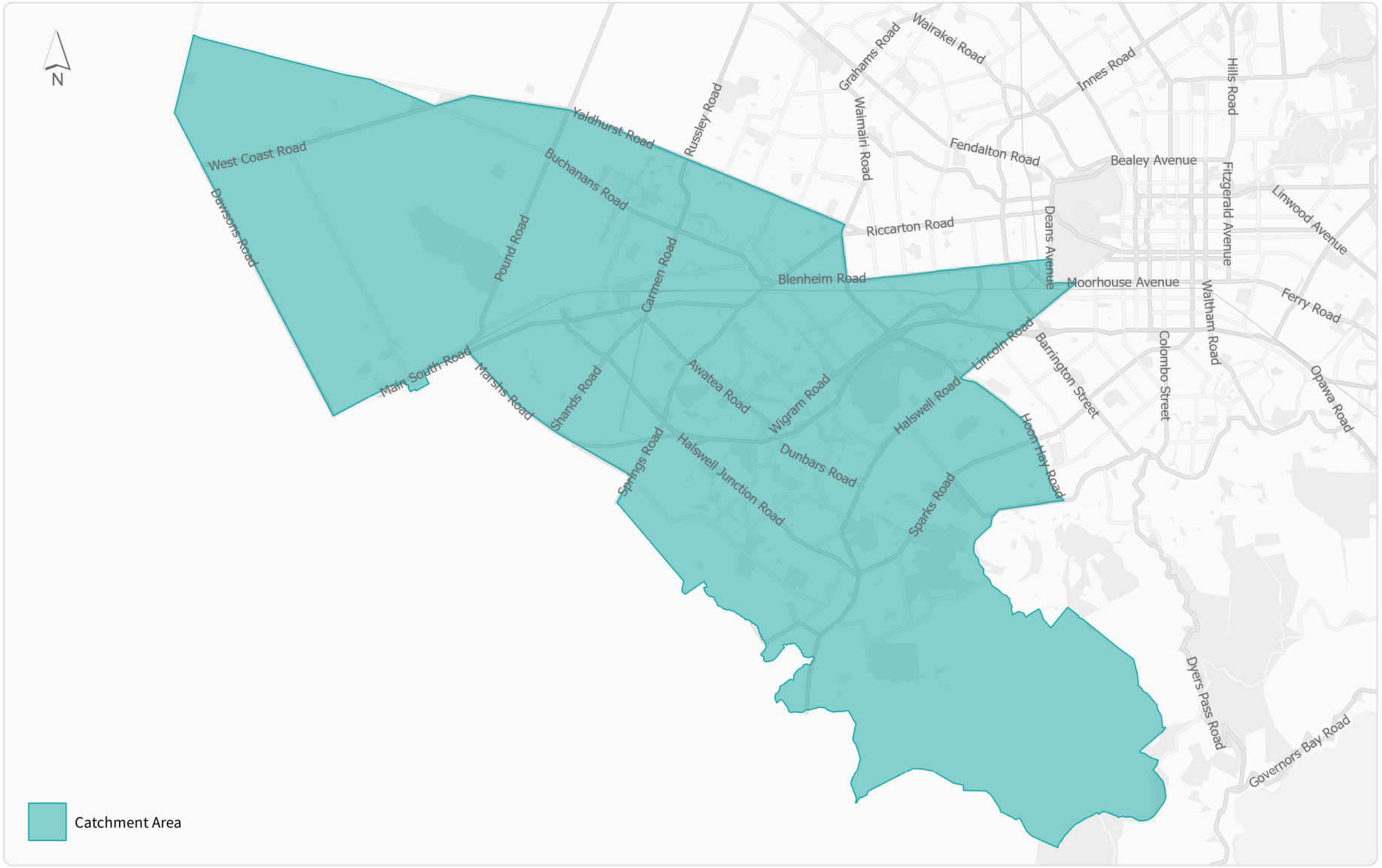
Development Contributions Policy 2025
Neighbourhood Park Catchments
North Catchment

Christchurch City Council



Development Contributions Policy 2025
Neighbourhood Park Catchments
South Catchment

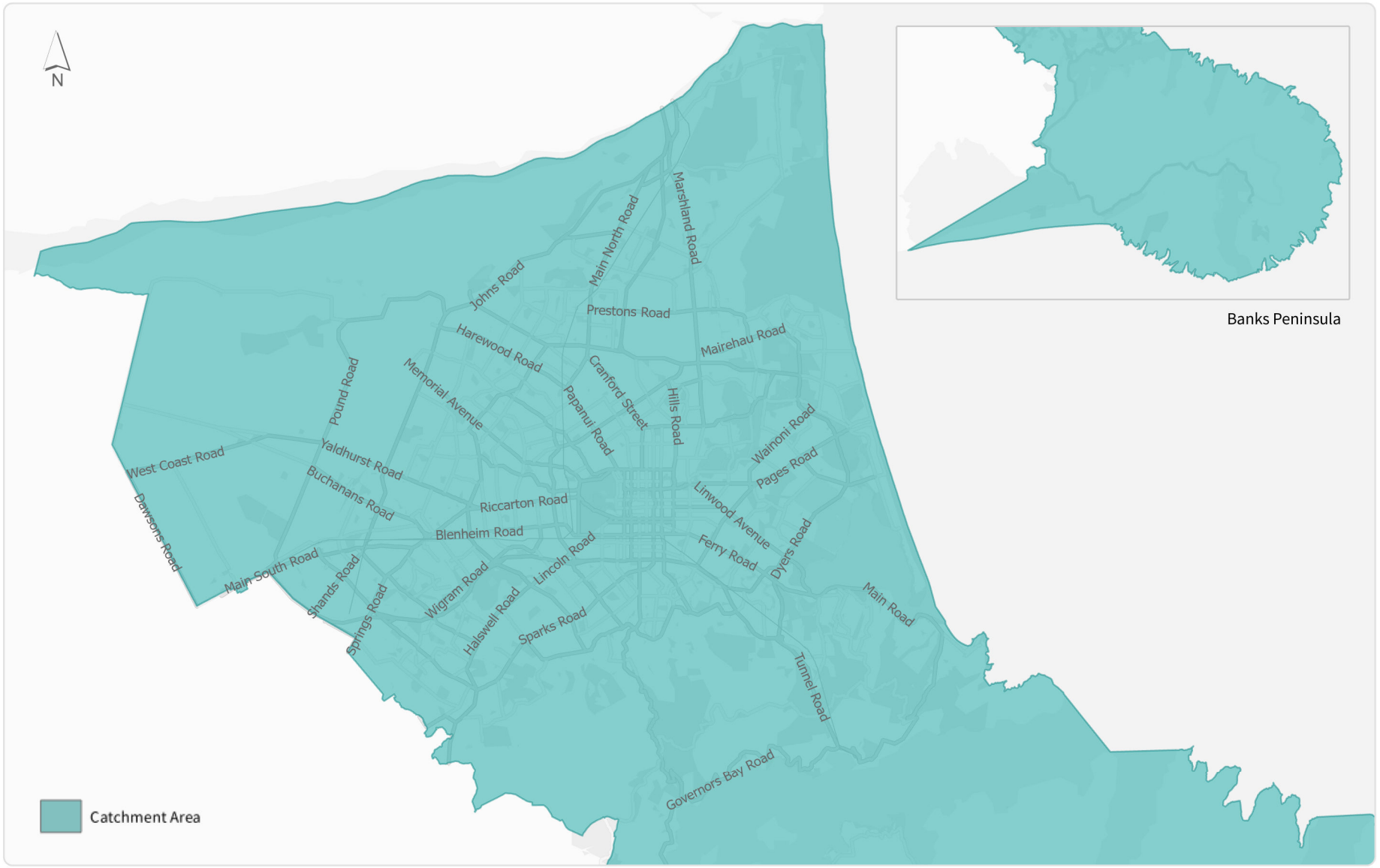
Christchurch City Council



Development Contributions Policy 2025
Neighbourhood Park Catchments
West Catchment

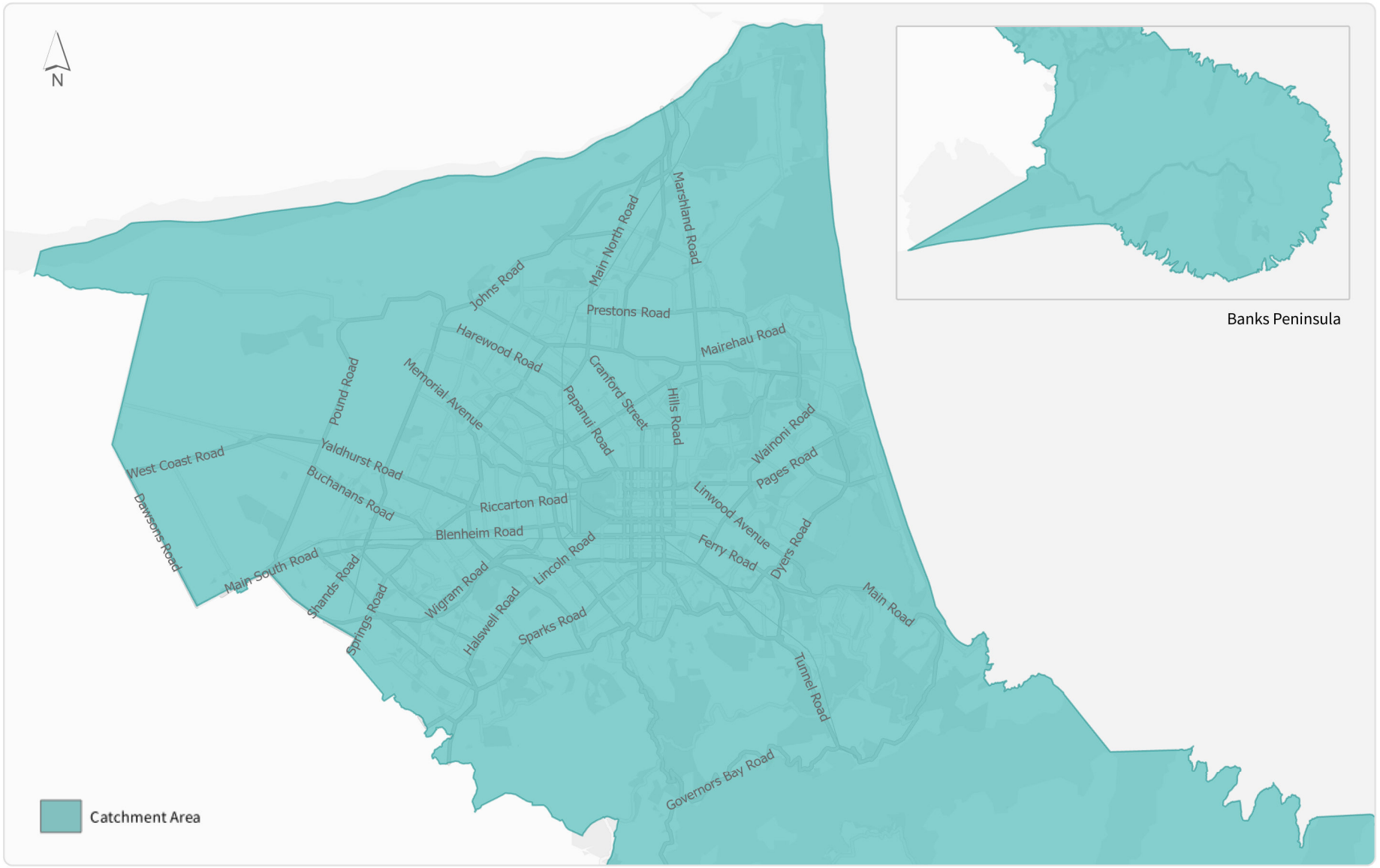
Christchurch City Council

Attachment A Item 11



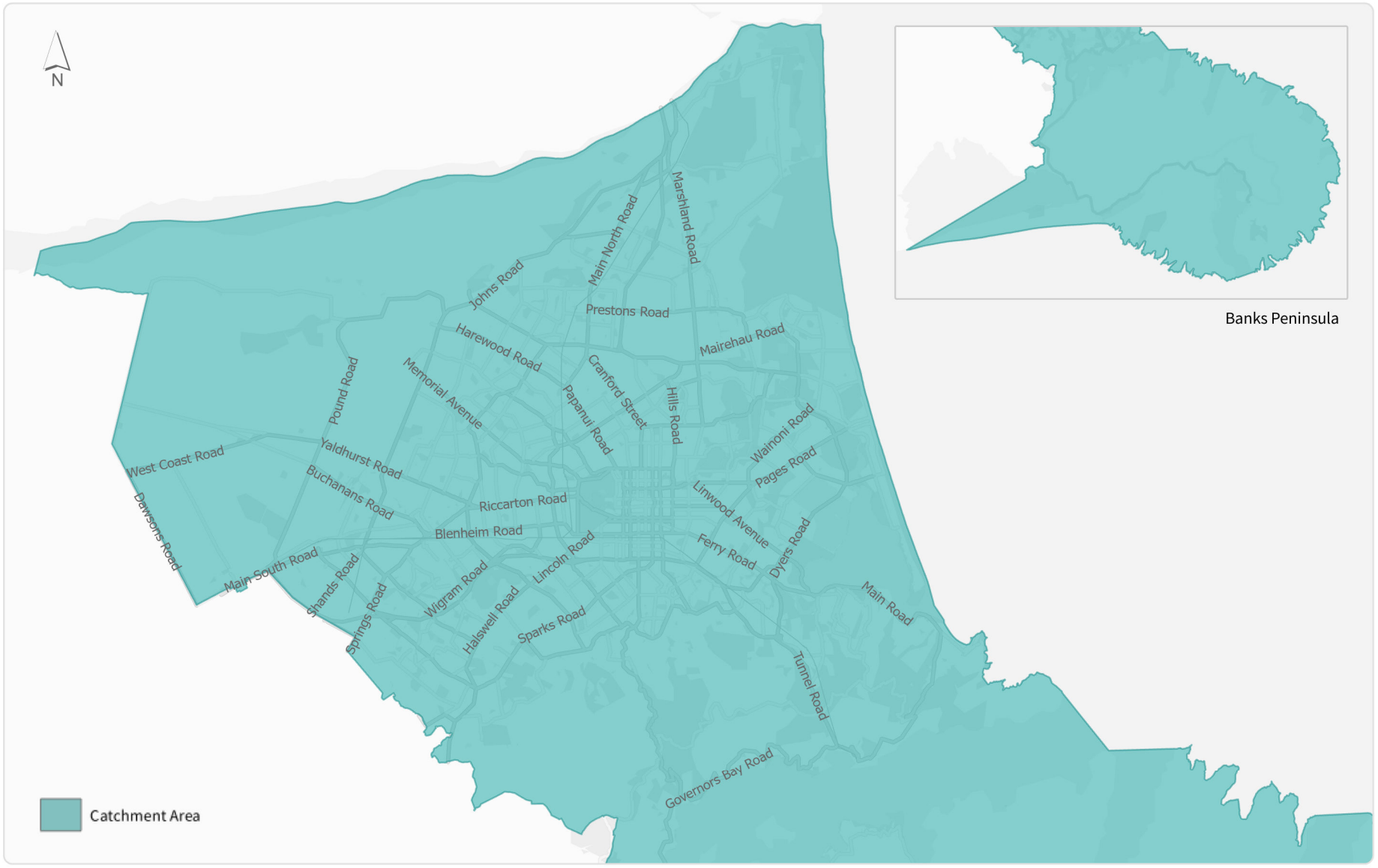
Development Contributions Policy 2025
Garden and Heritage Park Catchments

Christchurch City Council



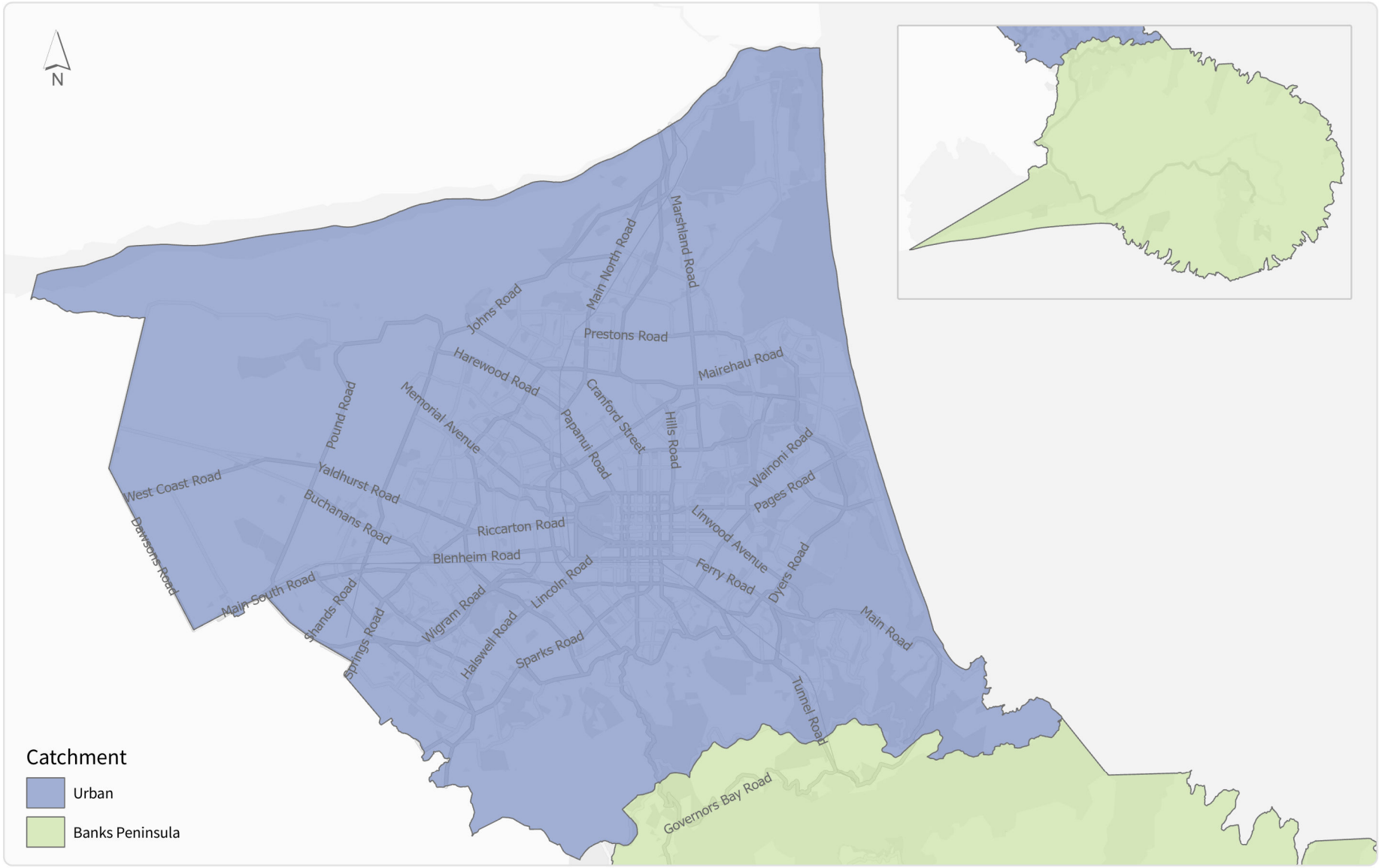
Development Contributions Policy 2025
Regional Park Catchments

Christchurch City Council



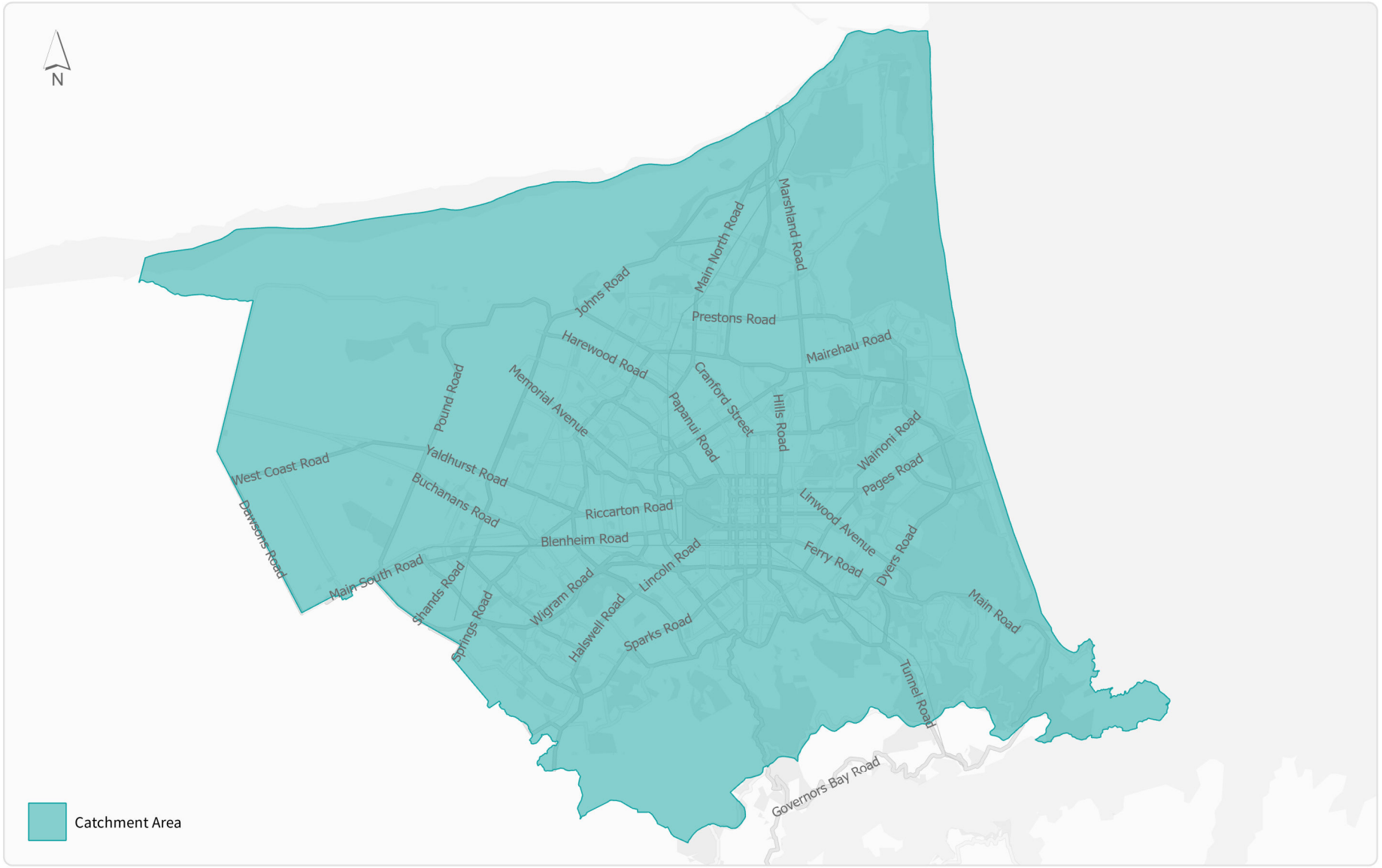
Development Contributions Policy 2025
Sports Park Catchments

Christchurch City Council



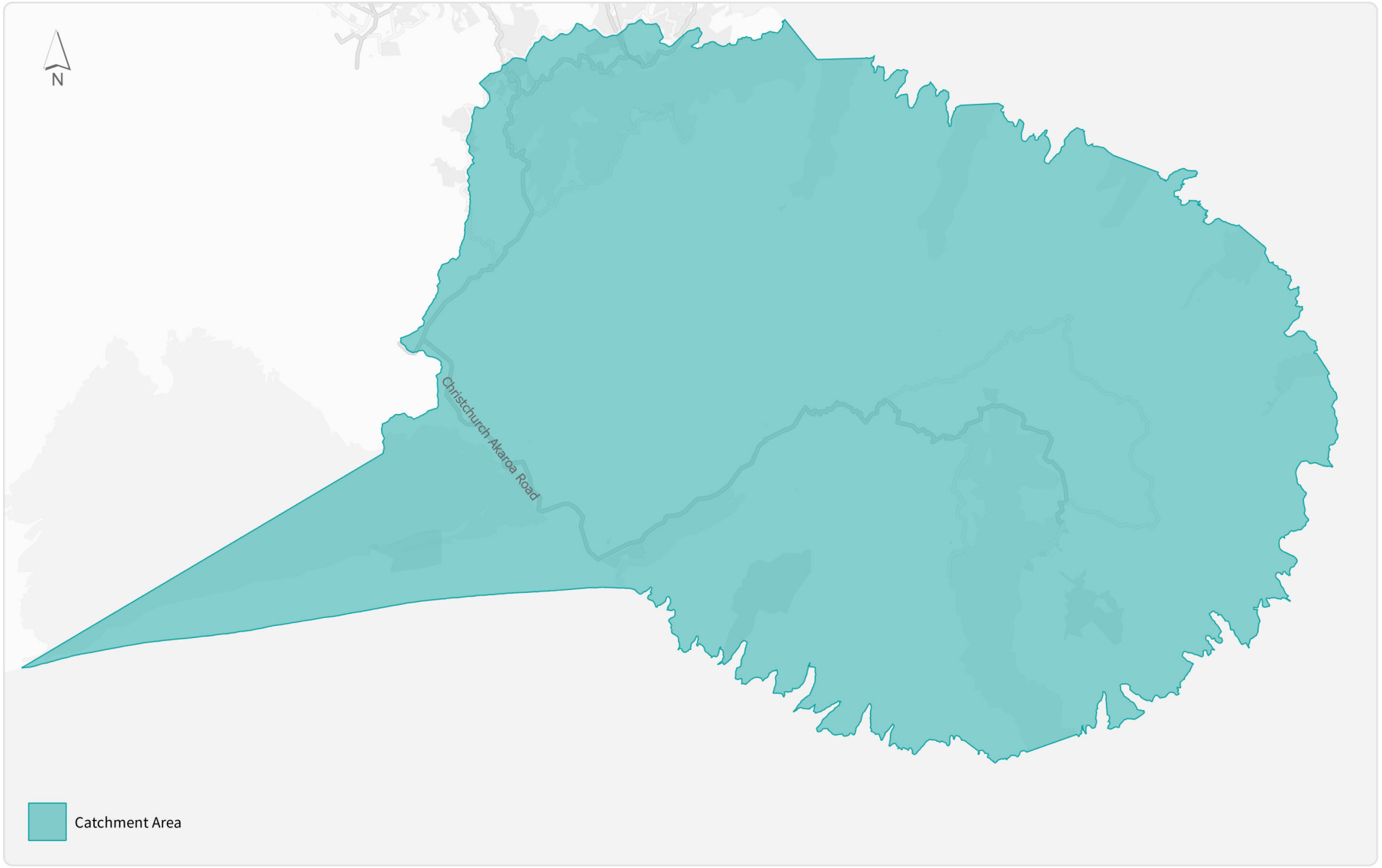
Development Contributions Policy 2025
Stormwater and Flood Management Catchments

Christchurch City Council



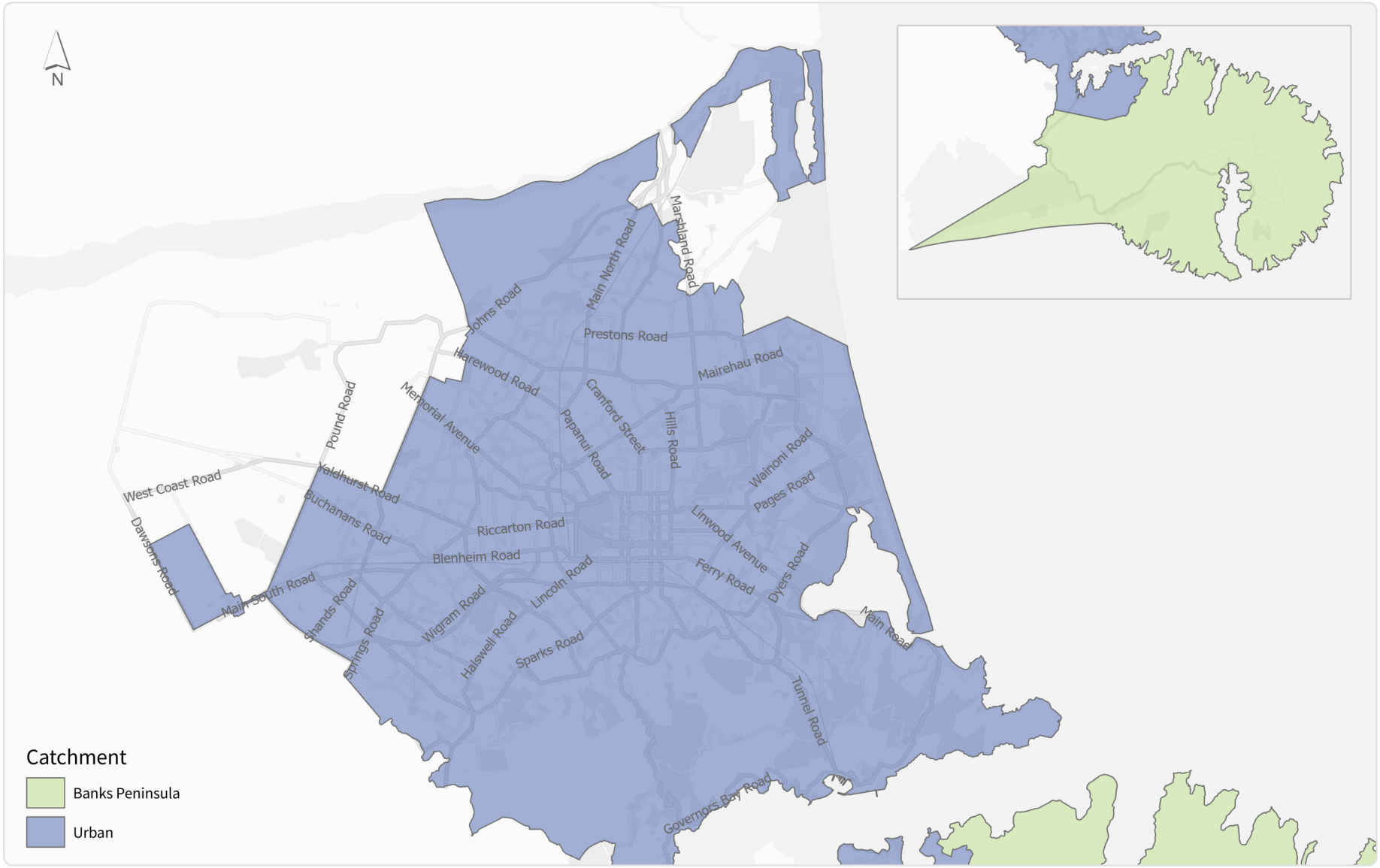
Development Contributions Policy 2025
Stormwater and Flood Management Catchments
Urban Catchment

Christchurch City Council



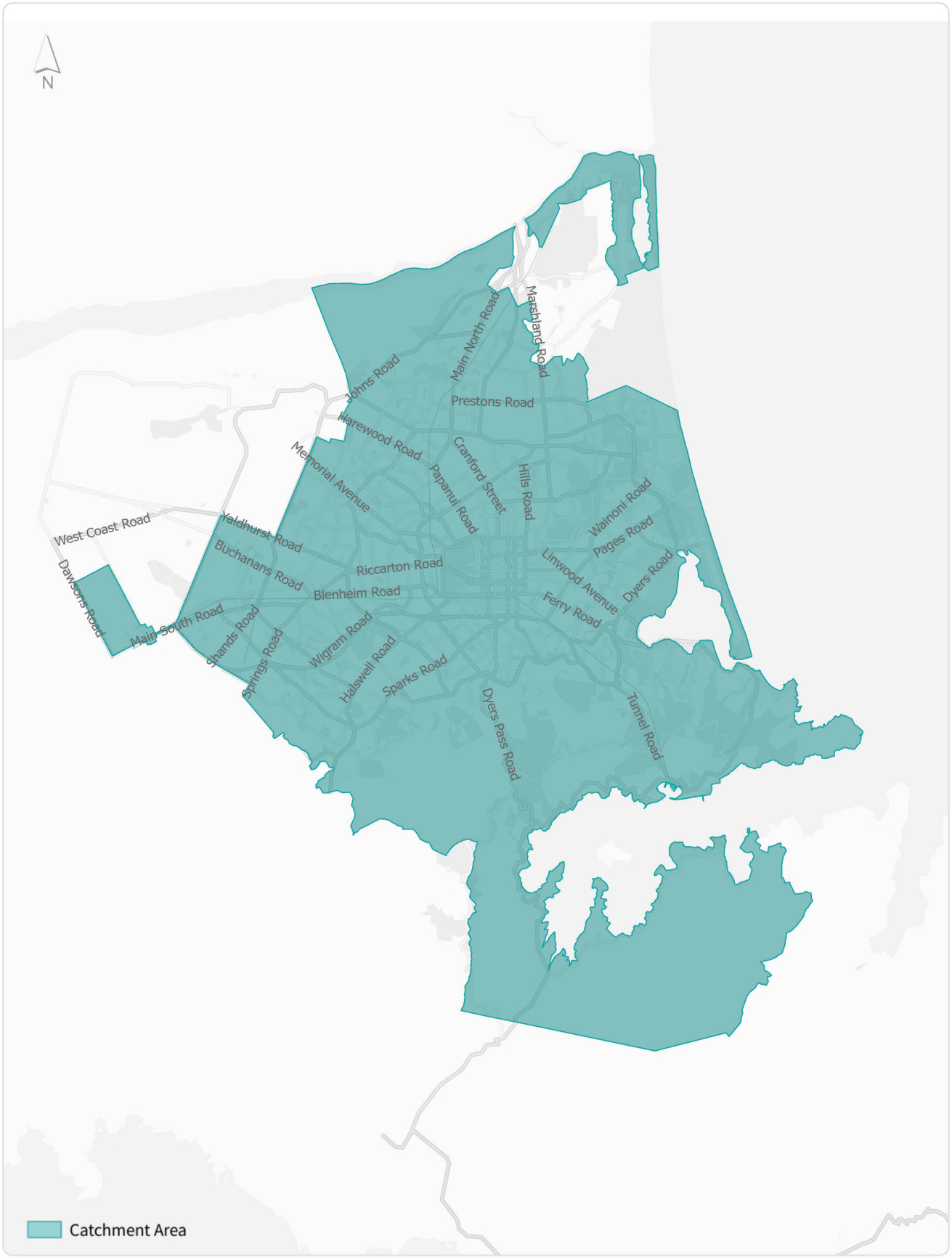
Development Contributions Policy 2025
Stormwater and Flood Management Catchments
Banks Peninsula Catchment

Christchurch City Council



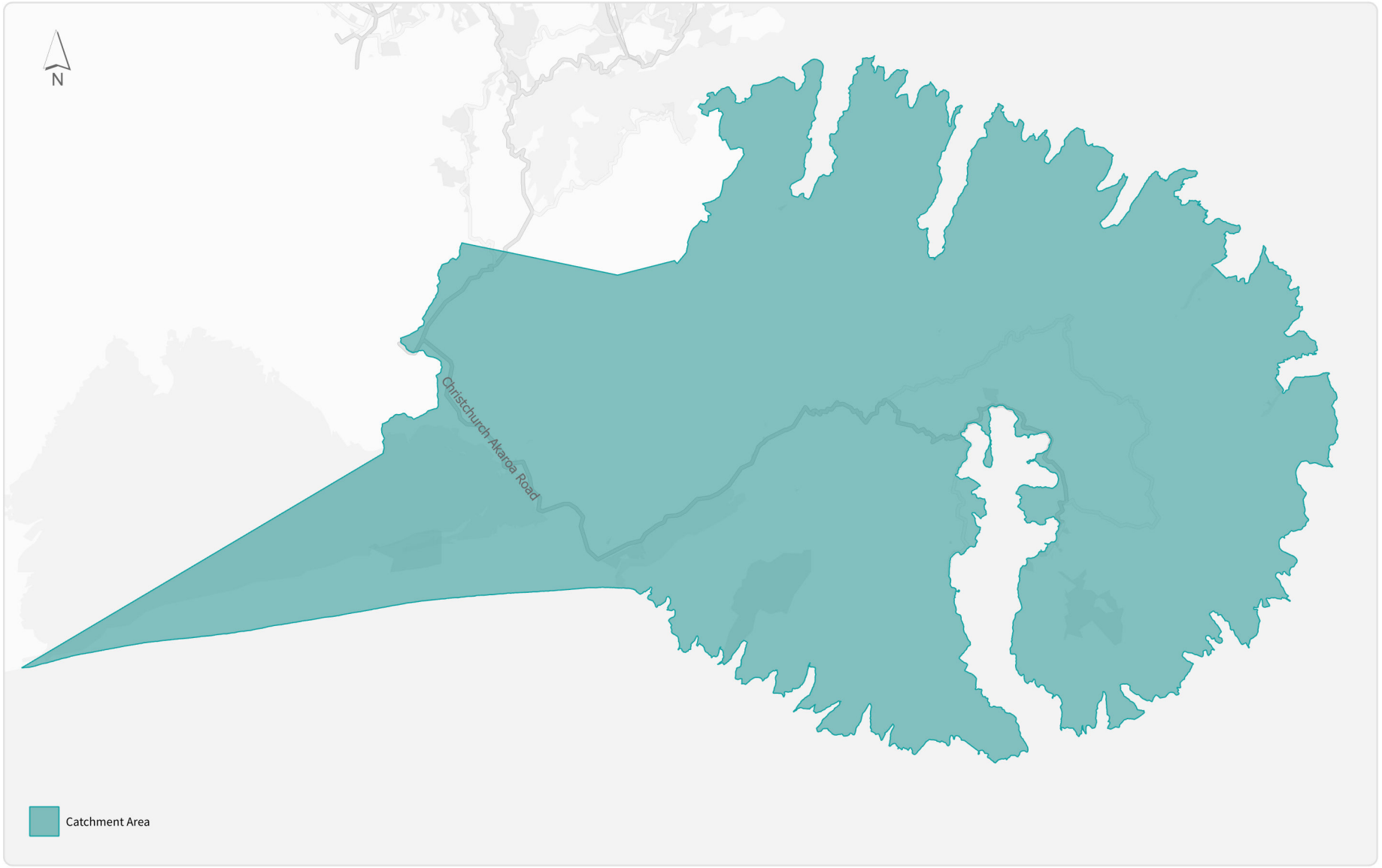
Development Contributions Policy 2025
Water Supply Catchments

Christchurch City Council



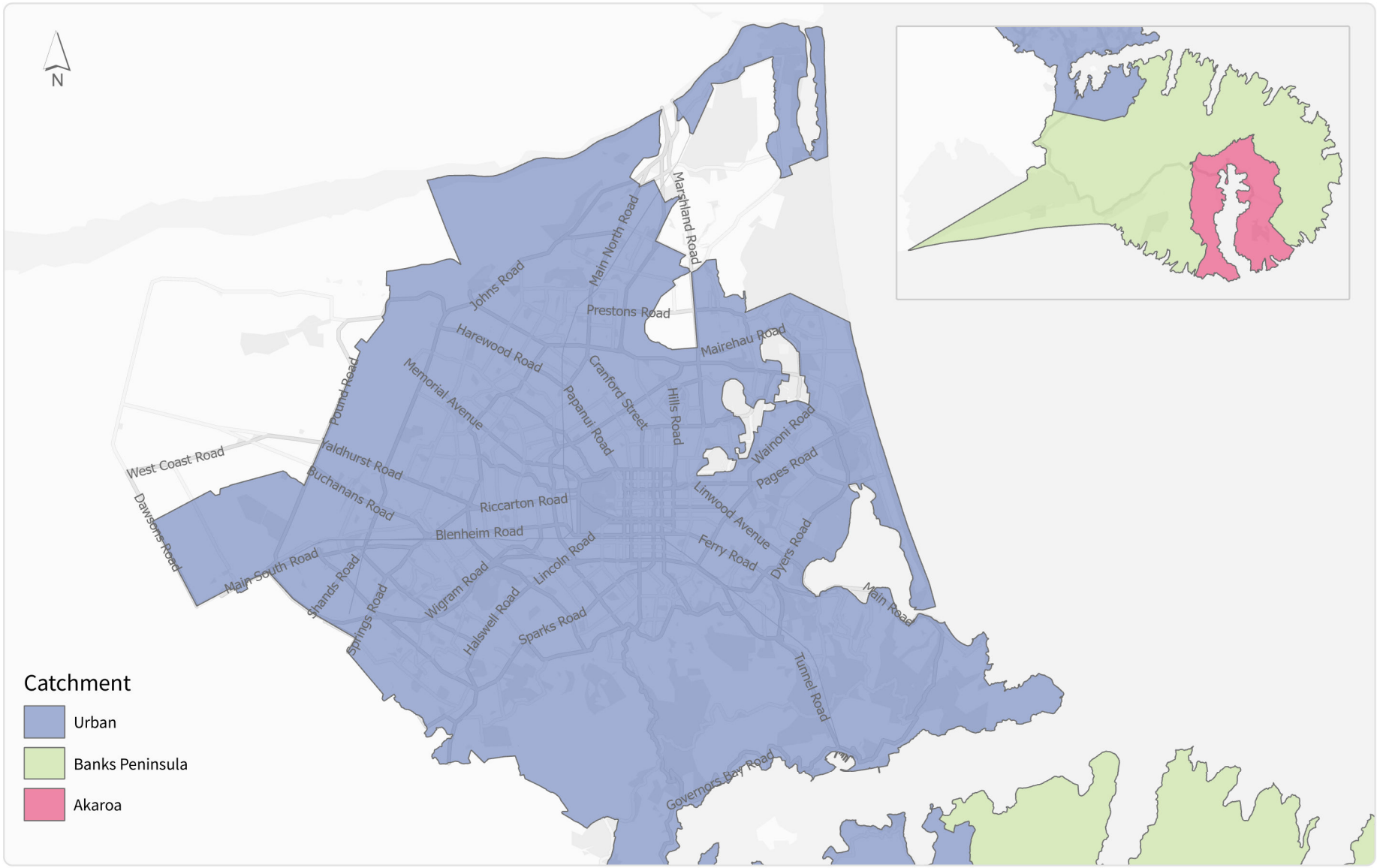
Development Contributions Policy 2025
Water Supply Catchments
Urban Catchment

Christchurch City Council



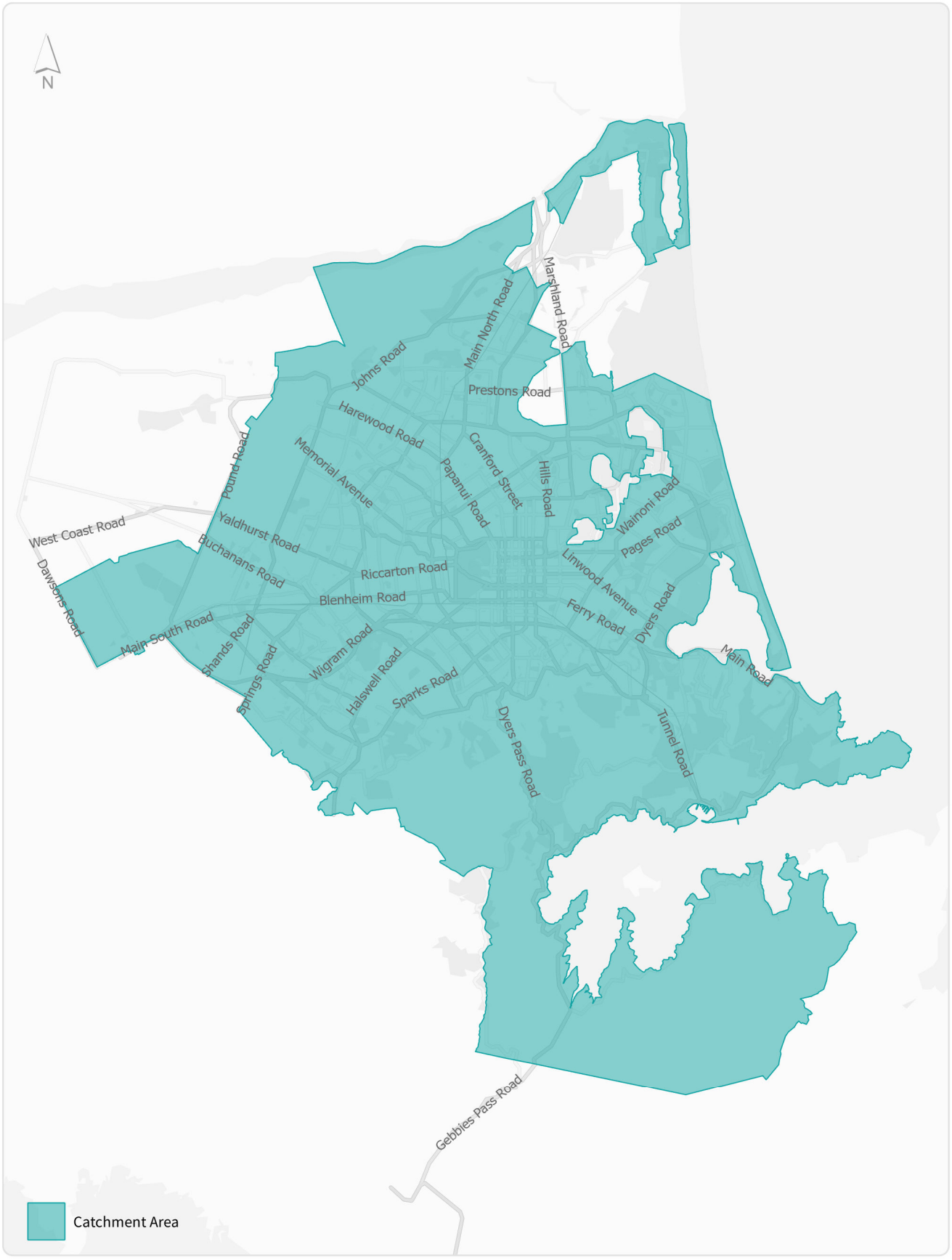
Development Contributions Policy 2025
Water Supply Catchments
Banks Peninsula Catchment

Christchurch City Council



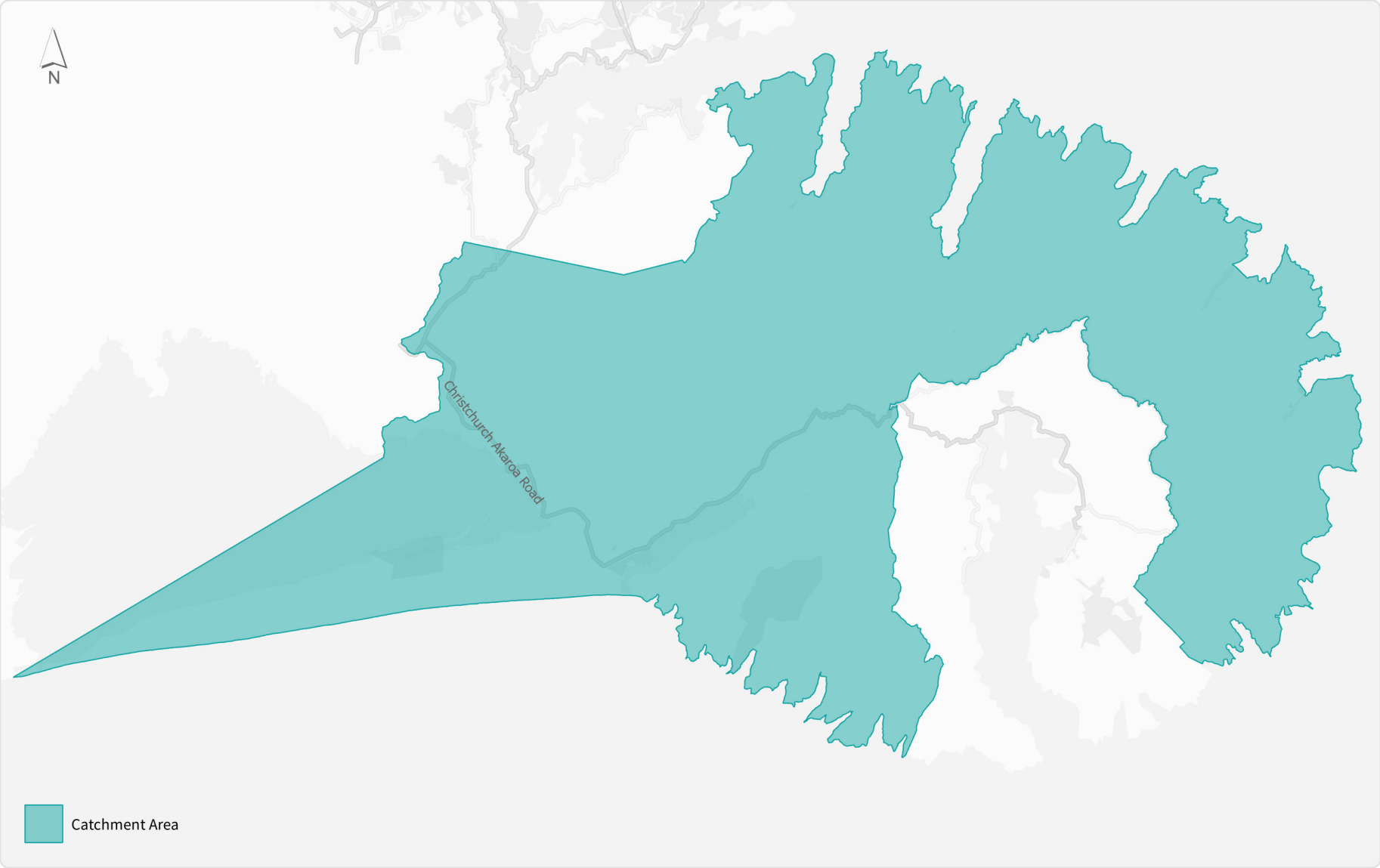
Development Contributions Policy 2025
Wastewater Treatment and Disposal Catchments

Christchurch City Council



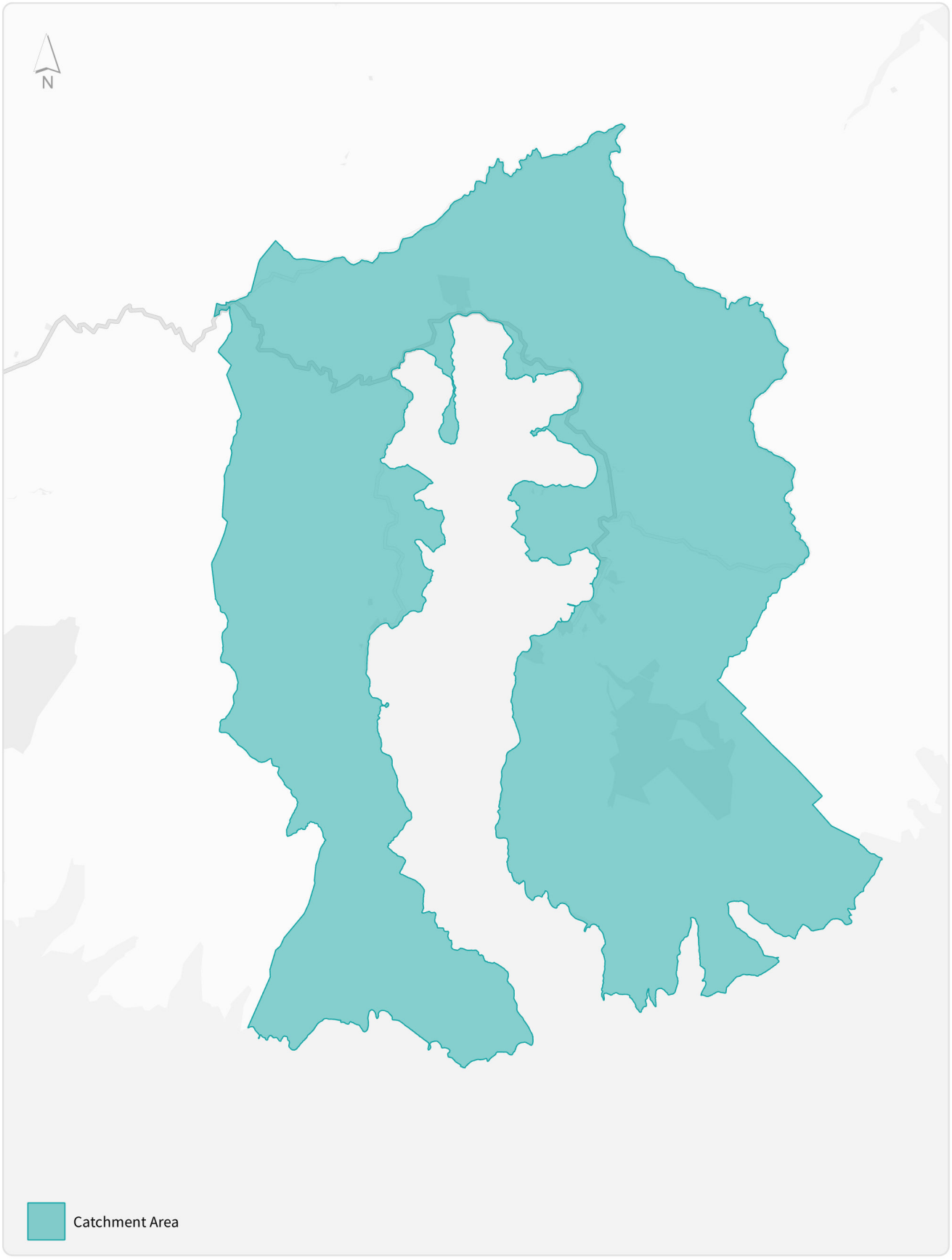
Development Contributions Policy 2025
Waste Water Treatment and Disposal Catchments
Urban Catchment

Christchurch City Council



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

Christchurch City Council



Development Contributions Policy 2025
Waste Water Treatment and Disposal Catchments
Akaroa Catchment

Christchurch City Council

Christchurch City Council

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

DRAFT

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

PART 1 INTRODUCTION
1.1 About development and financial contributions
1.2 Policy objectives
1.3 Reasons for requiring for development contributions
1.3.1 Strategic reasons
1.3.2 Fairness and equity
1.4 Financial contributions
1.5 Delegations
1.6 Policy review
PART 2 DEFINITIONS
PART 3 CALCULATING DEVELOPMENT CONTRIBUTIONS
3.1 Step 1 – Development test
3.1.1 Exemptions and exceptions
3.1.1.1 Crown development
3.1.1.2 Council development
3.1.1.3 Parking buildings
3.2 Step 2 – Assess the demand on infrastructure
3.2.1 Household Unit Equivalent (HUE)
3.2.2 Residential development
3.2.2.1 Small residential unit adjustment
3.2.2.2 Large residential unit adjustment
3.2.2.3 Subsequent redevelopment
3.2.2.4 Short term accommodation
3.2.2.5 Multi-unit stormwater and flood protection
3.2.3 Non-residential development
3.2.3.1 Timing of assessment
3.2.3.2 Rural accessory buildings
3.2.4 Special assessments
3.2.4.1 Scope of special assessment
3.2.4.2 Council may require developer to provide information
3.2.4.3 Disputes regarding technical information
3.2.5 Retirement villages
3.2.6 Non-serviceable development
3.2.7 No connection required
3.2.8 Temporary buildings
3.3 Step 3 – Determine existing demand credits
3.3.1 Life of existing demand credits
3.3.2 Limitations to existing demand credits
3.3.3 Considerations when assessing existing demand credit for residential development
3.3.4 Considerations when assessing existing demand credit for non-residential development
3.3.5 Other considerations when assessing existing demand credits for any development

DRAFT

3.3.6 Unlawful development
3.4 Step 4 – Calculate net increase in HUEs (demand) from the development
3.5 Step 5 – Apply the relevant catchment charge
3.6 Step 6 – Calculate the development contribution
3.6.1 Limit on amount of reserves development contribution
3.6.2 Minimum charge
3.8 Amended assessments
3.9 Other charges may apply
3.9.1 Works and services
3.9.2 Service connection fees
3.9.3 Development Impact Fee

PART 4 ASSESSMENT AND CHARGING OF DEVELOPMENT CONTRIBUTIONS
4.1 Development contributions assessment
4.1.1 Event triggering development contribution assessment
4.1.2 Estimate of development contributions requirement
4.1.3 Staged development
4.1.3.1 Subdivision and land use development
4.1.3.2 Building development
4.1.3.3 Previous assessments for staged development
4.1.4 Variation to consent or conditions of consent
4.1.5 Transitional provision – 2021 policy
4.2 Invoicing and payment
4.2.1 Fee for development contribution assessment
~~4.2.2 Transitional provision – development contribution assessment fee~~
4.3 Land in lieu of cash payment for development contributions
4.4 Enforcement powers
4.4.1 Debt recovery
4.4.2 Other enforcement powers

PART 5 POSTPONEMENTS, REMISSIONS AND REVIEWS
5.1 Postponement of payment
5.1.1 Security instruments
5.1.1.1 Encumbrance
5.1.1.2 Bank bond
5.2 Rebate of development contributions
5.3 Development of Māori land within a Papakāinga/ Kāinga Nohoanga zone of the District Plan
5.4 Refund of development contributions
5.5 Reconsiderations and objections
5.5.1 Reconsideration of assessed development contributions
5.5.1.1 Grounds for reconsideration
5.5.1.2 Reconsideration decision
5.5.2 Formal objection to assessed development contributions
5.5.2.1 Grounds for objection
5.5.2.2 Development contributions commissioners
5.5.2.3 Recovery of costs
5.5.3 Reassessment does not trigger reconsideration or objection rights
5.6 Private development agreements (PDA)
5.7 Remissions

PART 6 ALLOCATING THE COSTS OF DEVELOPMENT
6.1 Assessment of method of funding
6.1.1 Contribution to achieving community outcomes
6.1.2 Distribution of benefits
6.1.3 Period of benefit
6.1.4 Actions or inaction of particular individuals or a group
6.1.5 Funding by activity
6.1.6 Impact of development contribution on community wellbeing

DRAFT

6.2 Allocating benefits and costs through catchments
6.2.1 What are catchments and why are they used?
6.2.2 Catchment configuration
6.2.2.1 Catchment maps not to be considered exact
6.2.3 District-wide catchments
6.2.4 Determining charge by catchment
6.3 Cost allocation methodology
6.3.1 Cost allocation for residential demand and development
6.3.2 Funding period
6.3.3 Cost allocation for non-residential demand and development

PART 7 PLANNING FOR GROWTH

7.1 Growth model
7.1.1 Population and household growth
7.1.2 Non-residential growth
7.2 Impervious surface area

PART 8 NON-RESIDENTIAL DEVELOPMENT DEMAND EQUIVALENCES

8.1 Summary of non-residential HUE equivalents by land use and activity
8.2 Development contribution calculation methodology - water supply
8.2.1 Residential development
8.2.2 Non-residential development
8.3. Development contribution calculation methodology - wastewater collection and wastewater treatment and disposal
8.3.1 Residential development
8.3.2 Non-residential development
8.4 Development contribution calculation methodology -stormwater and flood protection
8.4.1 Residential development
8.4.2 Non-residential development
8.5 Development contribution calculation methodology -transportation
8.51 Explanation of standard base unit – vehicles per day
8.5.~~2~~3 Non-residential development
8.6 Development contribution calculation methodology –Community Infrastructure and Reserves
8.6.1 Residential development
8.6.2 Non-residential development

PART 9 SIGNIFICANT ASSUMPTIONS

PART 10 RESERVES ACTIVITIES

6.1 The Council's approach to reserves
6.2 Development contributions payable for development on reserve

APPENDICES

APPENDIX 1 **Schedule of development contributions charges**
APPENDIX 2 **Schedule of capital expenditure on assets to provide for growth**
APPENDIX 3 **Catchment maps by activity**

DRAFT

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

DRAFT

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.

DRAFT

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.

DRAFT

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

DRAFT

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

DRAFT

- Corridor, hallway or lobby
- Garage (but including any portion of a garage used as a sleep-out)
- A room smaller than $6m^2$

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.

DRAFT

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.

DRAFT

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.

DRAFT

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.

DRAFT

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

DRAFT

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 room[1]. 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

DRAFT

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

DRAFT

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.
4. ~~3.~~ 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. ~~4.~~ The development provides for a significant reduction[2] 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.

DRAFT

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.

DRAFT

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.

DRAFT

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 $20m^2$ 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

DRAFT

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 away 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.

DRAFT

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.

DRAFT

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.

DRAFT

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.

~~3~~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.

DRAFT

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

5.1.1.1Encumbrance

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

DRAFT

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

DRAFT

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.

DRAFT

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.~~

DRAFT

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				✓

DRAFT

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 exacerbater 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.

DRAFT

- **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 it's 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:

DRAFT

- 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

DRAFT

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.

DRAFT

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.

DRAFT

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 (m^2)

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 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.

DRAFT

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	0.1~~25~~00	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.

DRAFT

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		

DRAFT

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 5to 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 m2
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

DRAFT

(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

DRAFT

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 (m^2) and the average additional impervious surfaces such as driveways and paths (m^2). 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 $1m^2$ of non-residential impervious surface related to flooding and erosion =
$1m^2$ x flooding and erosion portion =
$1m^2$ x 40% **= 0.40 m^2**
Share of $1m^2$ of non-residential impervious surface related to surface water quality =
$1m^2$ x contaminant load ratio x surface water quality portion =
$1m^2$ x 60% x 2 = **1.20 m^2**
Effective equivalent area =
Flooding and erosion share + contaminant loading share =
$0.40m^2 + 1.20m^2$ = **1.60 m^2**

$1m^2$ of non-residential impervious surface = 1.60 ÷ 367 HUE/ m^2 = **0.0044 HUE**

DRAFT

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~~2~~ 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~~3~~ 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 buildings 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 type 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

DRAFT

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%

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.

DRAFT

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

DRAFT

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.

DRAFT

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

DRAFT

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.

DRAFT

DRAFT

Assumption	Risk	Level of uncertainty	Mitigation
Inflation 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 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. **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%	Inflation will be higher or lower than anticipated. 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.	Low Low	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.
Credit rating The Council's current credit rating of AA is maintained.	The Council's credit rating with Standard and Poor's is downgraded. 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. 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.	Moderate	The Council's Financial Strategy and financial management policies are intended to ensure prudent debt and financial management approaches are used. 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.
Borrowing costs 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:	Interest rates will vary from those projected. Capital expenditure to provide infrastructure for growth is loan funded (usually over 30 years) with	Low/ Moderate	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.

Assumption	Risk	Level of uncertainty	Mitigation
Year **Assumed interest rate** 2024/25 5.5% 2025/26 5.3% 2026/27 5.0% 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%	the growth component repaid from development contributions. 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. If interest rates are less than forecast this will reduce the cost of capital and therefore the future cost of development contributions.		Council manages interest rate exposure in accordance with its Liability Management Policy, and in line with advice from an independent external advisor. 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.
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.

DRAFT

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.

DRAFT

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

DRAFT

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

DRAFT

		Banks Peninsula	$ -	$ -
		Urban	$ 4,536.81	$ 5,217.33
	Wastewater Treatment and Disposal	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

DRAFT

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%
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**	-	-

DRAFT

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
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

DRAFT

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 - Regional Parks Port Hills & Banks Peninsula New Development	LTP	Community Wide (100%)	District Wide	100%	$5,546,113	$949,830	17.1%	$4,596,283	83%	$32.26
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

DRAFT

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)
GARDEN AND HERITAGE PARKS										
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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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 - 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

DRAFT

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)
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

DRAFT

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)
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, Gregan, 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

DRAFT

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)
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,Portn,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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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 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

DRAFT

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)
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

DRAFT

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)
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 - Groynes 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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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 - 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

DRAFT

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

DRAFT

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

DRAFT

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 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

DRAFT

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										
Edgeware Village Masterplan (A1)	LTP	Central (50%)	Central	50%	$124,690	$12,095	9.7%	$112,595	90%	$4.66
Edgeware 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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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)
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

DRAFT

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

DRAFT

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

DRAFT

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)
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

DRAFT

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

DRAFT

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 (Lyttelton to Diamond Harbour)	In Progress	Banks Peninsula (50%)	Banks Peninsula	50%	$1,958,438	$195,844	10%	$1,762,594	90%	$324.82

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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)
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

DRAFT

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 - 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

DRAFT

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 - 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

DRAFT

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

DRAFT

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

DRAFT

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)
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

DRAFT

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 - 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

DRAFT

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)
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

DRAFT

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 - 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

DRAFT

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 - 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

DRAFT

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)
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

DRAFT

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, 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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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 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

DRAFT

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

DRAFT

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 - 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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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 @ 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

DRAFT

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/Moorhouse	Complete	Central (33%)	Central	33%	$13,866	$1,130	8.1%	$12,736	92%	$0.07
Gasson/Madras/Moorhouse	Complete	East (33%)	East	33%	$13,866	$1,130	8.1%	$12,736	92%	$0.15
Gasson/Madras/Moorhouse	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

DRAFT

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

DRAFT

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 - 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

DRAFT

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)
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

DRAFT

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 - 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

DRAFT

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)
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

DRAFT

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 - 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

DRAFT

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 Ferrymead 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

DRAFT

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)
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

DRAFT

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 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

DRAFT

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 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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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										

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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
Waihoro 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

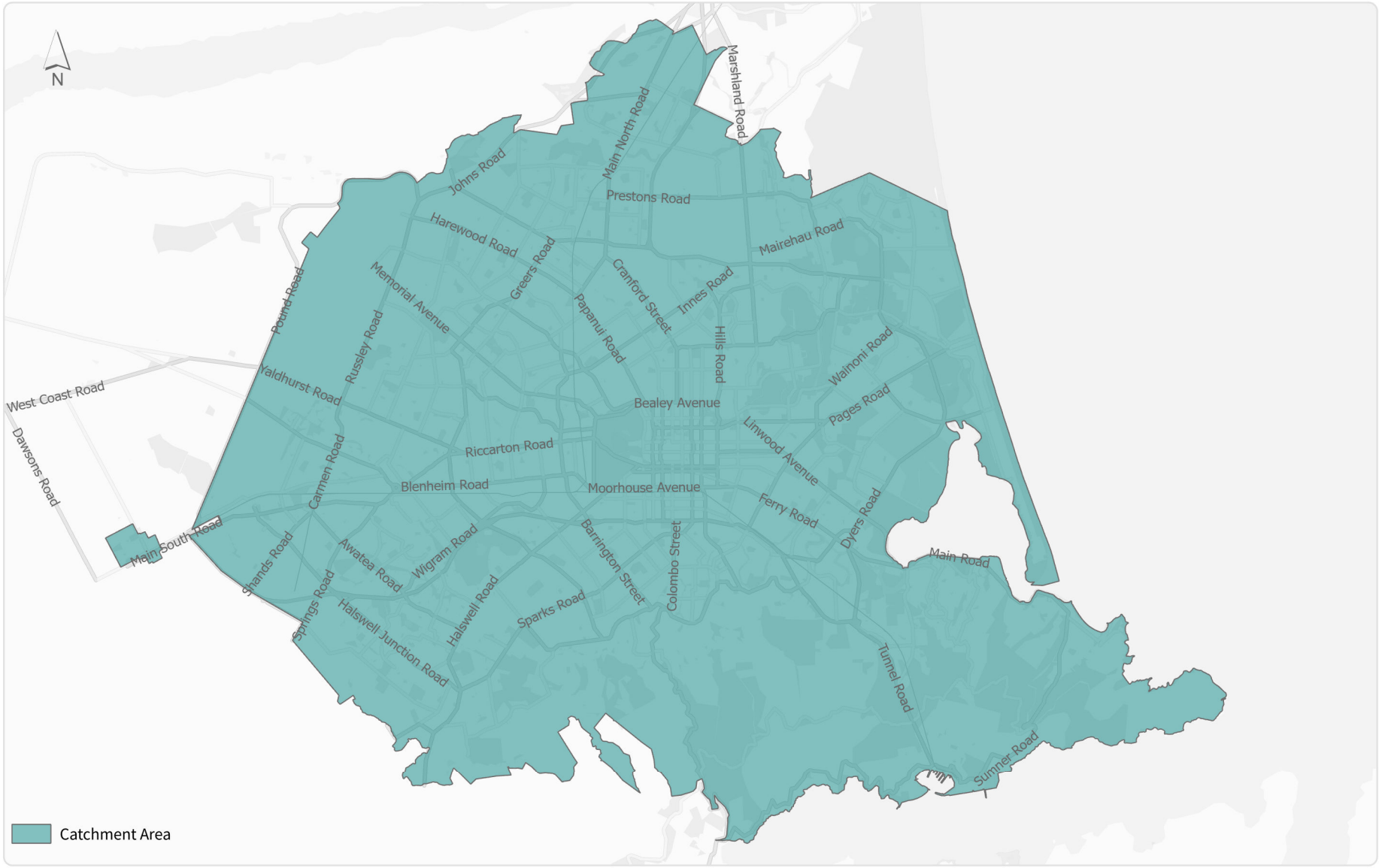
DRAFT

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

DRAFT

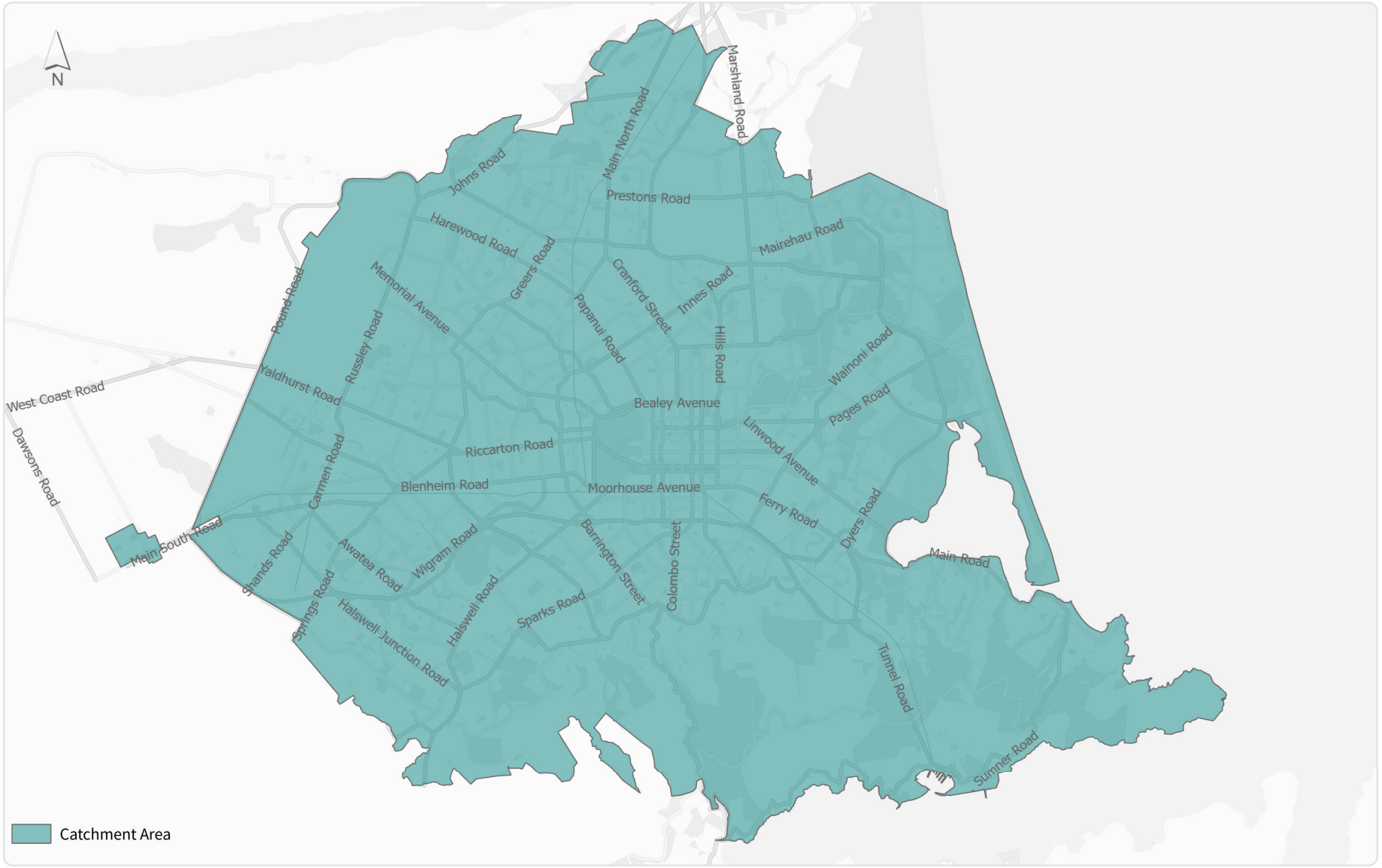
APPENDIX 3
CATCHMENT MAPS FOR DEVELOPMENT CONTRIBUTIONS ACTIVITIES

DRAFT



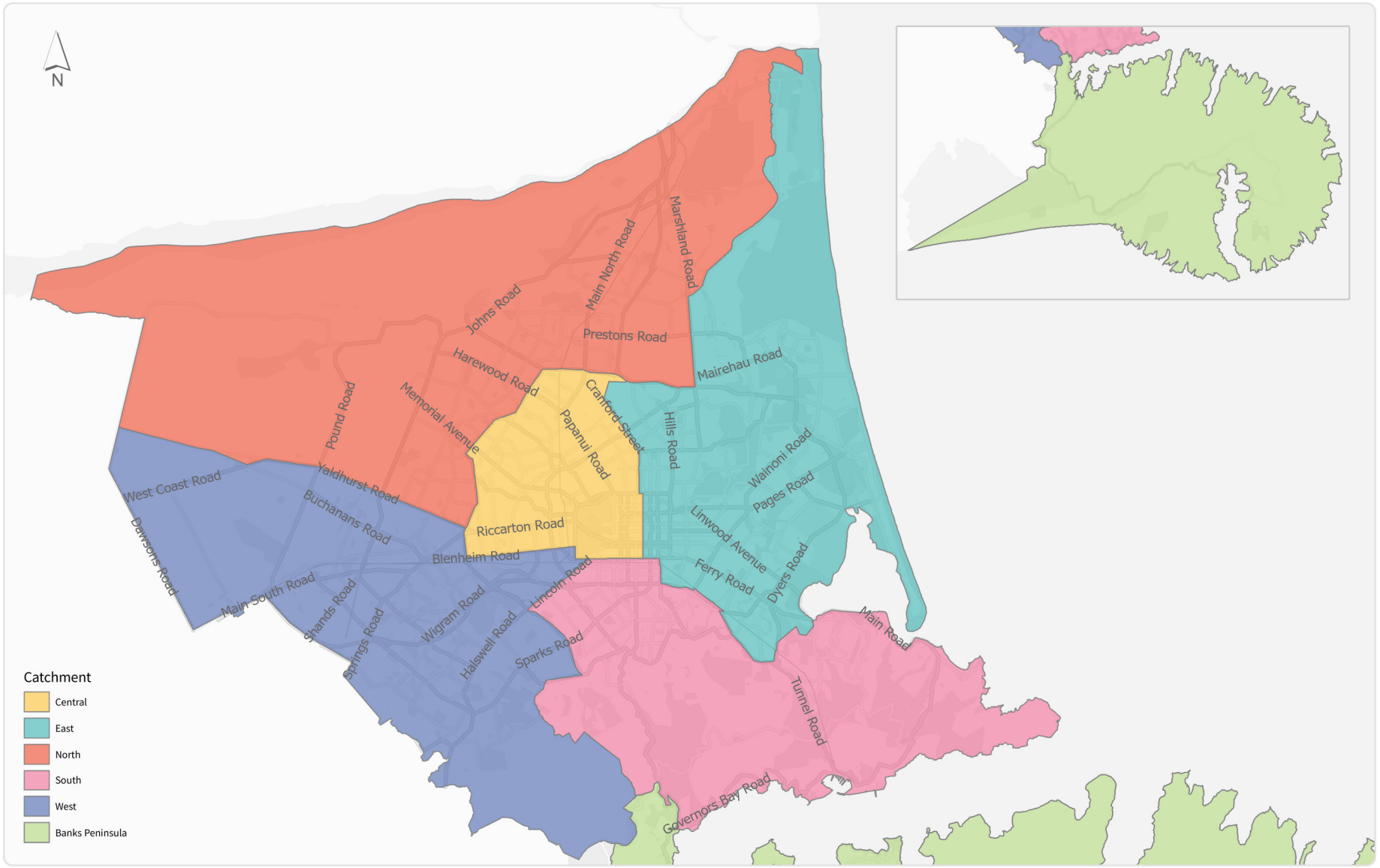
Development Contributions Policy 2025
Active Transport Catchments

Christchurch City Council



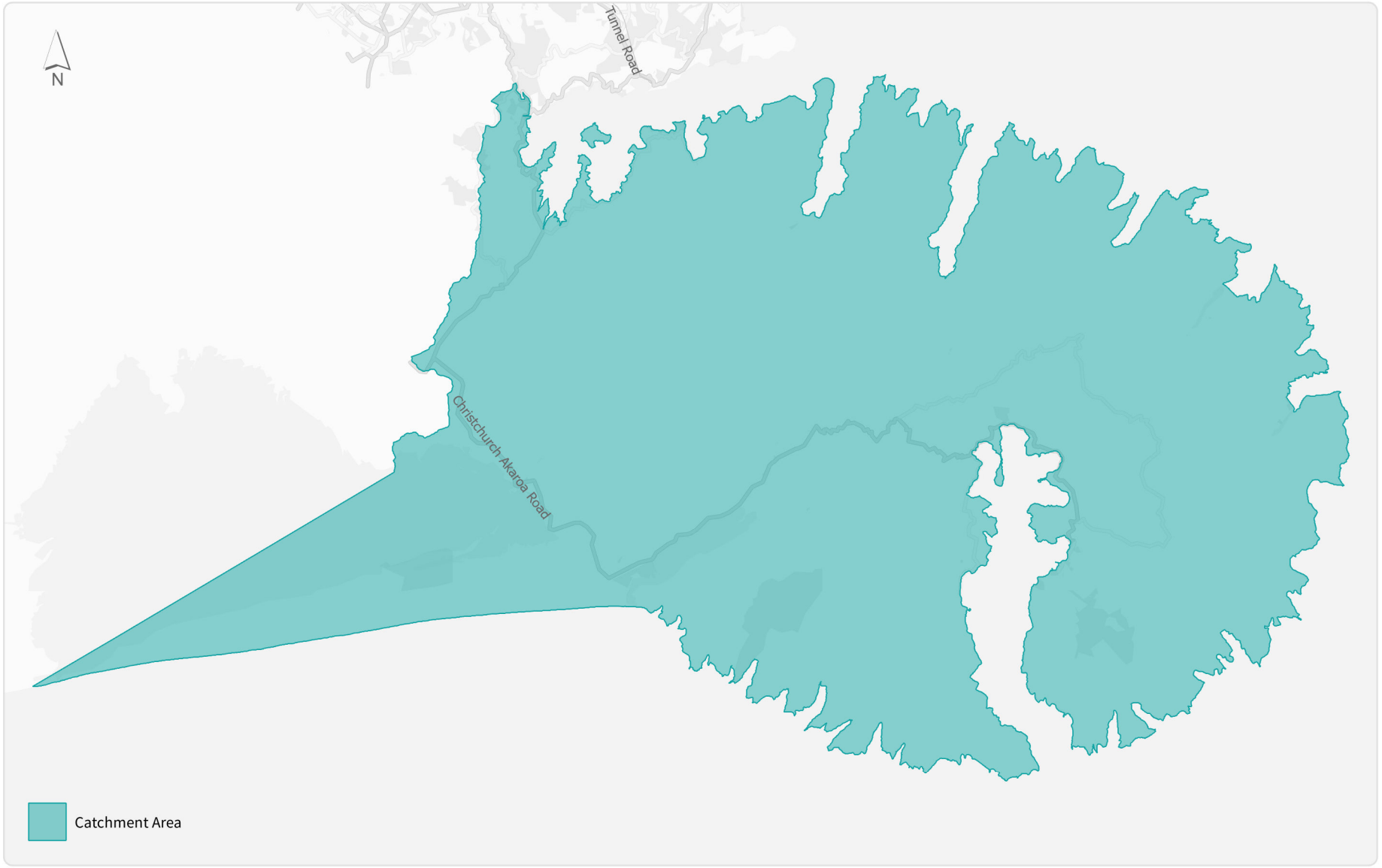
Development Contributions Policy 2025
Public Transport Catchments

Christchurch City Council



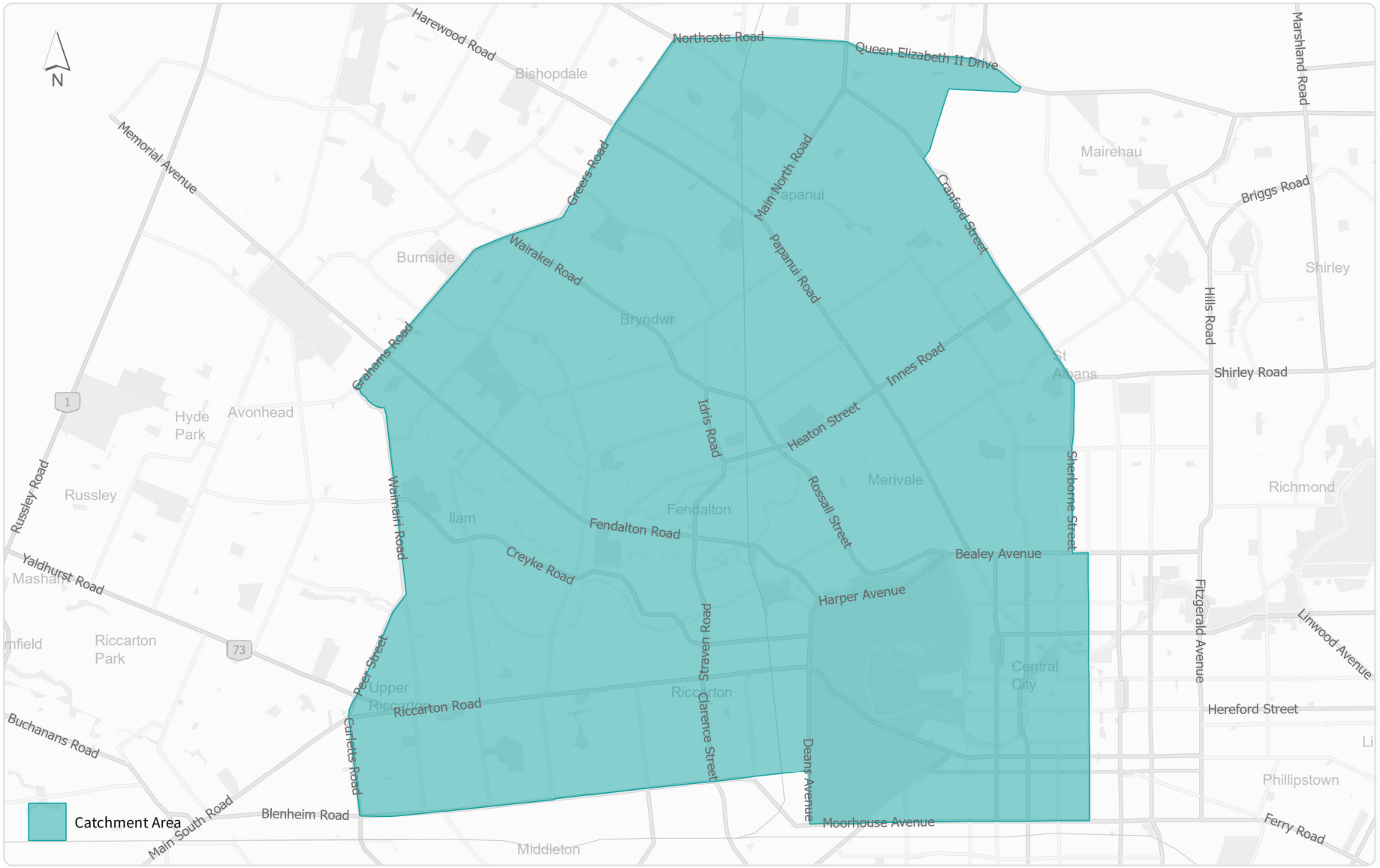
Development Contributions Policy 2025
Road Network Catchments

Christchurch City Council



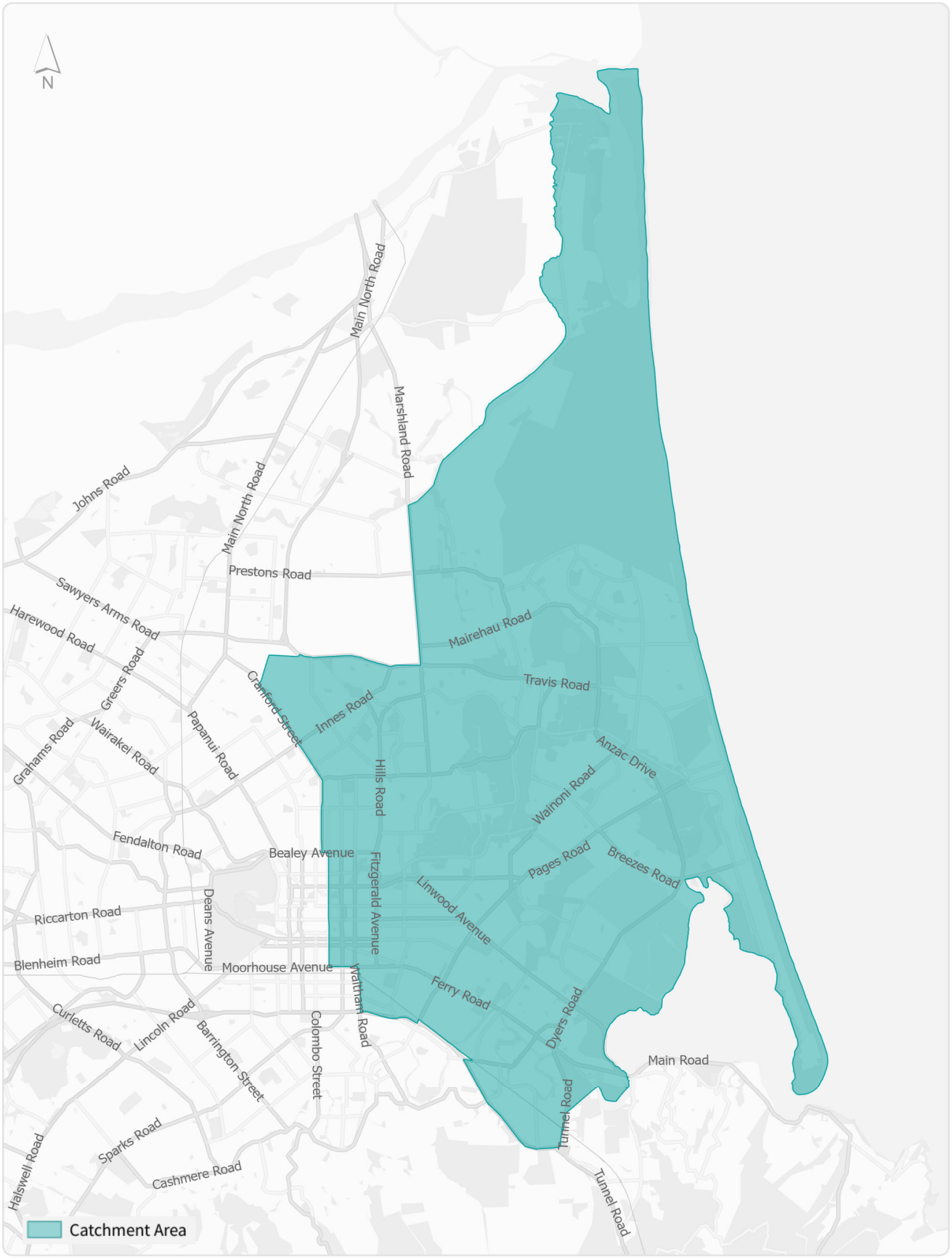
Development Contributions Policy 2025
Road Network Catchments
Banks Peninsula Catchment

Christchurch City Council



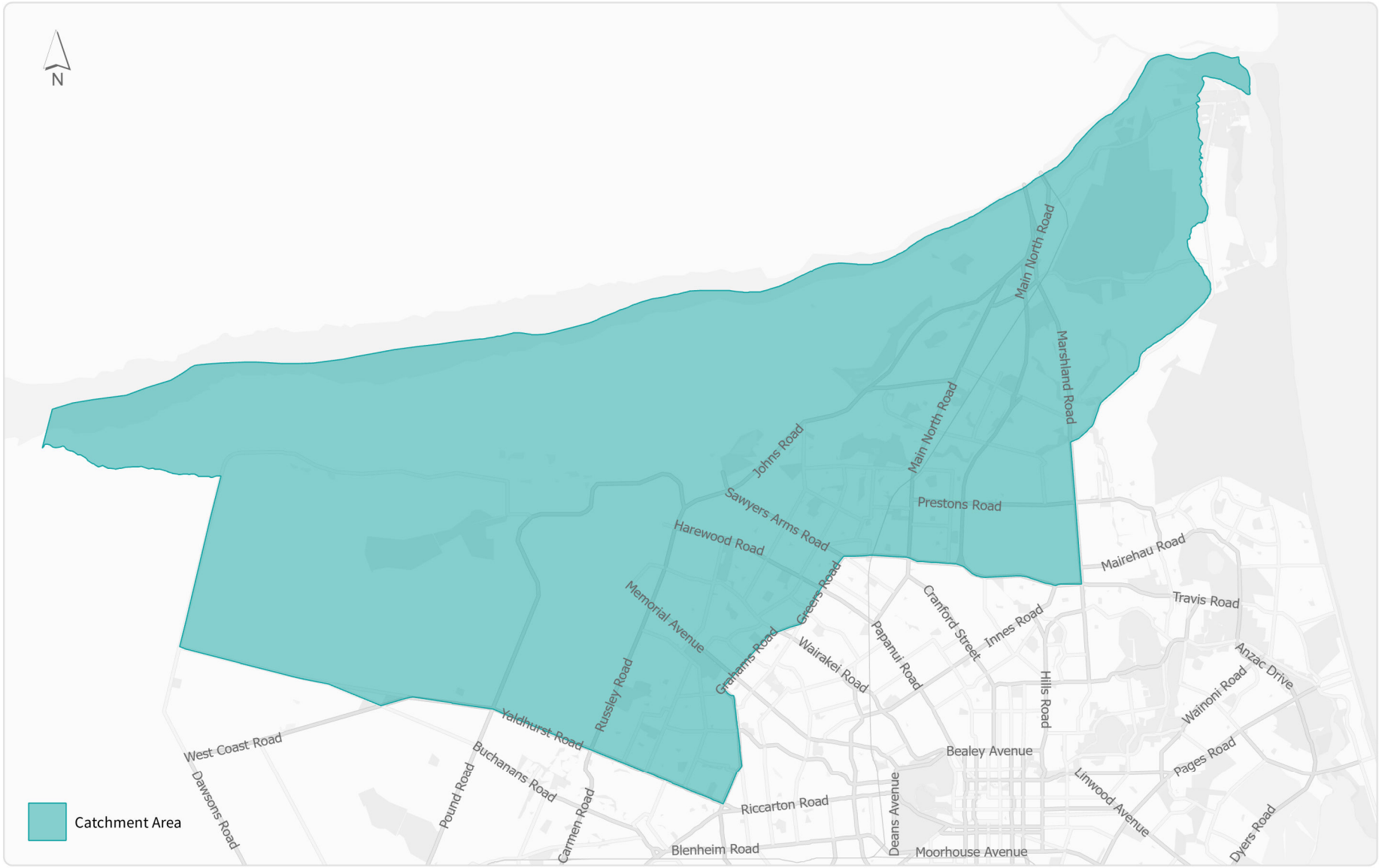
Development Contributions Policy 2025
Road Network Catchments
Central Catchment

Christchurch City Council



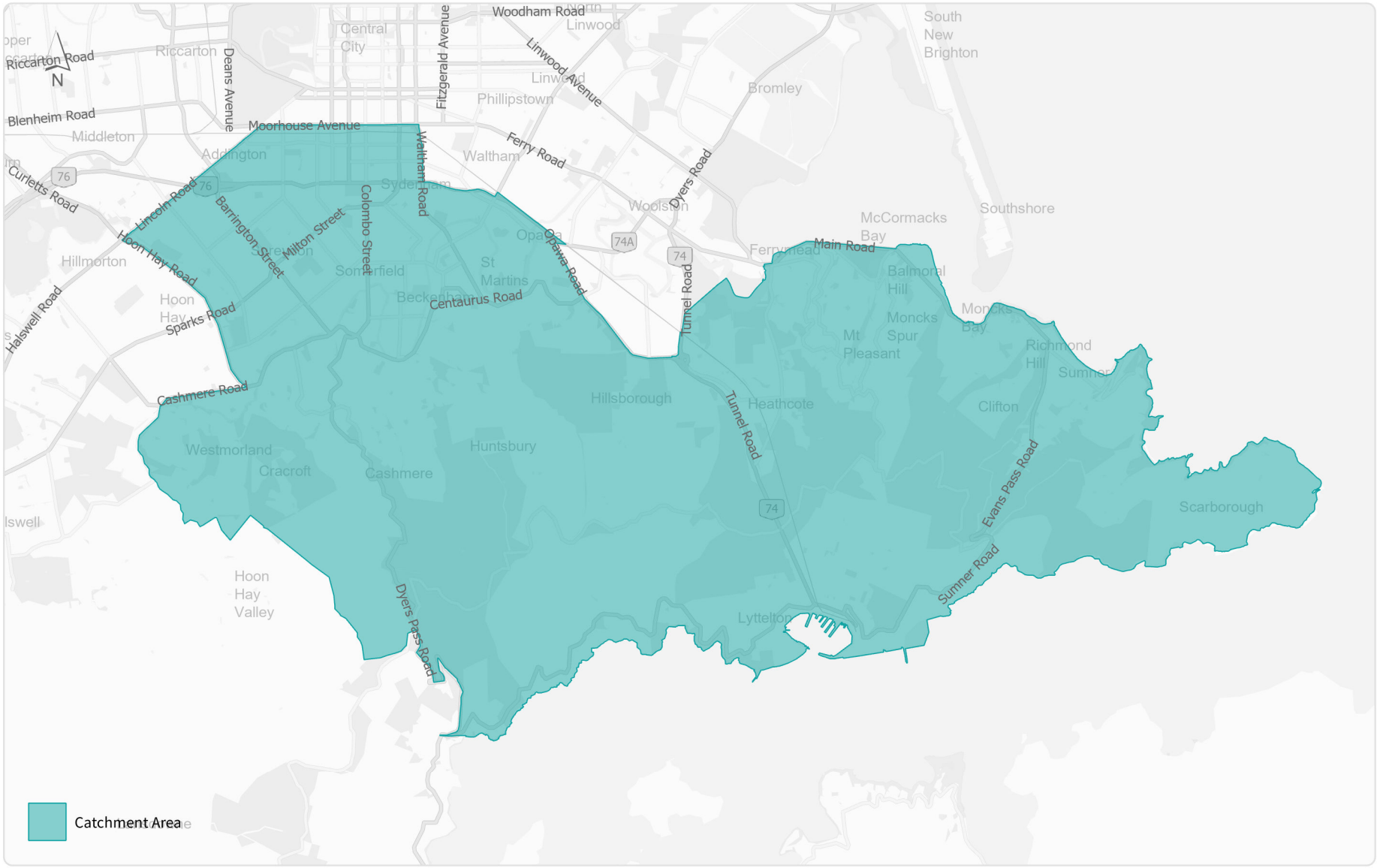
Development Contributions Policy 2025
Road Network Catchments
East Catchment

Christchurch City Council



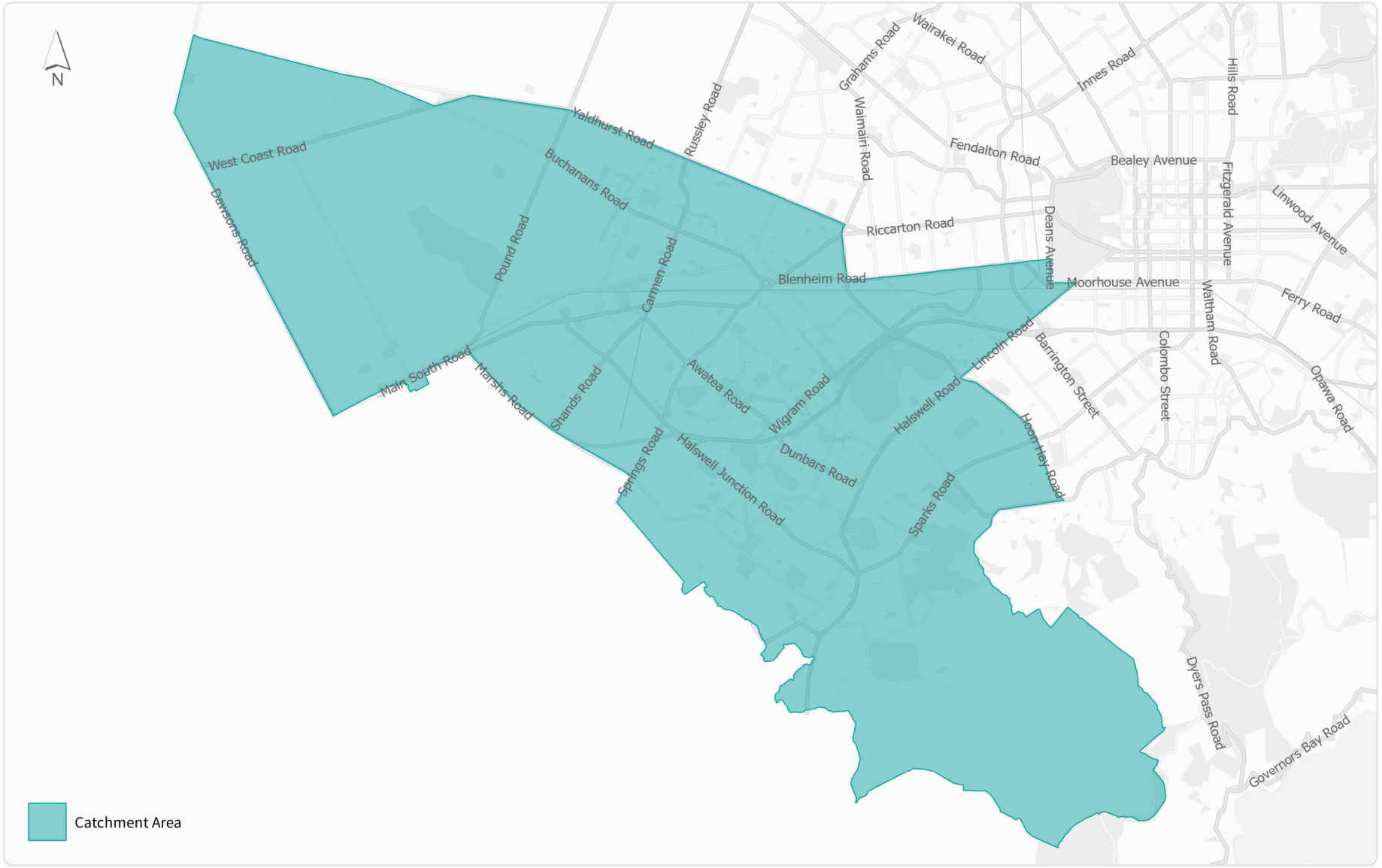
Development Contributions Policy 2025
Road Network Catchments
North Catchment

Christchurch City Council



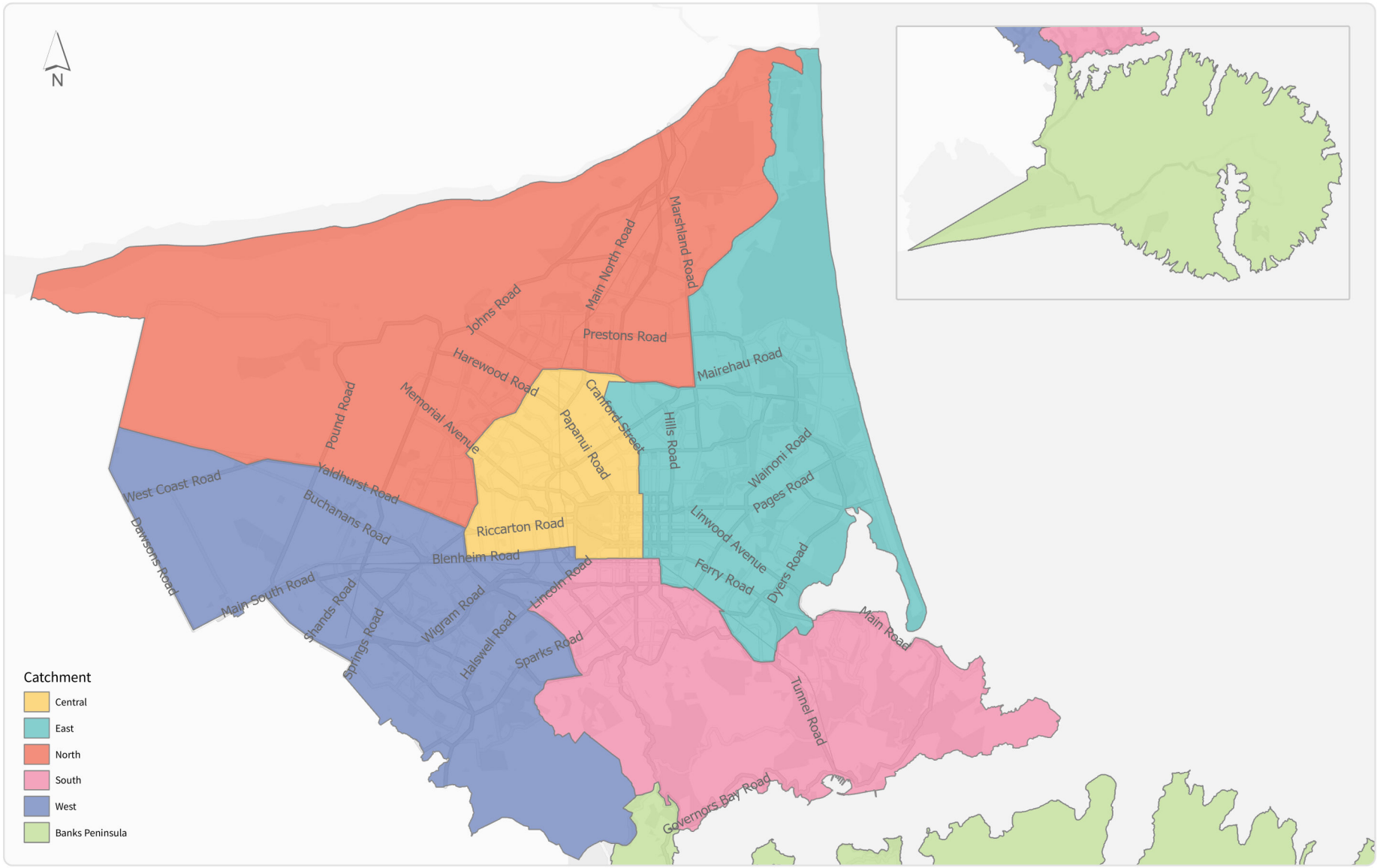
Development Contributions Policy 2025
Road Network Catchments
South Catchment

Christchurch City Council



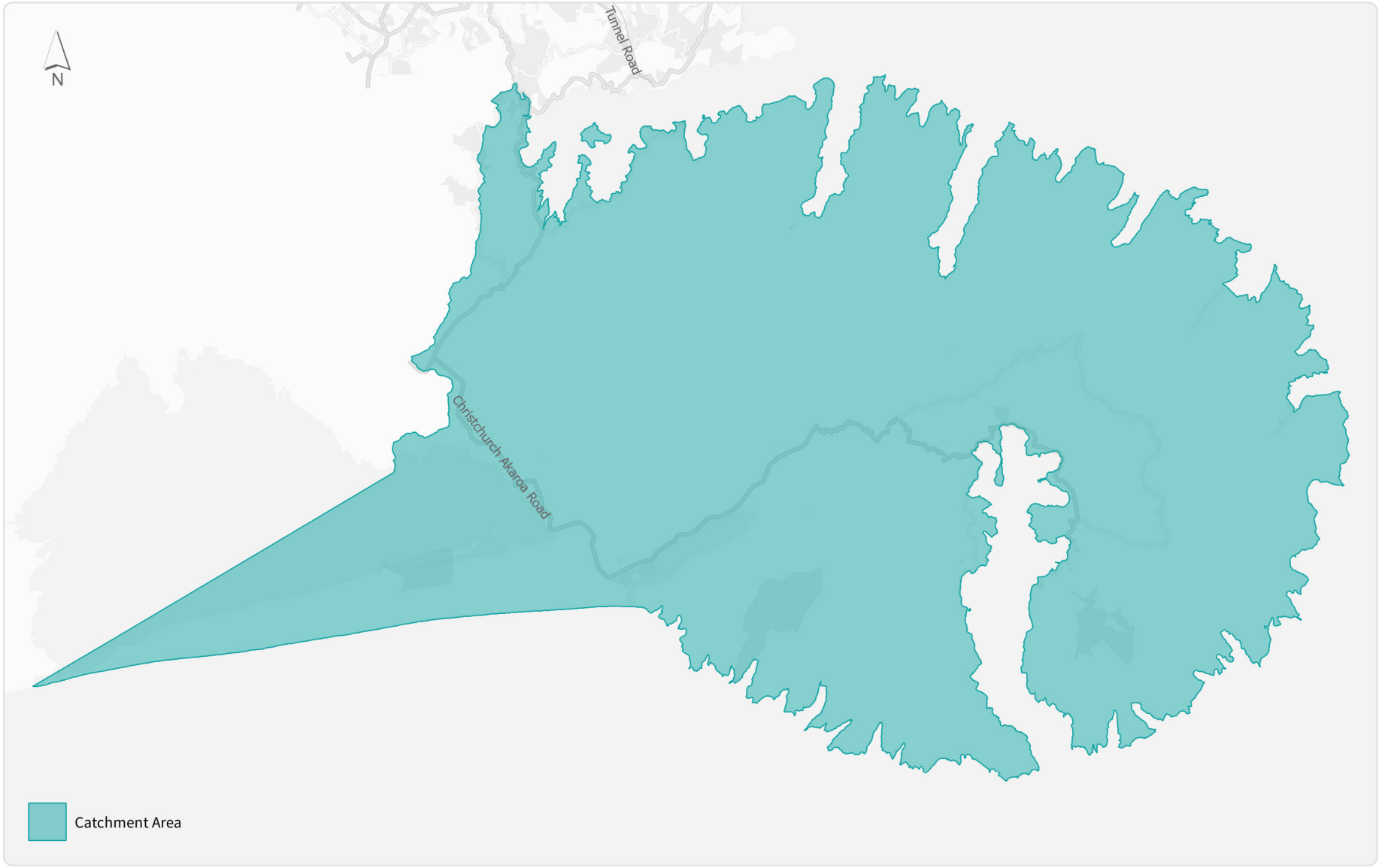
Development Contributions Policy 2025
Road Network Catchments
West Catchment

Christchurch City Council



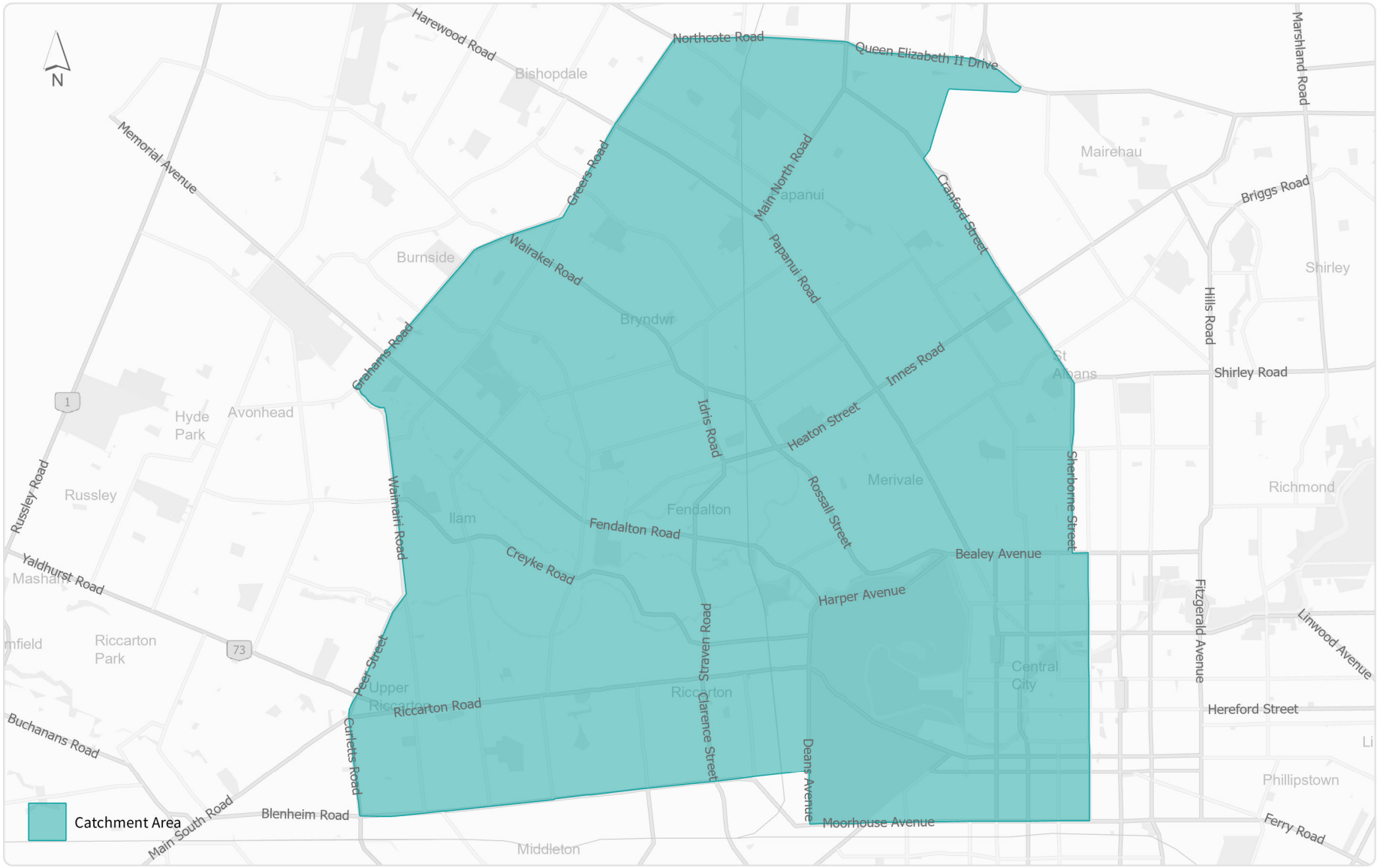
Development Contributions Policy 2025
Neighbourhood Parks Catchments

Christchurch City Council



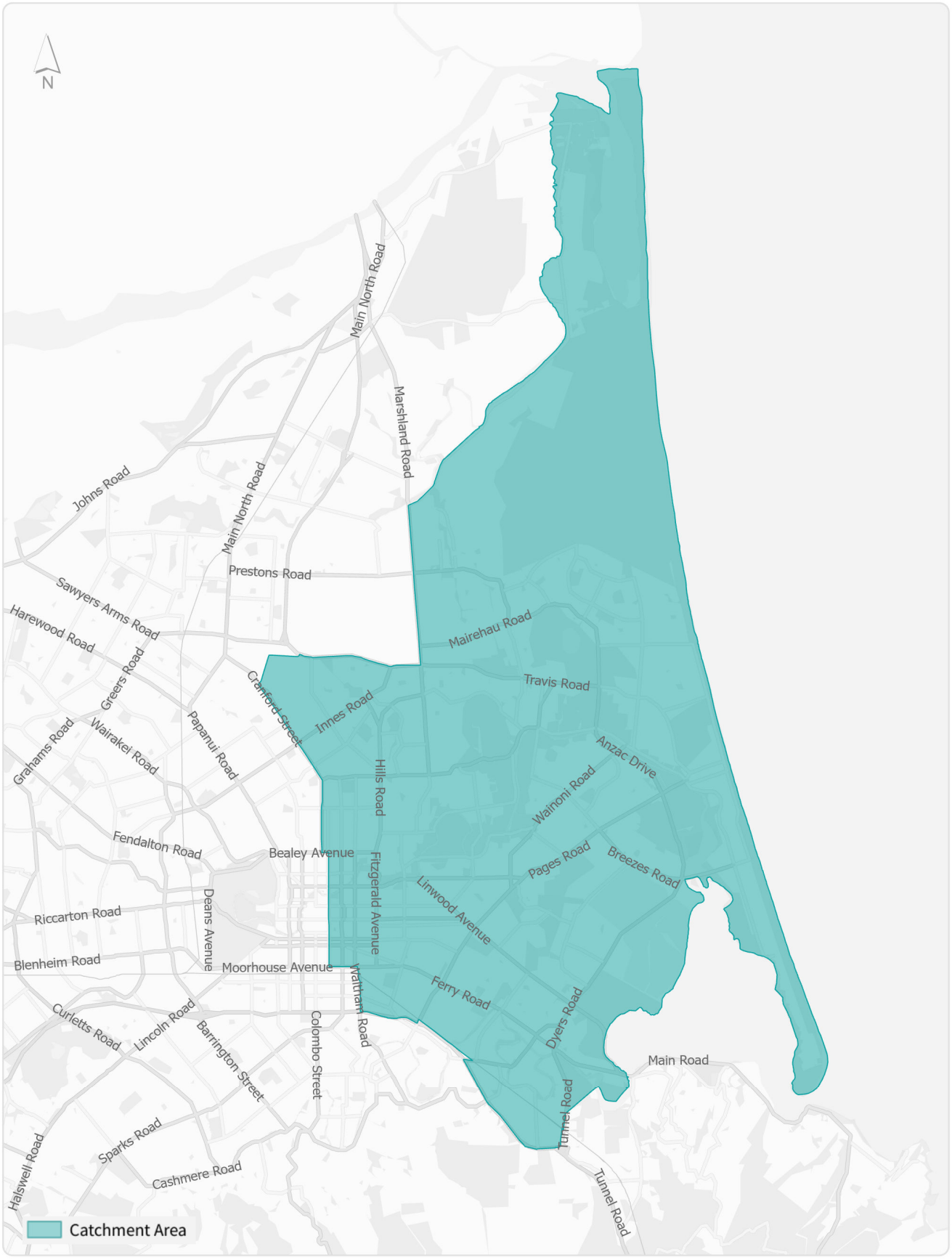
Development Contributions Policy 2025
Neighbourhood Park Catchments
Banks Peninsula Catchment

Christchurch City Council



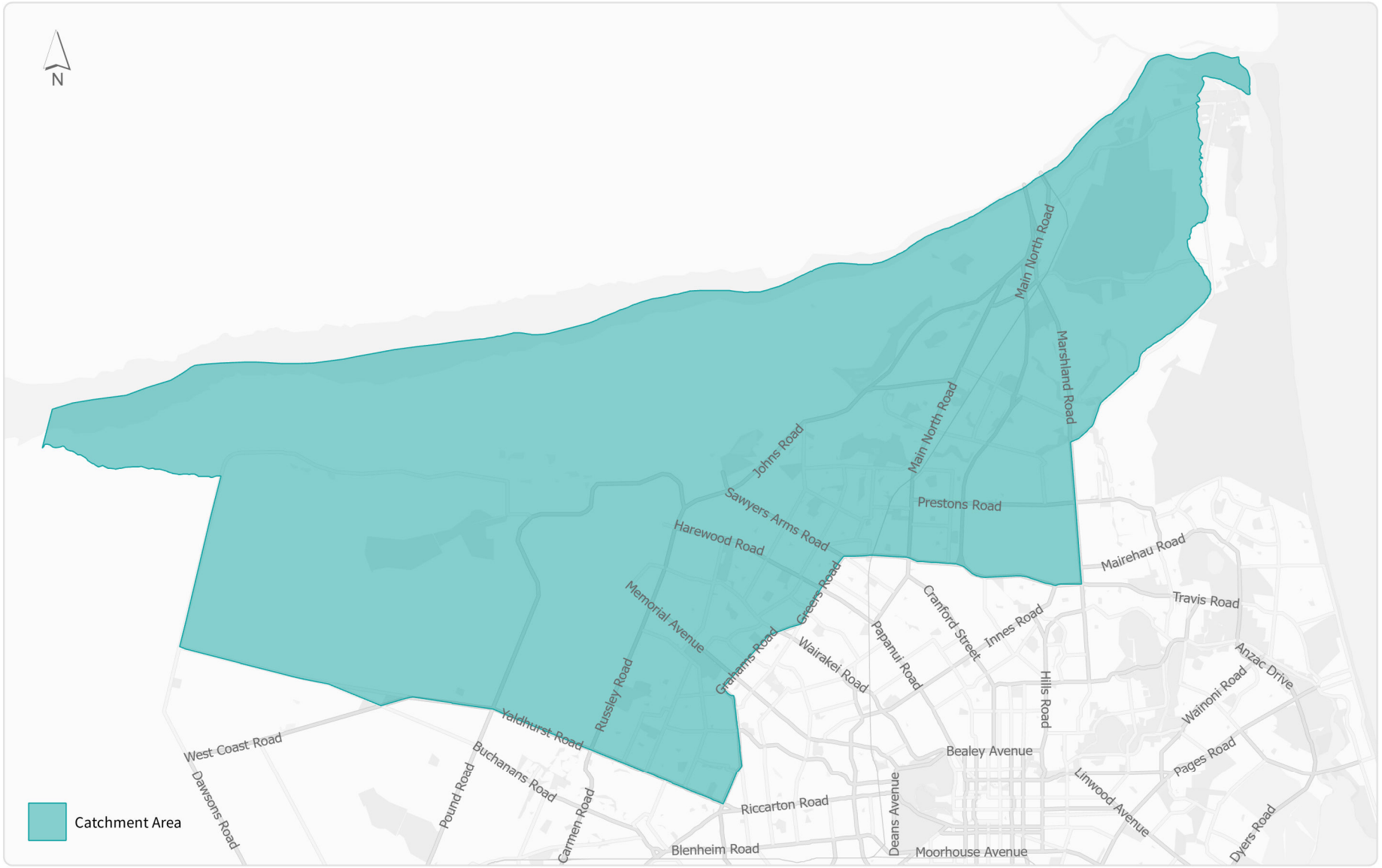
Development Contributions Policy 2025
Neighbourhood Park Catchments
Central Catchment

Christchurch City Council



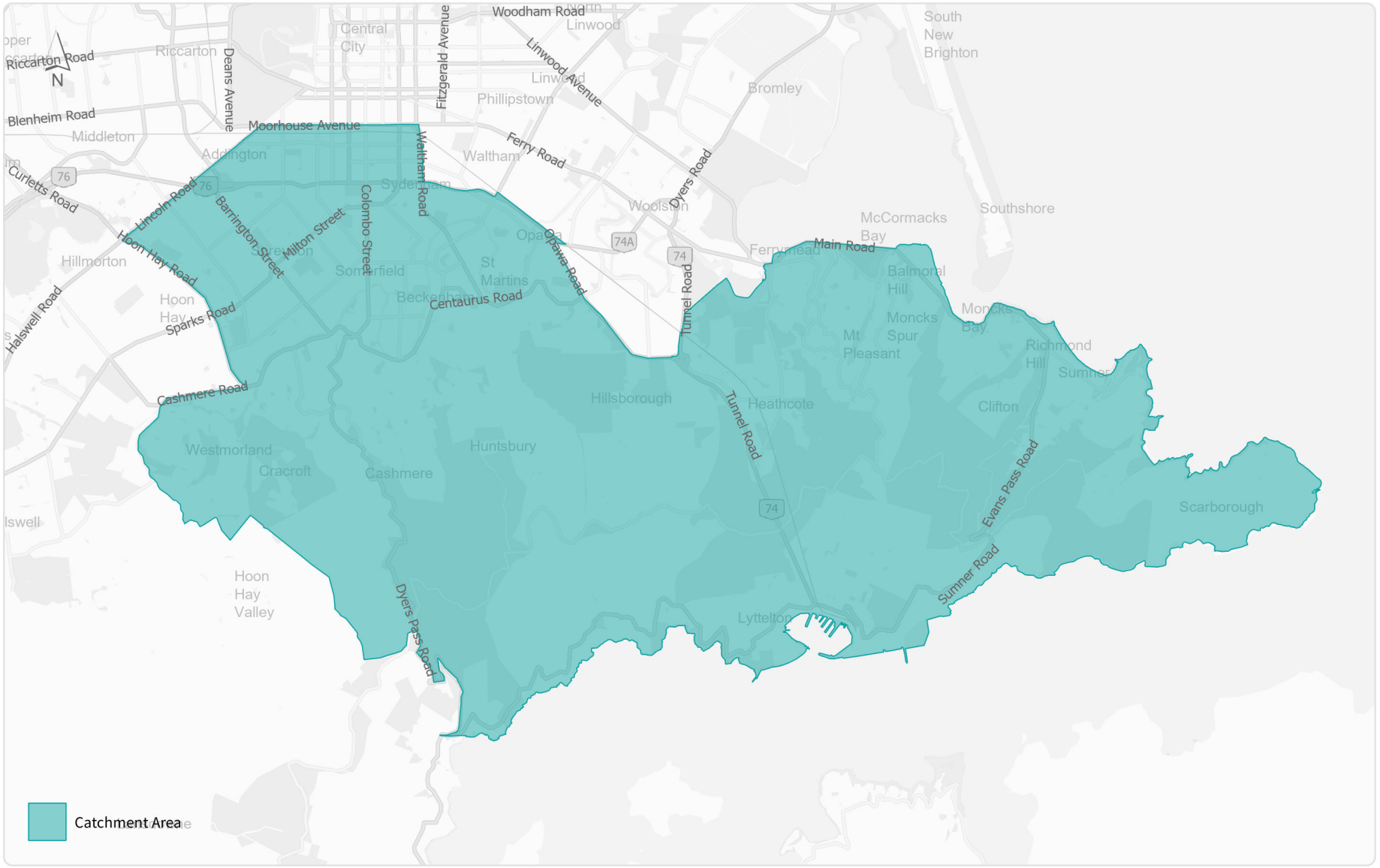
Development Contributions Policy 2025
Neighbourhood Park Catchments
East Catchment

Christchurch City Council



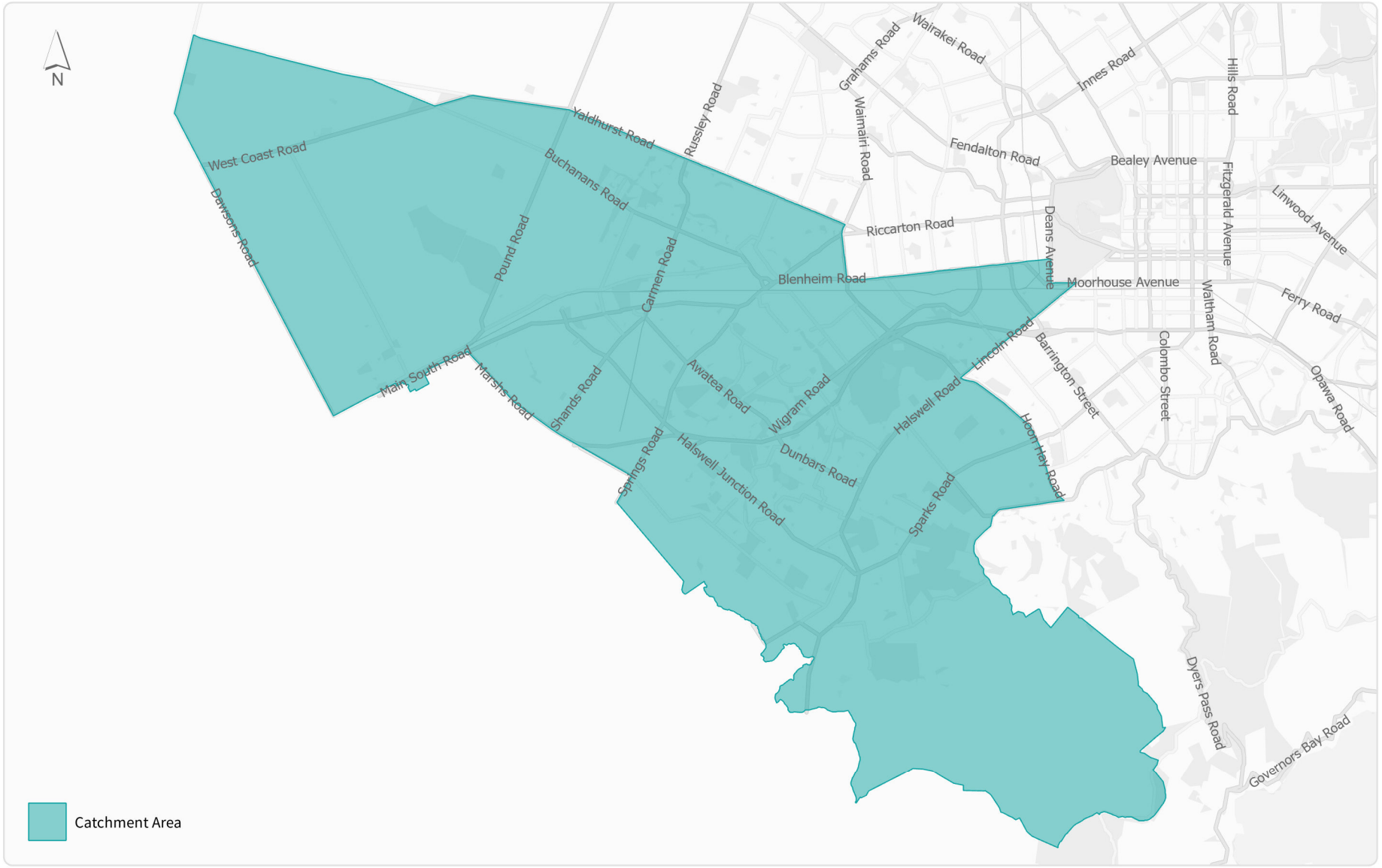
Development Contributions Policy 2025
Neighbourhood Park Catchments
North Catchment

Christchurch City Council



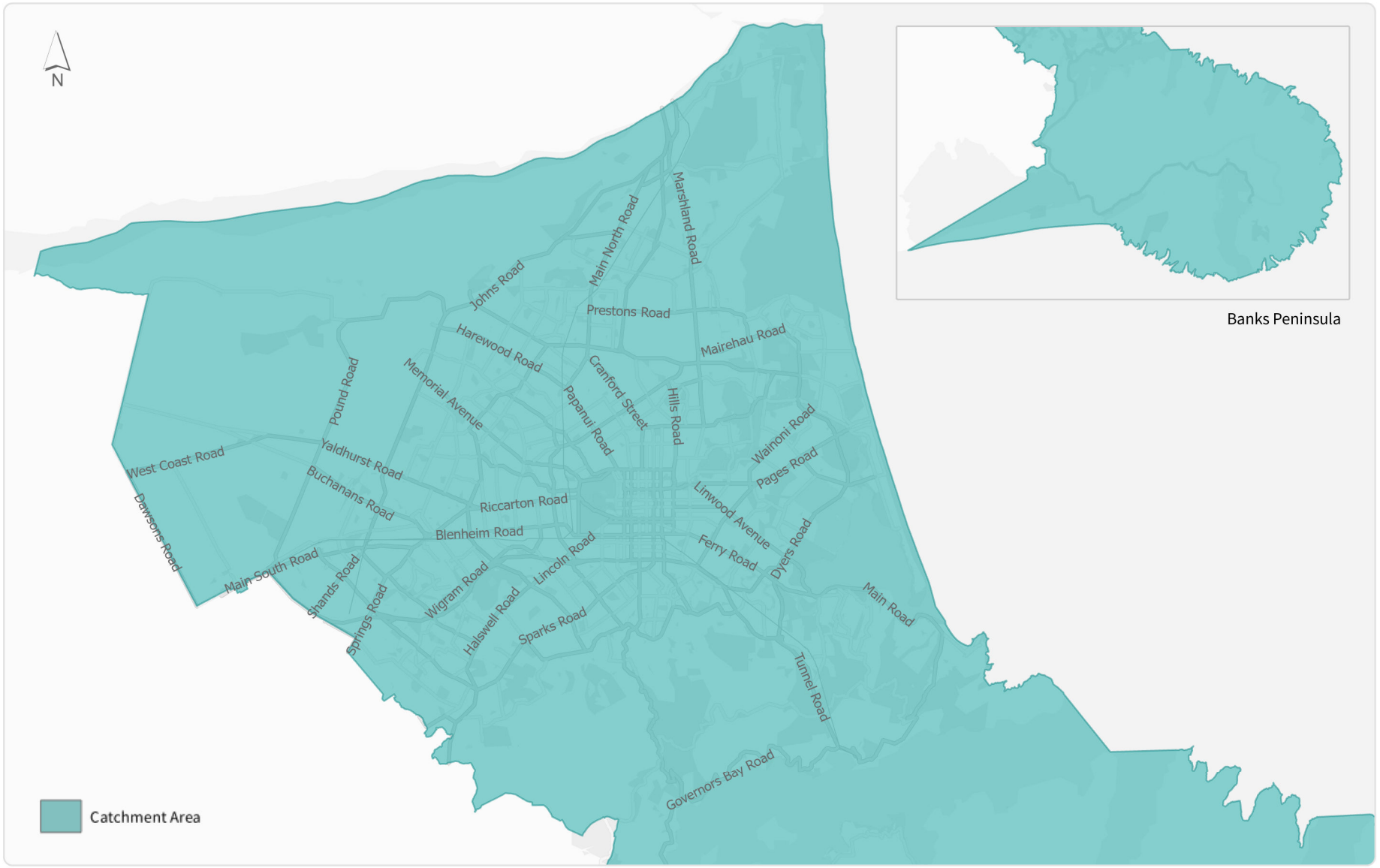
Development Contributions Policy 2025
Neighbourhood Park Catchments
South Catchment

Christchurch City Council



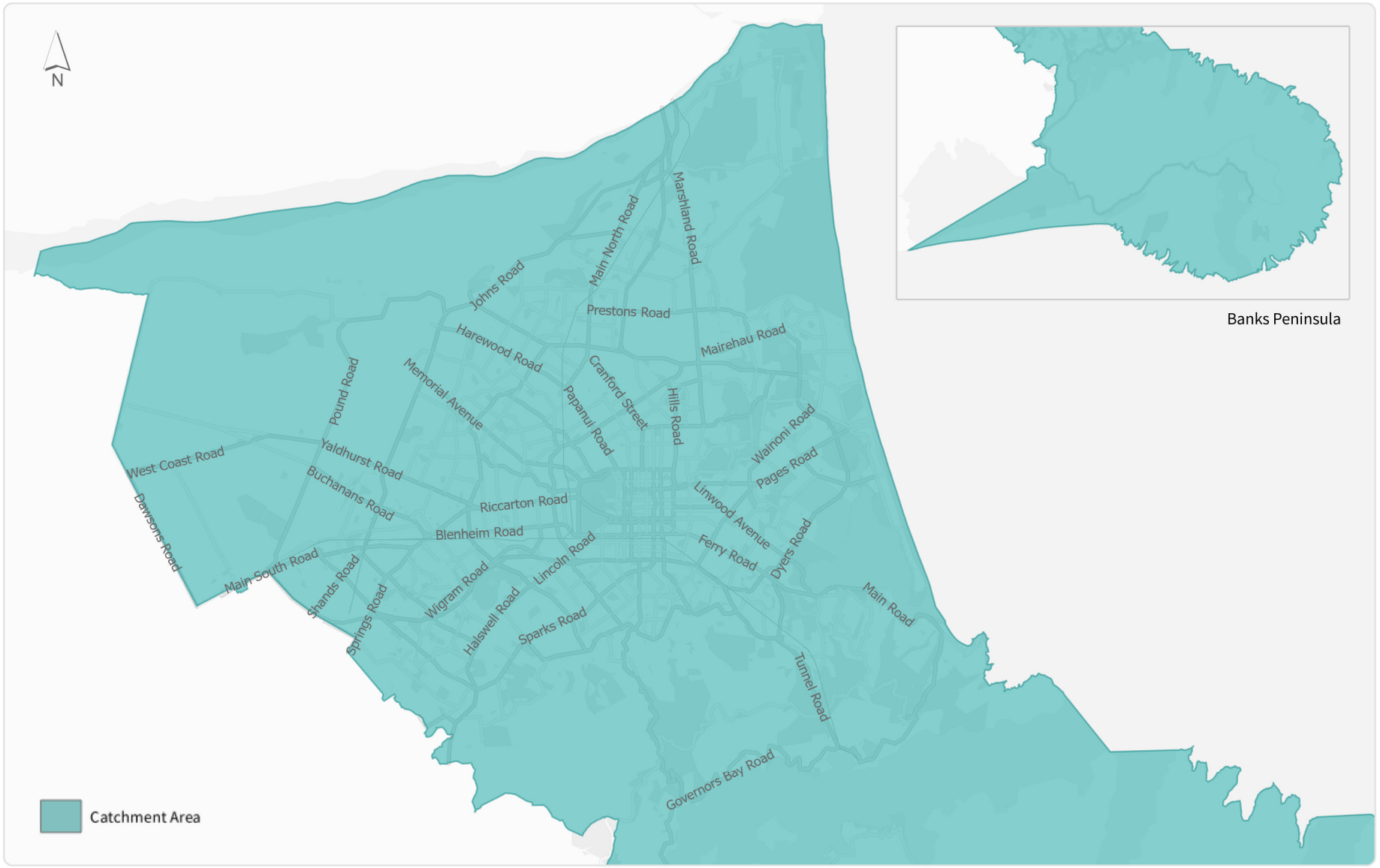
Development Contributions Policy 2025
Neighbourhood Park Catchments
West Catchment

Christchurch City Council



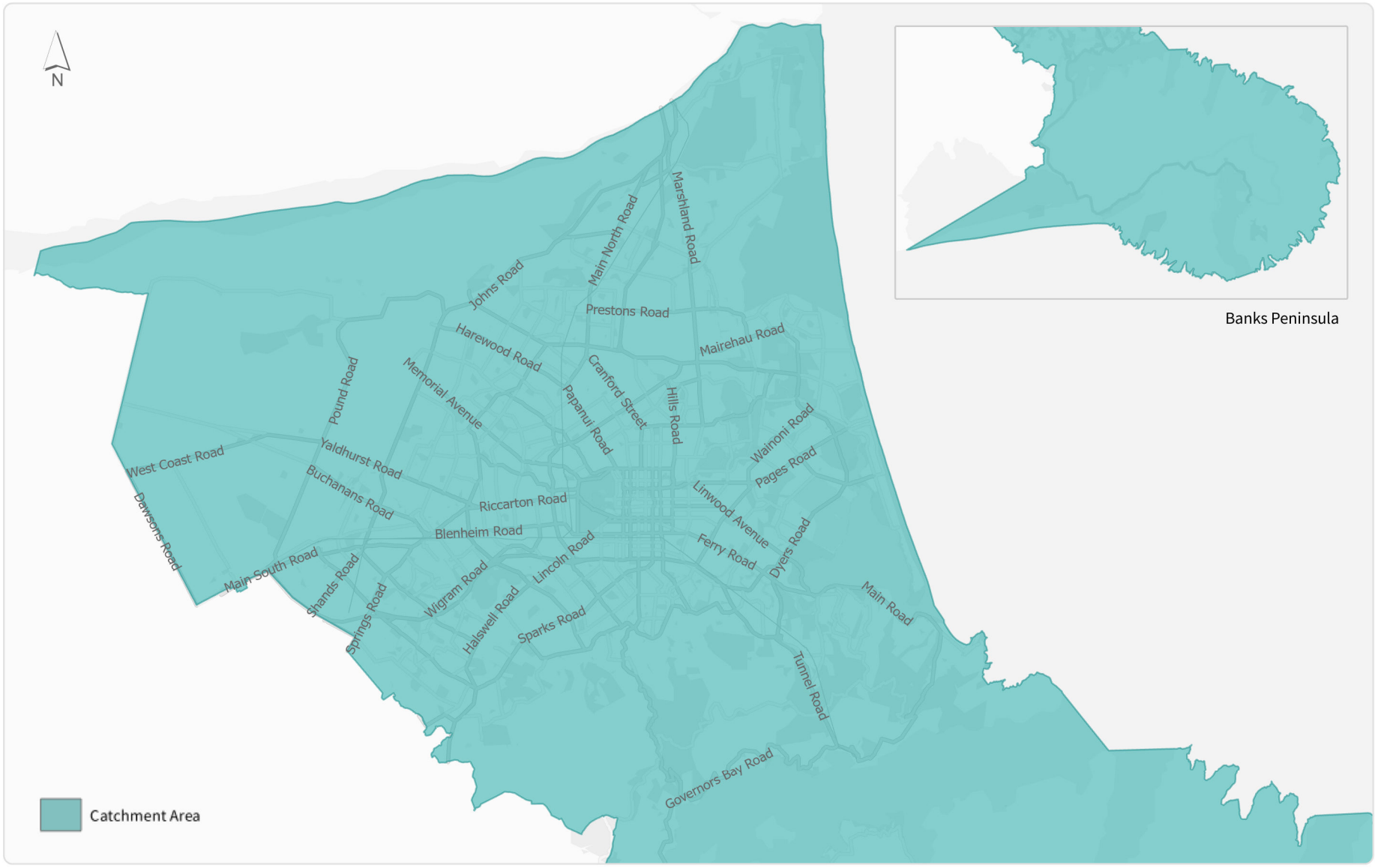
Development Contributions Policy 2025
Garden and Heritage Park Catchments

Christchurch City Council



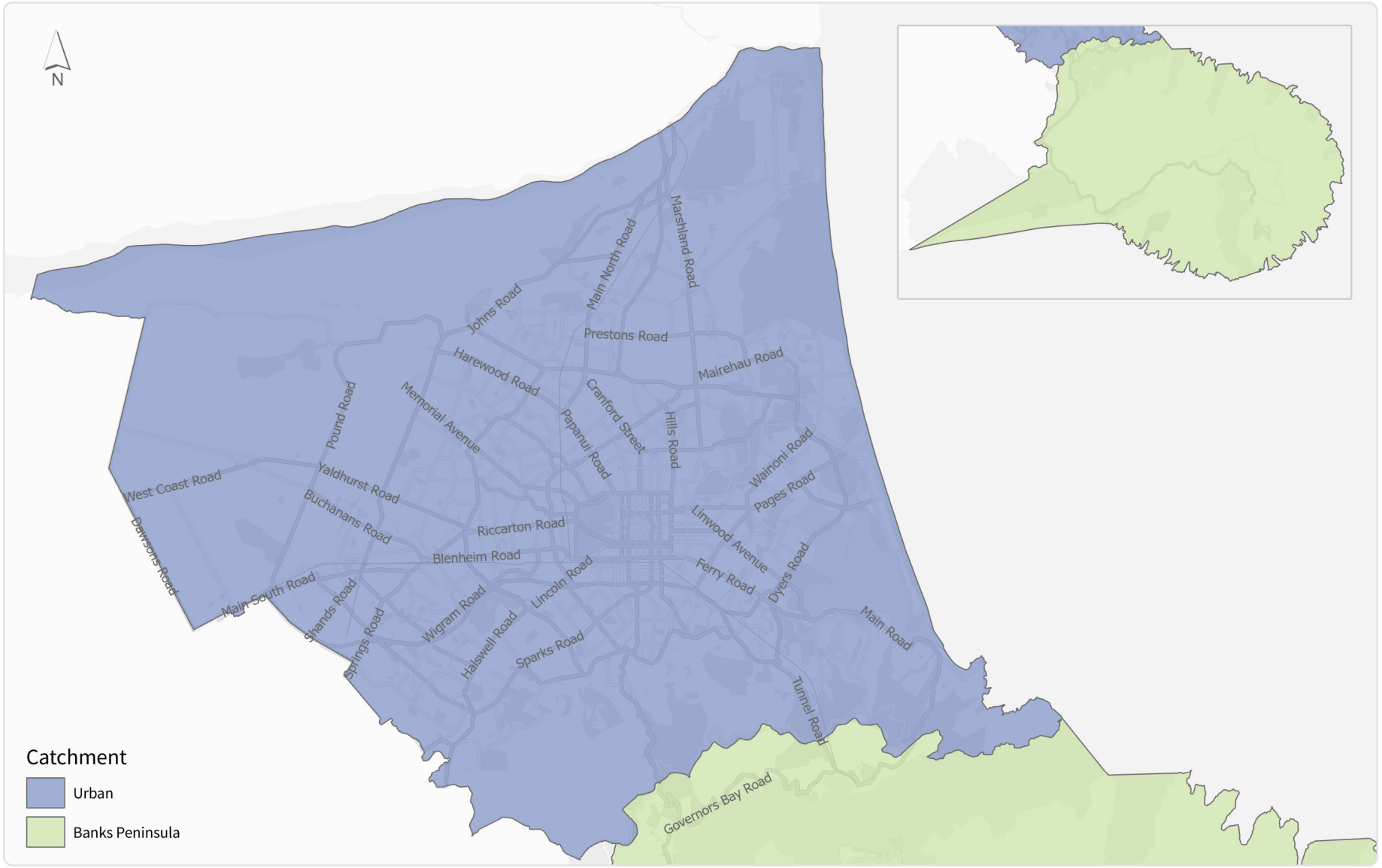
Development Contributions Policy 2025
Regional Park Catchments

Christchurch City Council



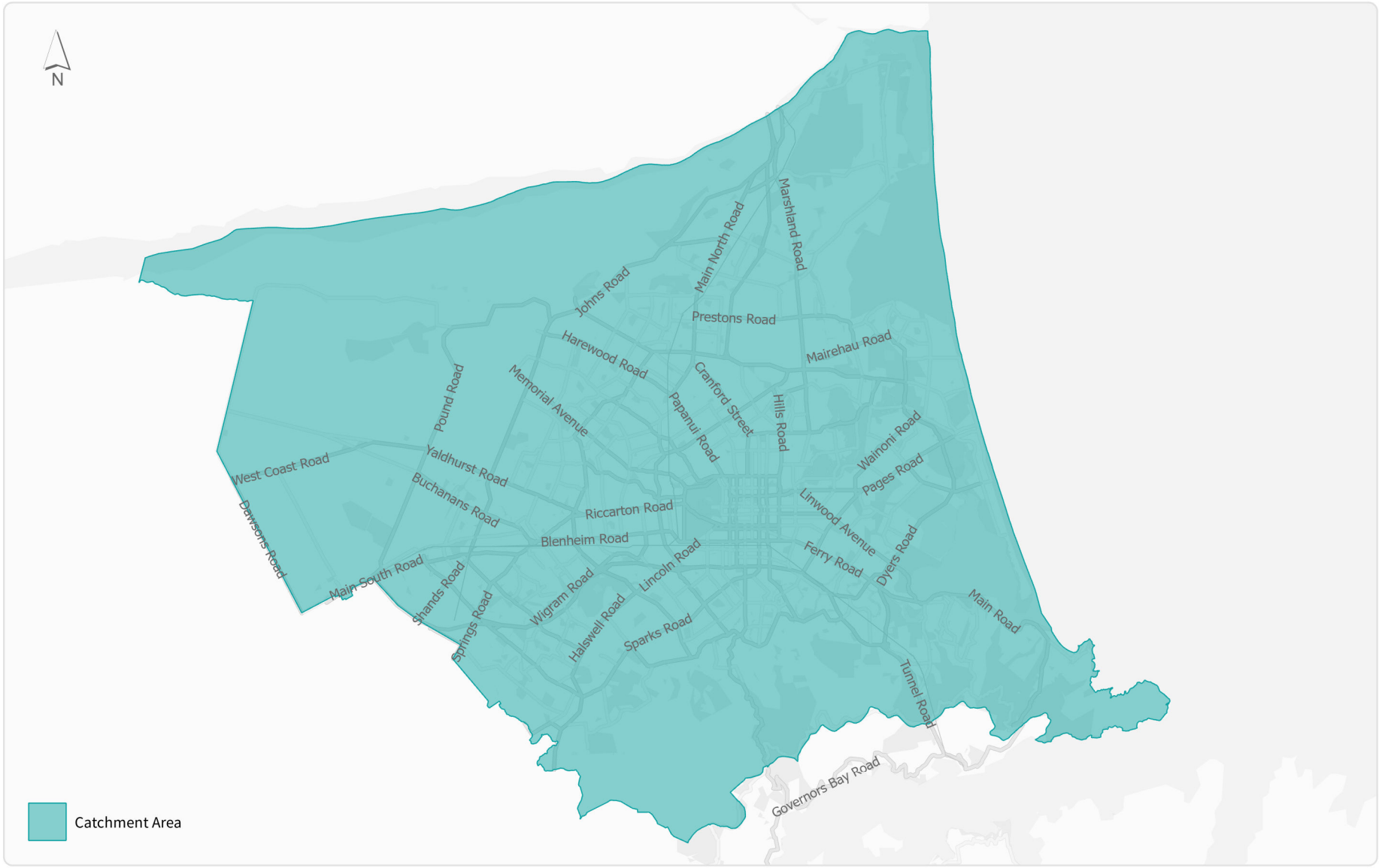
Development Contributions Policy 2025
Sports Park Catchments

Christchurch City Council



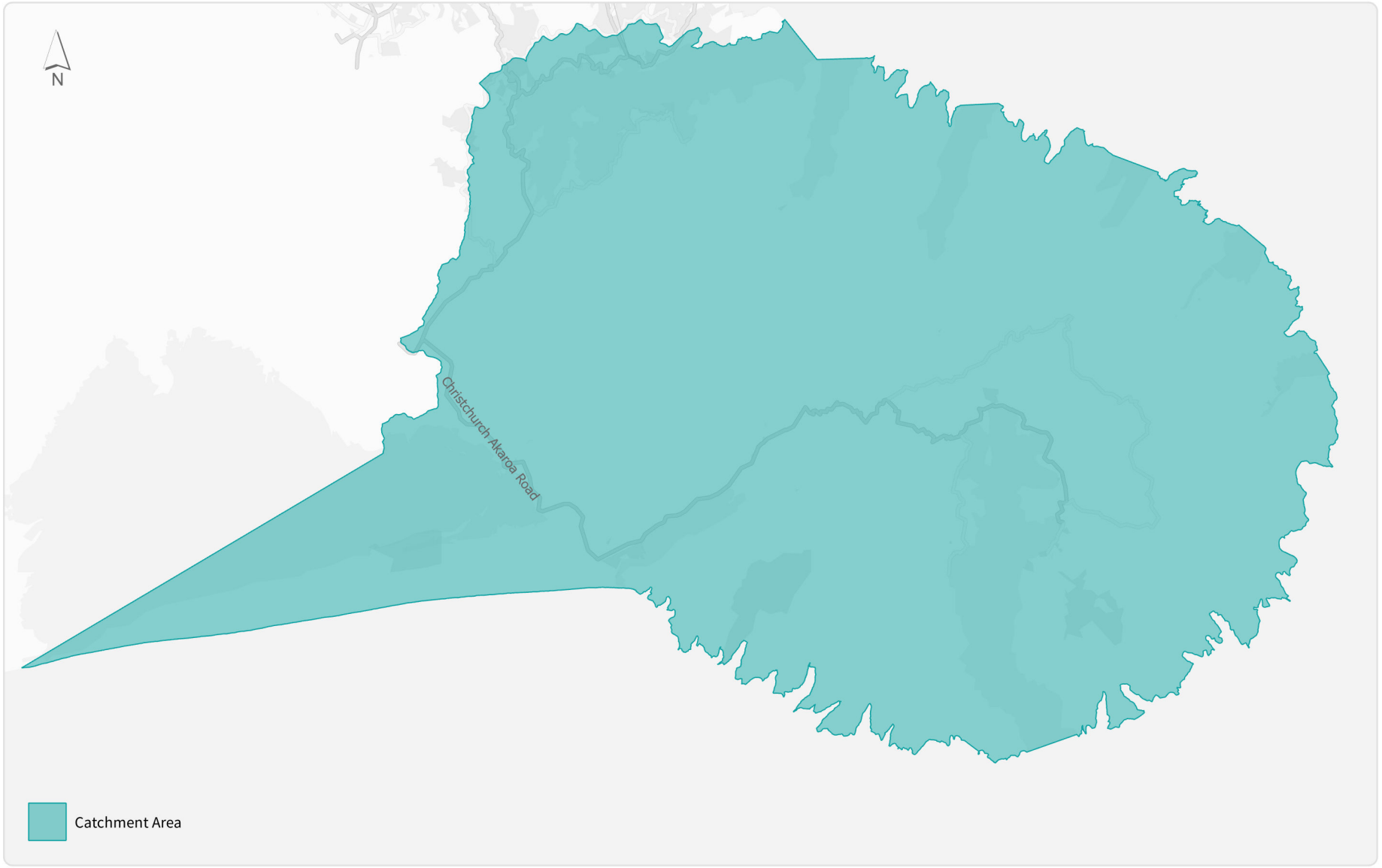
Development Contributions Policy 2025
Stormwater and Flood Management Catchments

Christchurch City Council



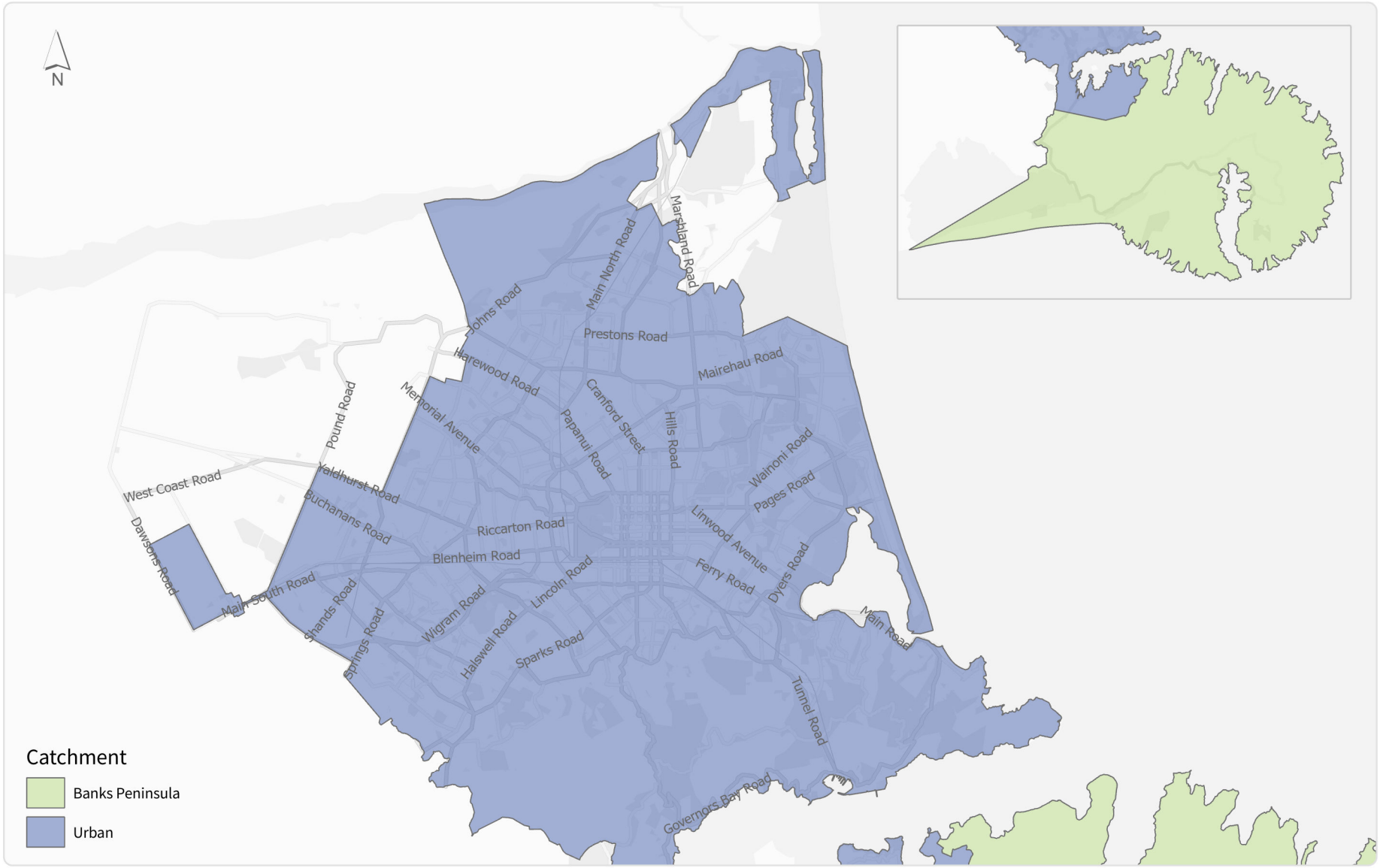
Development Contributions Policy 2025
Stormwater and Flood Management Catchments
Urban Catchment

Christchurch City Council



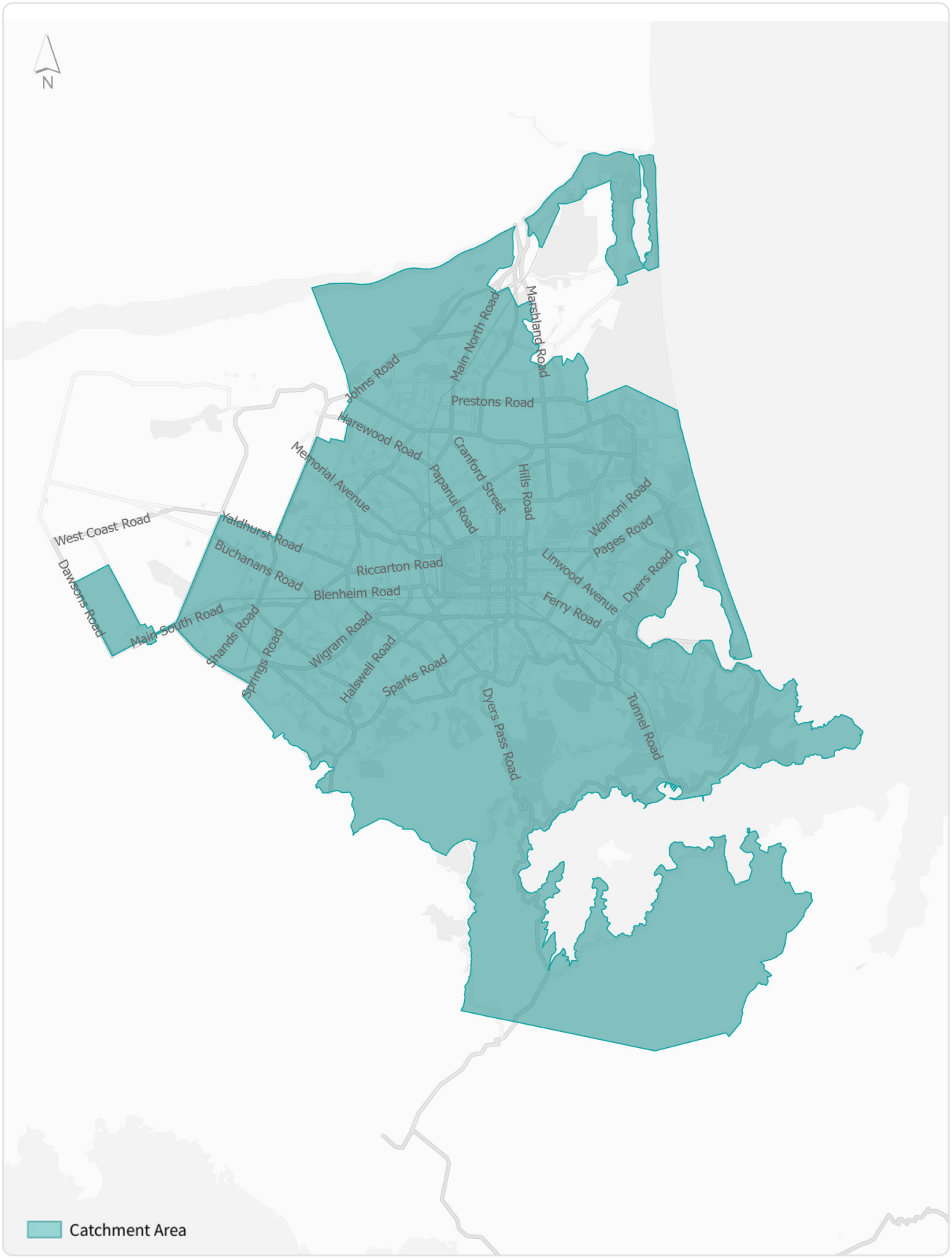
Development Contributions Policy 2025
Stormwater and Flood Management Catchments
Banks Peninsula Catchment

Christchurch City Council



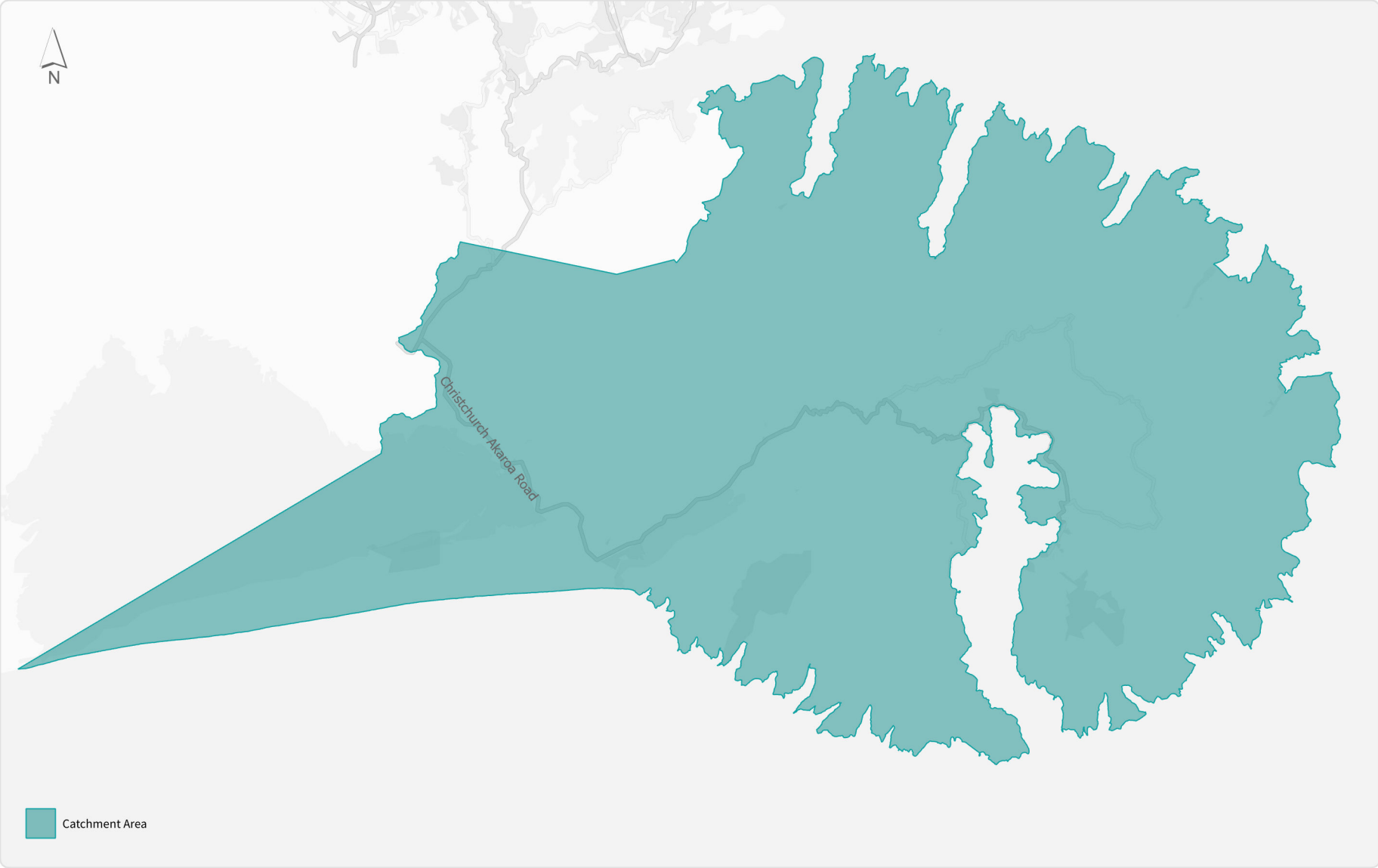
Development Contributions Policy 2025
Water Supply Catchments

Christchurch City Council



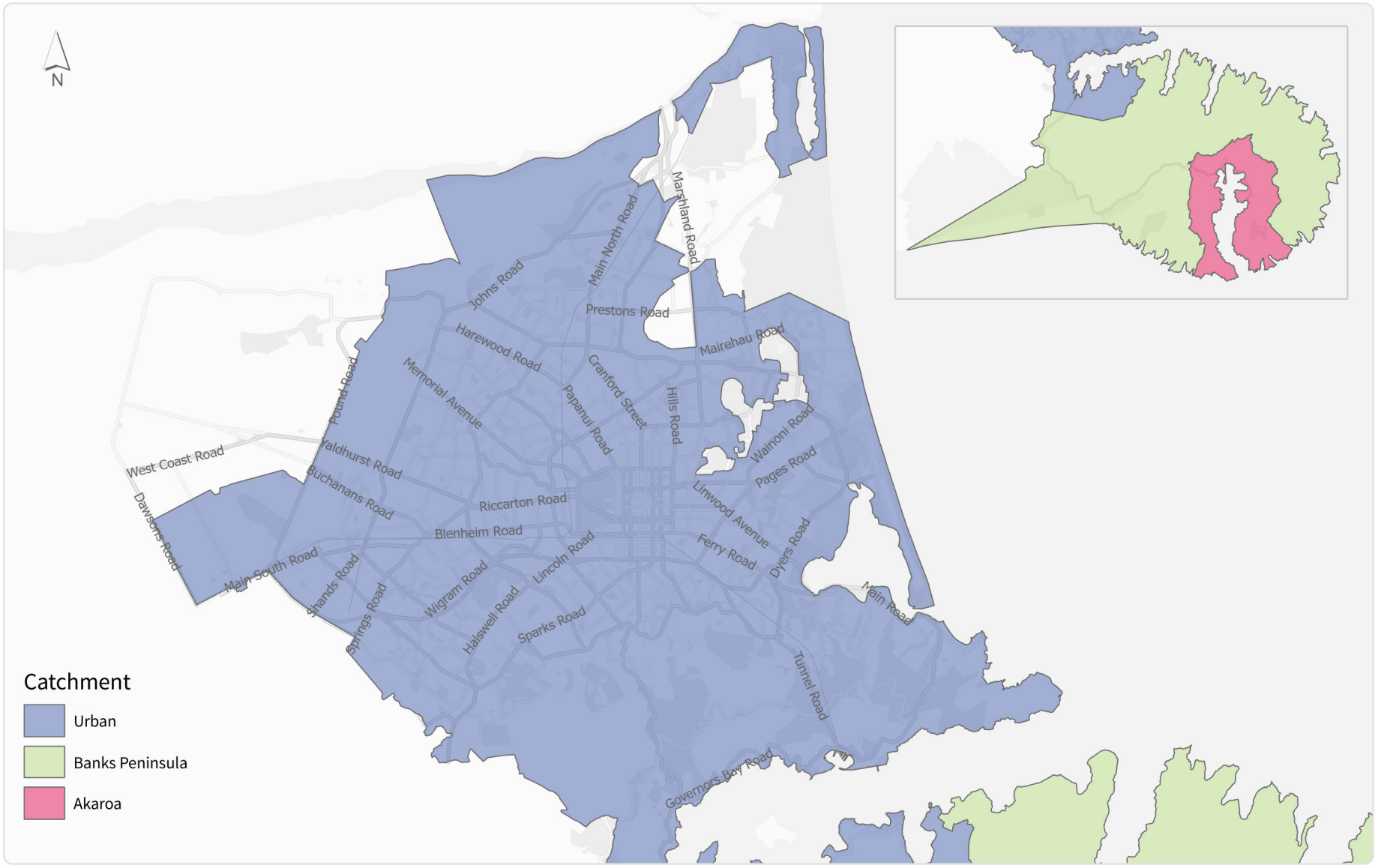
Development Contributions Policy 2025
Water Supply Catchments
Urban Catchment

Christchurch City Council



Development Contributions Policy 2025
Water Supply Catchments
Banks Peninsula Catchment

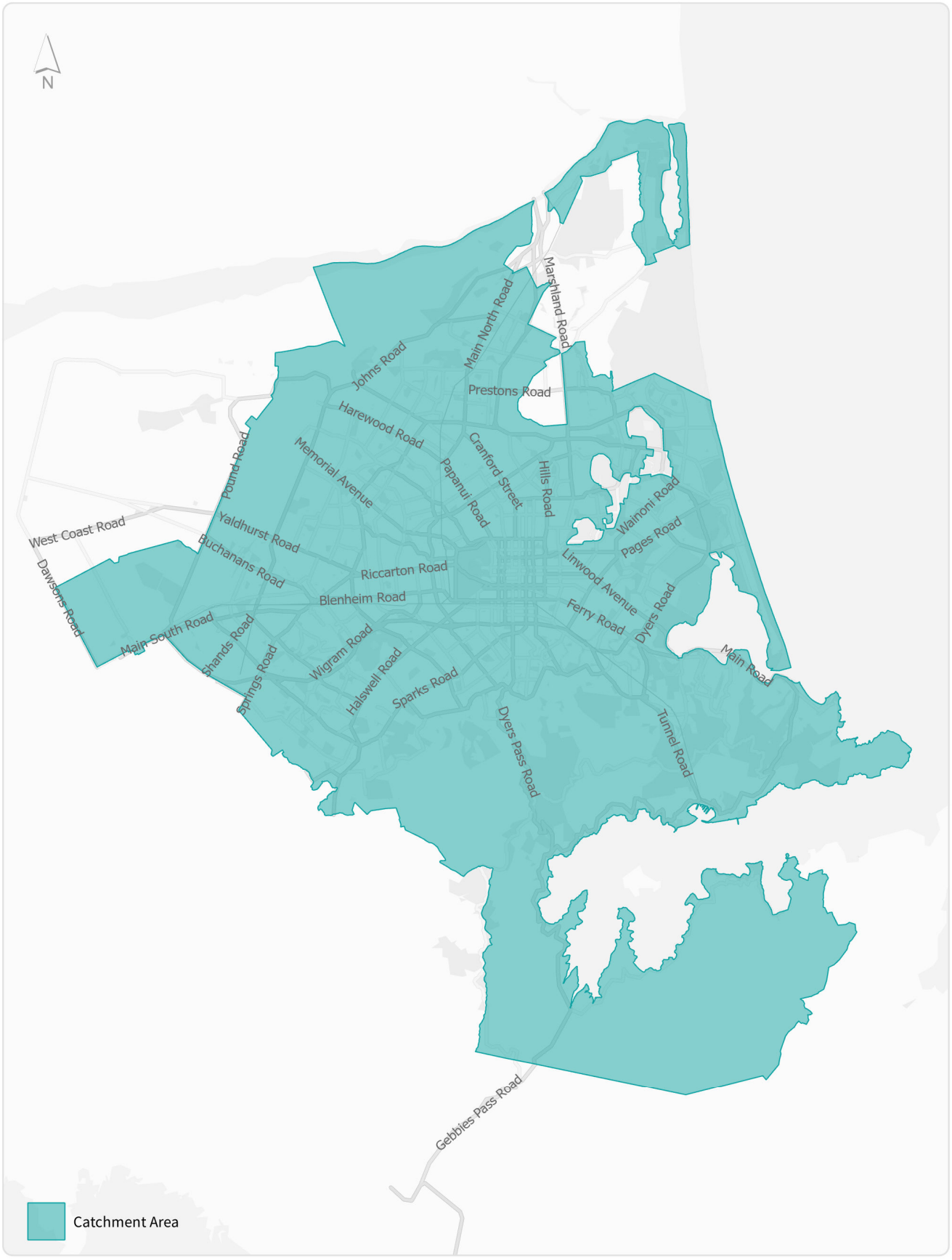
Christchurch City Council



Development Contributions Policy 2025
Wastewater Treatment and Disposal Catchments

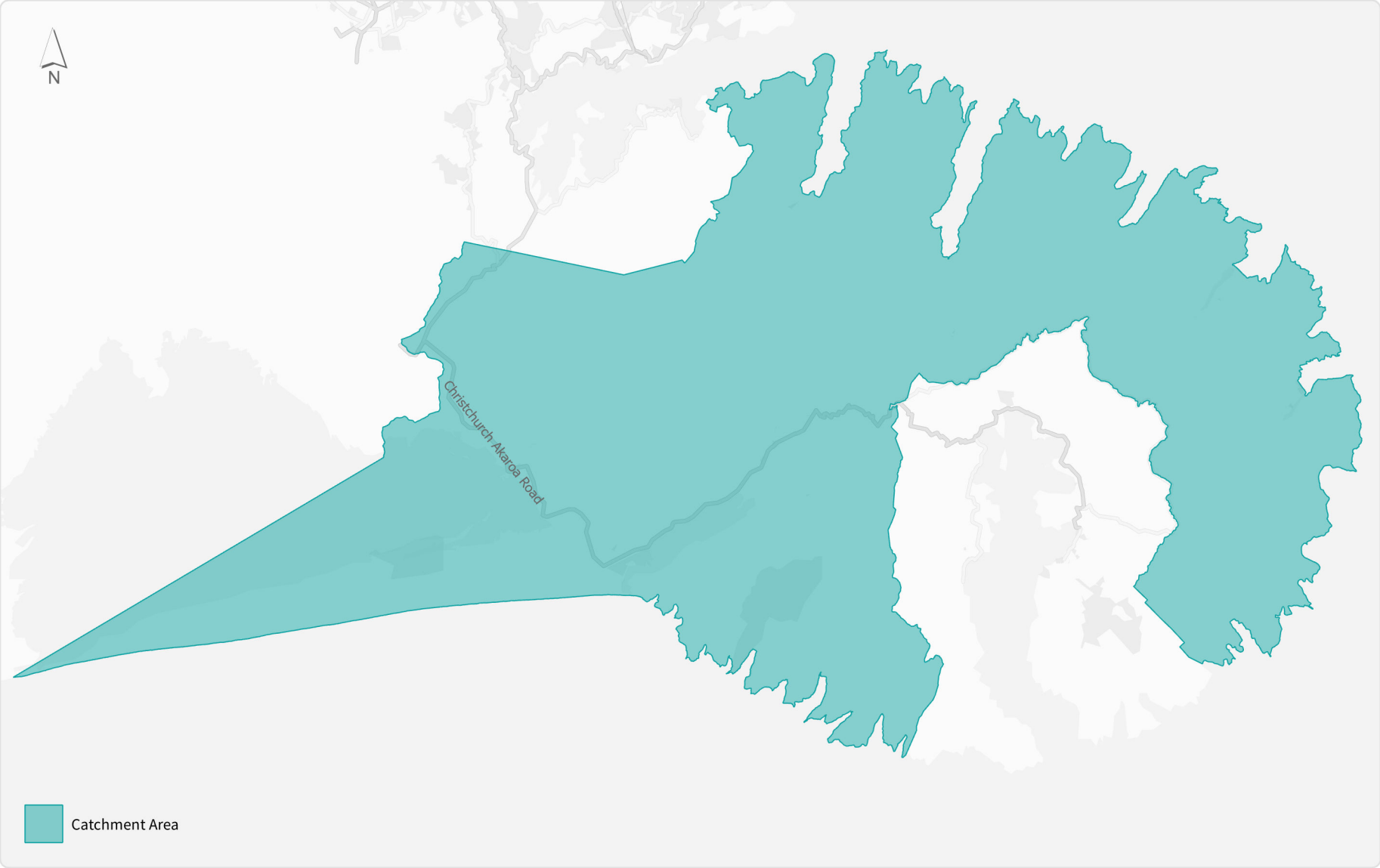
Christchurch City Council

Attachment B Item 11



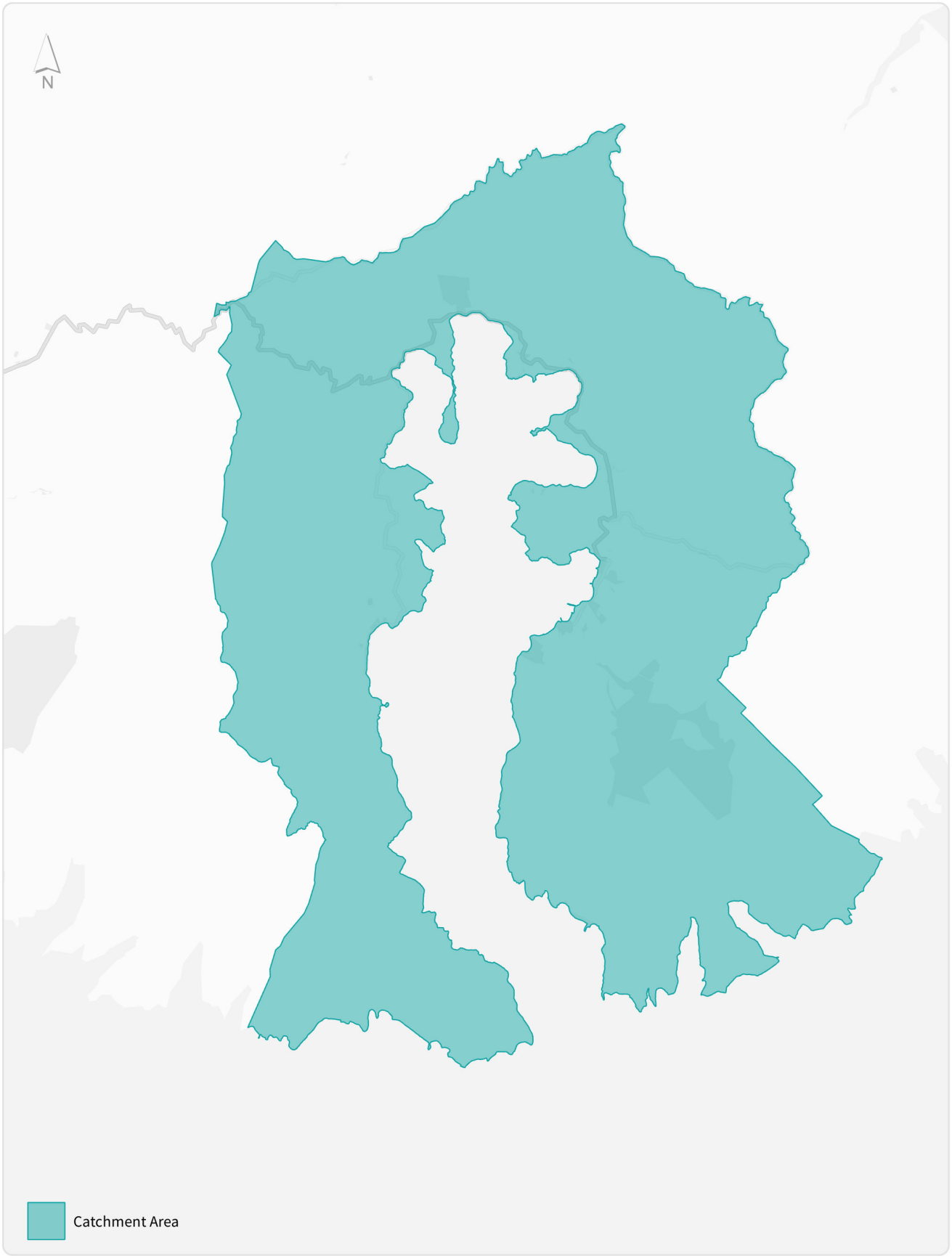
Development Contributions Policy 2025
Waste Water Treatment and Disposal Catchments
Urban Catchment

Christchurch City Council



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

Christchurch City Council



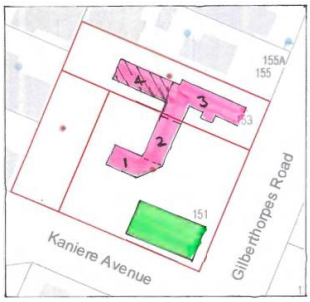
Development Contributions Policy 2025
Waste Water Treatment and Disposal Catchments
Akaroa Catchment

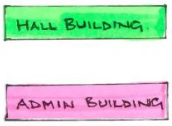
Christchurch City Council

151 / 153 Gilberthorpes Road
Cost Estimates for Hall and Administration (Barracks) Buildings (05/2024)

Context

- Site inspection and Cost Estimate undertaken in May 2024 (CCC Technical Services & Design Team – Architectural & Structural Design).
- Indicative cost estimates: a high-level overview of recommended upgrade works required to meet a healthy building standard to Building Code compliance to enable re-occupation of the buildings.
- All costs GST excluded.





HALL BUILDING

Element	Cost	
Demolish Toilet amenities and make good	$20,000	
Construct new Accessible Toilets within existing rear space	$65,000	
New accessible ramp to entry	$20,000	
Insulate underfloor, walls and ceiling ($55k) plus paint ($10k)	$65,000	
Double Glazing	$30,000	
Fire report and complying installation	$4,000	
General structural	$5,000	
Professional Fees (say)	$20,000	
Consents	$10,000	
Contingency (incl say 20%)	$50,000	
	Say	$290,000
Site works (form car park, services etc – extent dependent on use / consents)	Say	$70,000
Indicative Total Costs		**$360,000**

Notes

- Freestanding Hall, 180m2 excluding W/C addition, built circa 1962, uninsulated construction, 67%NBS, generally suitable for occupation as far as *structural* code.
- Reason for demolishing toilet amenities and make good: structural dislocation from main building/sinking; accessibility (step); no accessible facilities; head height; asbestos ceiling lining ($20,000).
- New toilet block: accessible toilet; unisex accessible; female ambulant toilet and urinal ($65,000).
- General Structural: assessment and minor structural strengthening to existing shared block wall to existing toilet area ($5,000).
- Exclusions: roof, weatherboards, heating, kitchen / floor lining, commercial kitchen, lighting, general painting, FF&E, noise attenuation, escalation.
- Costs based on City Care rates.
- P&G / Margin – included.

Other

- **Construction Timeframe (prior to occupation):** say 9 months (assumes no major structural issues).
- **Hall Building Replacement Cost:** estimated at 180m2 - approx $800,000 minimum.

ADMIN/BARRACKS BUILDING

Three conjoined army barracks 'wings':

- Wing 1 - Office/Amenities Wing – 85m2
- Wing 2 - General Wing – 105m2
- Wing 3 - Large Open Space Wing – 125m2
- Wing 4 - (Wing burnt out and demolished)

General Observations

- Built circa 1940. Relocated / remodelled 1990's (circa 80-85 years old).
- 62% DEE. Existing generally near suitable for occupation as far as *structural* code.
- Old, semi-temporary, construction, possibly upgraded c.35 years ago – possibly not to building code.
- Building code has changed significantly since then, plus, new insulation code last year; new, recently, upgraded fire code requirements.
- Insulation construction: presume no underfloor insulation; ceiling / walls in poor condition.
- Wall, ceiling linings, carpets and drapes near worn out.

Building Renovation Repair Elements required to enable occupation (as a minimum)

Structural: the existing roof trusses would have to be tied to the top plate of the walls. The trusses would have to be structurally assessed. Pile foundations/underfloor to be inspected and repaired, Corner concrete foundation may be required.	
Replace windows with double glazed aluminium. Replace all linings as required. New insulation to walls, ceilings, underfloor. Damp course underfloor. New electrical boards Re-wire as required. New ramps and steps. Upgrade toilet and kitchen facilities. New lighting. New power outlets. Replace any damaged doors. New roof and spouting/downpipes as required.	Fire alarm system. New heating as required. Painting interior and exterior. New floor coverings / curtains. Sewer and stormwater drains. New comms. General building maintenance. Fire repair to end of Wing 3. Consenting. Contract documents/tendering. /consultants/consents/project manager.

Ball Park Estimates to upgrade each wing (based on non-intrusive cursory inspection)

Element	Cost	
Wing 1 @ say $2500/m2	$210,000	
Wing 2 @ say $2500/m2	$260,000	
Wing 3 @ say $2500/m2	$310,000	
(Note: site /car park works/costs included in Hall Building cost estimate)		$780,000
Plus: Professional Fees ($120k), Consents ($20k), Project manager ($20k), Contingencies, plus inflation ($100k),		$260,000
Indicative Total Costs (to upgrade Wings 1,2,3)		**$1,040,000**

Notes

- **Construction Timeframe (prior to occupation):** say 9 months (assumes no major structural issues).
- **Admin Barracks Building replacement costs:** N/A.

Demolition Costs (Wings 1-3): say c$50,000 - 70,000 (demolition plus incidental costs).

Request for Proposal

151/153 Gilberthorpes Road, Hei Hei

The Opportunity

'As is where is' site development for Community based use

RFP Number	31350688
Date of issue:	31 March 2025
Closing date and time:	23 May now 06 June 2025 – 12.00 midday
Electronic submission of response must be uploaded to:	www.gets.govt.nz
Hard copy of response:	Council tender box (Ground Floor reception), Civic Offices, 53 Hereford Street, Christchurch
RFP information contact person:	Barry Woodland barry.woodland@ccc.govt.nz

Appendix 3 – Form of Proposal

Response for:	151/153 Gilberthorpes Road, Hei Hei
RFP Number:	31350688

Part A: Respondent's acknowledgment

1. We, being the respondent named below, acknowledge and agree:
   a. that we are interested in participating in this RFP process;
   b. that we understand that the Council is not bound to accept the lowest priced, highest scoring or any response received.

2. We understand that no legal or other obligations shall arise between the respondent and the Council in relation to the conduct or outcome of the RFP process.

3. We attach the information required to be submitted with this response (as set out in the Key Information checklist in Appendix 1 – page 17), and confirm that all such information is complete and accurate.

4. We nominate the following person to communicate on our behalf in relation to the RFP process and our response.

Name of respondent:	Karaitiana Tickell
Name and position of contact person:	Te Kaiwhakahaere - Chief Executive Officer
Contact person's address:	Level 1, 166 St Asaph St, Christchurch
Contact person's telephone number:	[redacted]
Contact person's email address:	[redacted]
Signed by authorised signatory of the respondent:	[redacted]
Name and title of authorised signatory:	Karaitiana Tickell, Te Kaiwhakahaere | Chief Executive Officer
Date:	06 June 2025

Part B: Profile of Organisation / Company / Individual

Please respond in full to the profile details required below.

Not-for-Profit/Charitable Trust/Community Group/Church Group/Community Housing Provider/Private Entity	Not-for-Profit
Full legal name:	Purapura Whetu Trust
Trading name: (if different)	Purapura Whetu Trust
Country of residence:	New Zealand
GST number: (if overseas tax number please state)	**083-746-327**
Legal status of respondent: (incorporated society / individual / limited liability company / trust (if other please specify)	Charitable Trust
Company / NZBN registration number:	9429043022533
Directors names	Joseph Tyro (Board Chair), Alex Dieudonne, Sampson Karst, Matthew Reid, Patsy Torrent, Ana Verdult
Physical address:	Level 1, 166 St Asaph St, Christchurch
Address for service (if different from above)	Level 1, 166 St Asaph St, Christchurch
Email Address	[redacted]
Website:	www.pw.maori.nz
Location of head office:	Level 1, 166 St Asaph St, Christchurch
Purpose of organisation / business /individual and main community / housing / other objectives eg: • Mission / Vision Statement. • Main services, projects, activities provided in the community. • Local, metropolitan, regional, area? • Community outreach: people and numbers benefiting from the project/service ie: ○ Children/Infants/Young/Old ○ Maori/Pacific/Refugee/Migrant/Other ○ People with disabilities ○ People with limited incomes ○ Families/Whanau/Women	*"Tirama mai ngā whetū hei tohu ara mō tatou ki ngā pae tawhiti: Let the stars shine as guiding markers for us on the journey toward distant horizons."* Purapura Whetu Trust (PWT) is a not-for-profit community based Kaupapa Māori health, wellbeing and social service provider in Waitaha | Canterbury region addressing the mental health needs within the local Māori community. Over the past two decades, we have expanded our services to serve and support whānau across Waitaha | Canterbury in achieving holistic wellbeing. Purapura Whetu offers a whānau centred approach:

- assisting people of all ages with **mental health issues** to gain the skills to manage their own lives, maintain wellness and grow in confidence
- working with whānau needing support with a loved one who is affected by a **mental health diagnosis**
- supporting all whānau in Canterbury who are vulnerable, socially isolated and alienated from support networks and who experience **barriers to accessing health** and other support services.

We combine clinical, cultural Mātauranga Māori and Kaupapa Māori principles and community support embraceingthe Māori view of wellbeing.

Our overarching purpose and vision is to empower whānau to "get well, stay well, live well, and reach for the stars and beyond," reflecting our commitment to working closely with and empowering whānau, promoting resilience, and enhancing community wellbeing.

Purapura Whetu offers a **wide range of services** catering to individuals and whānau across all age groups throughout the Canterbury region. These include mental health and addiction services, maternal and perinatal support, youth and tamariki programmes and culturally tailored initiatives for specific communities such as the Muslim community in Christchurch. Programmes like Ngā Maihi support rangatahi who have been in Oranga Tamariki or Youth Justice care supporting them in their journey to independence. Several of our services are delivered in Canterbury wide partnerships and collaborations. Our range of services continues to grow and expand to meet the needs of whānau. A list of our services is included in Appendix 11.

The Purapura Whetu Te Kohinga model of care integrates: Te Whare Tapa whā (Durie, 1994); Pōwhiri Poutama (Huata, 1991; Waretini-Karena 2014), and Tū Rangatira | Māori Leadership (Ministry of Education, 2010). The objective is to unleash the full potential of whānau who access our services.

PWT has a dedicated team of around 200 kaimahi | staff providing culturally aligned programmes that meet the unique needs of Māori and others requiring specialised care. From Jan 2021- May 2025 we had 8866 individuals referred into our services. From July 2023-June 2024, we had 2977 clients including 961 rangatahi, 102 kaumātua or people over 65, 509 children and 1405 adults. We are a whānau based service so most of our 2977 clients would have had whānau involvement. The majority of our clients are Māori, with Muslim refugees in our Pōwhiri Refugee Family Support Settlement Service. The number of current active individuals in our PWT services as at

	May 2025 includes 2,553 (970 male, 1,564 female and 19 non-binary). Purapura Whetu has a Board of Trustees integrating clinical, education, community and Ngāi Tahu perspectives who meet monthly to ensure accountability and ongoing sustainability.
Year established:	2002
History: Briefly describe the history of organisation / business / individual including current operations.	From humble beginnings in 2002, with one contract for services with 5 staff from the then CDHB, Purapura Whetu has expanded its delivery to offer 27+ wellbeing services with 200 staff. Their original aspiration was to form the "best Kaupapa Māori mental health services we could provide in our communities". Purapura Whetu Trust now operates from multiple sites including 166 St Asaph St in central Christchurch, the Philipstown Community Hub, 160 Woodham Rd, Linwood for our Te Kākano Hauora service, 596 Ferry Rd Central Woolston and at 41 Essex St, Philipstown for our counselling and therapy programmes,. In June 2024, Purapura Whetu Trust reported an annual turnover of $16.8 million, offering 27 wellbeing services using Whānau ora and an all-age strategy.
Total number of paid full / part time staff in Christchurch:	200 kaimahi or staff in Christchurch across 27 wellbeing services
Number of volunteers (and hours per year):	Not applicable
Total number of paid full / part –time staff in NZ:	200 kaimahi or staff in Christchurch across 27 wellbeing services
Total staff worldwide:	Not applicable
Number of locations in NZ:	Not applicable

Response to key evaluation criteria

Key Requirements - Context

1. The principle outcome of this RFP process is to identify a sustainable community based future-use for the property.

2. The preference is for a suitable respondent (not-for-profit with a charitablepurpose/charitable trust/church group/community housing provider/private entity) to own and operate the building(s) subject to a ground lease from Council, or purchase the property (land and buildings) as is where is for an intended community-based use.

Please provide your responses to the key evaluation criteria previously outlined at 3.2 (page 10) and listed below as follows:

- Part C – Pass / Fail criteria.
- Parts D to H – Weighted criteria.

Part C: Pass / Fail criteria

	Criteria	Respondents Response
1	**Alignment with Council Policy and Objectives** The proposal aligns with Council Policy and Objectives – ie including future-use for community based purposes.	Yes our project to build community housing in the form of Option 1 (15-23units) or Option 2 (19-22 units) at 151 and 153 Gilberthorpes Rd for the use of rangatahi aged 16 to 24 who have been in Oranga Tamariki or Youth Justice care and others from supported housing aligns with CCC Policy and objectives. We will upgrade and continue to use and share the existing hall with the local Hei Hei and Hornby community. We have investigated and included the costs to rebuild the hall to code and to a useable state and this is included in our costings.. We have referenced the CCC Policy and Objectives which is broadly to ensure that any proposal has a community based focus – i.e community centre, housing or other facility as outlined in the following links to the relevant policies and strategies. • https://ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/strategies/community-housing-strategy The CCC Community Housing Strategy links to the Housing Policy(external link), which prioritises housing as a human right. The strategy frames community housing as central to the city's fabric and wellbeing underpinned with collaborative leadership for a city-wide outlook. We share the CCC vision with community housing as a foundation of housing and wellbeing for those less advantaged in Ōtautahi Christchurch. • ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Plans/Community-Facilities-Network-Plan.pdf We appreciate that the Council • understands the value of supporting the provision of **community facilities**, particularly in relation to building community resilience, social capital and community capacity to support a response to major stressors such as climate change, terror attacks, fire, earthquakes and the effects of COVID-19. • understands the importance of working in partnership with communities over the sustainable provision and operation

		of community facilities. We want to work in partnership to play to our mutual strengths to shape and work with the Community Facilities Network Plan. Our proposal/service offers our residents: • A strong sense of community • Active participation in civic life • Safe and healthy communities • Celebration of our identity through culture • Value of the voices of all cultures and ages (including children) • Modern and robust city infrastructure and community facilities. Te Haumoko Te Whitingia Strengthening Communities Together Strategy : Christchurch City Council emphasises collaboration and partnership with local communities as well as transparency and accountability with measurable goals. We want to work with CCC in a collaborative partnership to achieve the goal of providing supported housing on this site. We concur with CCC following: **People – Place – Participation – Preparedness.**
2	**No cost to Council** The proposal does not require Council funding - ie no capital or operational funding from Council other than through normal community funding channels.	Our proposal does not require Council funding. We do not want any capital or operational funding from Council for this project. We can confirm that the development will be funded by Purapura Whetu Trust with or without support from the Rātā Foundation and the Wayne Francis Trust.

Part D: Eligible Applicant (10%)

Question	Respondents response
Eligible Applicant – the proposal received is from an incorporated non-profit with a charitable purpose, charitable trust, church group, community housing provider, or private entity committed t community use. **Please provide the following information.**	
State which of the following is appropriate. The proposal received is from: • An incorporated non-profit with a charitable purpose. • Charitable Trust. • Church Group. • Community Housing Provider. • Private entity committed to a community use. • Other.	Purapura Whetu Trust is an incorporated non-profit Charitable Trust with a charitable purpose.

Part E: Concept Plan (15%)

Question	Respondents response
Concept Plan - the proposal shows a clear vision for the site / buildings, including a high-level implementation plan. **Please provide the following information.**	

Concept Plan: plan to illustrate and outline the proposed use (or otherwise) of the building(s) and wider site to include any future use development proposals (if applicable).	Appendix 12 has the concept plan for 151-153 Gilberthorpes Rd. There are two draft site layout options indicating potential development of the property. These Site Plan Layout Options 1 & 2 show the development of the site to provide 1-bedroom and 2-bedroom housing along with a communal building from which staff would run group activities and provide support services to the tenants and share this facility with the local community. The site plan layout also allows for communal outdoor space that would be utilised to provide both tenant amenity as well as educational opportunities such as vegetable gardens.
Site Development: confirm whether one or both buildings, and whether all or part only of the site, are / is required.	Our proposal includes both buildings and all of the site in a staged development - Site Plan Layout Options 1 & 2 in Appendix 12 shows the staged development of the property. Stage 1 includes demolition of the existing administration building and the construction of new housing (the 15-23 units (Option 1) or the 19-22 units (Option 2) plus communal outdoor areas. As part of Stage 1, the existing hall would be tidied for use as a communal space for group activities and for accommodating some staff to run group activities and provide support services to the tenants. Stage 2 would follow 3 to 5 years later and would include demolition of the hall and replacement with a purpose-built communal building with staff office and activity space as well as additional housing.

Community Use: outline the proposed users of the building(s) / site and likely frequency of use (to include the respondents and any other anticipated tenants / hirers etc).	Purapura Whetu Trust wants to remove the existing barracks and redevelop the site for community housing and to repurpose the existing hall to be a community hub for the wider Hornby community. The proposed users of the building site at 151-153 Gilberthorpes Rd (refer Appendix 12) includes 15 single unit dwellers for male and female rangatahi aged 16 to 24 who have been in Oranga Tamariki or Youth Justice care. The additional tenants in the 2 bedroom units will meet social housing criterion and will either be a) young parents with State care history b) women coming out of Refuge or residential care c) women reintegrating into society after time in prison d) kaumātua in an intergenerational living community for ongoing support for our rangatahi and to act as role models for the younger tenants e) those who may on a waitlist for the Youth Hub hostel in Bealey Ave. Our residents or tenants in the community supported housing have faced significant trauma in their young lives, come from complex backgrounds, are most deserving and most in need of this community housing proposal. This community supported housing for the original 15 units is offering independent residential living for clients in our Ngā Maihi service which supports rangatahi to develop life skills in safe and stable accommodation, providing a final step in the transition from fully supported care to independent living. We deliver safe accommodation, goal setting, youth work / mentoring / social work support to meet the goals and life skills / consideration of their changing needs. We work with a Model of Acceptance for our rangatahi coming in to our services working through Poutama or steps from identifying potential rangatahi through onboarding to tino rangatiratanga – self determination building their capacity for Tuakana-Teina peer support for new rangatahi or new clients. The likely frequency of use for our 15 - 23 units is daily as our clients will be living in the newly built units. The updated and upgraded and code compliant hall will be available for use and hire for the local community e.g. church service on Sundays, community meetings during the weekdays and evenings and regular sports events e.g. Kapa Haka and Pickleball if needed. Costs to ensure the hall is up to code and useable for immediate use have been calculated and are included in this RFP budget.

Programme: detail how the concept plan will be implemented / staged (noting that the immediate, required, repairs to the building(s) to enable their use and occupation may take at least 6-9 months to complete).	**Due Diligence** (3 weeks) Initially during the Due Diligence period, Site Investigation work would be undertaken including: • Asbestos survey • Geotechnical investigations • Seismic assessment of the hall. Work on Stage 1 would commence after agreement is reached with the Council to purchase or lease the property. The anticipated programme as follows: **Stage 1** (approx. 18 months): • 3 months – Design and Documention • 2 months – Resource & Building Consents • 1 month – Finalising Construction Contract • 1 month - Demolition • 10 months – Stage 1 Construction • 1 month – Code Compliance. **Stage 2** (3 to 5 years after Stage 1) Stage 2 would commence 3 to 5 years after Stage 1 and would have a similar timeframe of 18 months.
Building(s) Ownership and Ground Lease • What is your timeline for handover of the building(s) as is where is? • What is your prefererred length of tenure for the ground lease? • What are you expectations and ability to pay a rental for the ground lease?	Purapura Whetu Trust is open to either option of a purchase or lease arrangement with the Council for the proposed site. The timeline for handover of the building, as is where is, would be within 6-12 months of the contract signing. Ownership and purchasing the land is the preferred option for Purapura Whetu Trust. This is the best option for loan conditions for the bank and for long term financial security for PWT. However, if the site was to be leased, we would want a 29 year long term lease with right of renewal, as a minimum. We would need to know the rental or ground lease costs as fixed costs.

Part F: Funding & Financial Viability (50%)

Question	Respondents response
Funding & Financial Viability – the proposal provides a robust business case, demonstrating secured financial resources (at no cost to Council) for: • Pre-Planning (design, consents) • Structural repairs and site work • Demolition or subdivision (if required) • Staged development (if applicable) • Cash-Flow projections (income,expenses, operational costs) **Please provide the following information.**	

Financial Position: please provide a brief description of your current financial status to include audited financial statements for the last three years. If this is not available Council will accept a letter (from a Bank or Chartered Accountant) confirming the status of your financial performance and position.	Purapura Whetu Trust has included our audited accounts for last 3 years as Appendix 16a, 16b and 16c and are included as separate attached documents.
Funding Strategy / Funding Sources – provide evidence of your financial capability/resources to fund the following at no cost to Council: • The repair /refurbishment of the building(s)/site for occupation and use (including all consenting/construction costs) . • The ongoing operation, management, repair and development of the building(s) and site. Detail the source of funding to support this RFP proposal and concept ie: • Funding from the respondent. • Funding from other external sources.	Purapura Whetu Trust is asset rich with fixed long term contracts with Te Whatu Ora, Oranga Tamariki, Dept of Corrections, Ministry of Education and other government depts. We have a strong and long term relationship with our bank. We will explore partnerships with and be supported by the Rātā Foundation and Wayne Francis Trust to build the 15-23 units (Option 1) or the 19-22 units (Option 2).
Revenue: anticipated / likely income (ie rental) from other users (tenants / hirers) of the building(s) / site.	15 rangatahi of our supported housing tenants will be former Oranga Tamariki clients. They will be charged a market rental for living in these properties and simultaneously be supported to find full time employment or study options, in order for them to transition into full independent living. The tenants for the 2 bedroom units will meet social housing criterion and will either be: a) young parents with State care history b) women coming out of Refuge or residential care c) women reintegrating into society after time in prison d) kaumātua kaumātua in an intergenerational living community for ongoing support for our rangatahi and to act as role models for the younger tenants e) those who may on a waitlist for the Youth Hub hostel in Bealey Ave.

Cashflows: provide the following 5 Year Income and Expenditure (cashflow) budgets - to show: **1.Operating budget cashflow** (revenue and expenses): while the immediate repair / restoration upgrade work to the building(s) and site is underway (ie 6-9 months). **2.Capital budget cashflow** (expenditure): for the repair / restoration / upgrade works to the building(s) and site. **3.Operating budget cashflow** (revenue and expenses): after the repair/ restoration / upgrade works have been completed ie to include operating / maintenance costs etc.	The 5 year income and expenditure budget for Purapura Whetu is included in Appendix 5a. The short term **operating budget cashflow budget** for Purapura Whetu is included in Appendix 15a. The long term operating budget cashflow budget for Purapura Whetu is included in Appendix 15a. The capital budget cashflow from Rangzen is included in Appendix 14a and 14b and includes the full cost of the construction.

Part G: Capability & Experience (10%)

Question	Respondents response
Capability & Experience – the proposal demonstrates an ability to manage, deliver, and operate the proposed community initiative. **Please provide the following information.**	

Experience: provide details of your past experience of managing and delivering similar projects requiring significant upgrade and repair construction works. *(Provide two nominated referees whom the Council can contact – email address and phone number)*	Purapura Whetu Trust will engage Rangzen Pro as project manager for the development of the Gilberthorpes Rd property. Rangzen Pro has considerable experience in managing and delivering construction / development projects, specifically community housing projects and community halls. In Christchurch, Rangzen Pro has managed 16 projects for Community Housing Providers (including Ōtautahi Community Housing Trust and Christchurch Methodist Mission) delivering 340 new houses with another 77 dwellings currently under construction. Rangzen Pro company profile for community housing is attached in Appendix 12b.
Community Facilities: outline your experience and track record regarding the development and operation of successful community based facilities (for ownership or rental). *(Provide two nominated referees whom the Council can contact – email address and phone number)*	Purapura Whetu Trust operates from multiple sites including 166 St Asaph St in central Christchurch, the Philipstown Community Hub, 596 Ferry Rd Central Woolston, Woodham Rd, Linwood and 41 Essex St, Philipstown. We have extensive experience and track record developing and operating successful community based facilities for our 27 wellbeing services. We have rented the office site in 166 St Asaph St for 23 years, developing and operating numerous services. We have also rented community space at the Philipstown Community Hub since 2012. We have now purchased our 596 Ferry Rd building in Woolston which has office space upstairs for our community services and we sublease to Red Poppy Thai restaurant and the Ferry Indians Restaurant for rental income streams to pay the mortgage. We have also purchased our community based counselling and therapy programmes at 41 Essex Street, Phillipstown Christchurch. Our 2 nominated referees to support our track record in running community facilities includes: [redacted] and [redacted]

Management: indicate how the building(s) / site will be managed ie management structure, staff numbers by position / role.	The building site will be managed by Rangzen Pro during the construction of the units and upgrading of the community hall. Once the Gilberthorpe St site is fully developed and opened, it will be managed by our Purapura Whetu Mananagement and our Ngā Maihi staff and team onsite. We currently have a Team lead and a Practice Lead for our service with an intensive care ratio of 1 kaimahi:2 clients.

Capability: who are the key personnel that will be managing the repair, operation and use of the buildings – detail their experience and credentials.	**Part 1: Rangzen Pro** For the development of the property, Rangzen Pro will be the project manager. Rangzen Pro directors Hayley Groves and Judith Jehru have decades of experience and a proven track record of successfully delivering development projects. Rangzen Pro exclusively manages construction projects for not-for-profit and social service organisations and therefore specialises in the delivery of community facilities and community housing projects. **Hayley Groves, Rangzen Pro Director** BPlan(Hons) MNZIOB CBP MInstD Hayley has 20 years' experience in the construction industry, working for project management companies and main contractors. Hayley has intimate knowledge of all aspects of project management and is meticulous in her attention to detail and process. Her work secured Hayley two Highly Commended Awards at the NZIOB Awards for Excellence for the Young Achiever of the Year. At the 2017 NAWIC Awards, Hayley was awarded Highly Commended Professional Woman of the Year and at the 2020 NZ Building Industry Awards Highly Commended Consultant of the Year. In 2022, the Ravenscar House project was awarded Supreme Project of the Year and took out four category wins at NZ Commercial Project Awards. **Judith Jehru, Rangzen Pro Director** BBSc BArch(Hons) ANZIA PMP Judith has over 30 years' experience in the construction industry, both as a registered architect and project manager. She has extensive experience in community and public building projects including community centres, churches and community housing developments. She has also managed a number of award-winning heritage projects. Judith provides strong, effective project leadership throughout the entire life of a project, from feasibility and design through to handover of the completed building. Coming from an architectural background, Judith is particularly skilled in managing architects and the design process, ensuring projects are set up from the beginning to be successful. Hayley Groves and Judith Jehru's CVs are included in Appendix 12c.

Part 2: Purapura Whetu Trust operational stage after development is complete.

Karaitiana Tickell, Ngāi Tahu, Kaiwhakahaere Matua CEO
PBANZ Registered Psychotherapist, NZAC Registered Counsellor
Karaitiana has been in leadership at PWT since 2001 and has held positions related to direct delivery of mental health services. Karaitiana is responsible for the operational management and overall performance of the Trust's activities including financial management, practice management, service delivery, staff management, contracts and projects management, implementation of plans and projects, reporting relevant information and supporting the PWT Board.

Janine Morris, Ngāti Porou, Kōuru Haumanu | Clinical Quality Manager
BSoc Work (Hons), Cert in First Line Mgmt L4, Cert in Adult Teaching
Janine has 30 years' experience working in Statutory and Community practice with adults and youth with complex behaviours including issues of Addiction, offending and mental health. Janine has held practitioner, supervisor, Practice Lead, Clinical Lead and Team lead roles and has primarily worked in the Mental health and addictions, and trauma and Justice spaces. She has been working as Service Manager in the Tū Manawa Ora team with Dept of Corrections contracts, and is a former Manager CareNZ Drug Treatment Programme, Christchurch Men's prison. Janine is guided by principles of tika, pono and aroha, and holds them strongly across her personal and professional life.

Dean Te Hae, Business Quality Manager
Masters Māori and Indigenous Leadership, Dip Public Health, BA
Dean has 30+ years experience working in govt. depts health, education, community and Justice. Currently, he leads HR and has worked with Purapura Whetu for 12+ years.

Melanie Baker, Business Consultant
BCom, Chartered Accountant
Melanie has over 28 years professional services experiences as a Chartered Accountant specializing in virtual CFO, business consulting, strategy, monthly reporting, budgeting, and

forecasting. Over the years, she has developed knowledge in a diverse number of business industries assisting business owners and their management teams to achieve their financial goals.

Kurt Straker, Straker Accounting
B Com (Accounting), Chartered Accountant
Kurt has been working in the accounting industry for the past 12 years for firms, E3 Business Accountants and BDO Christchurch. In June 2023, he started working for himself in public practice and now has a vast client base spread across a variety of industries. Kurt loves working with clients as a trusted business advisor to help them reach their potential and goals.

Joseph Tyro, Chair of the PWT Board, Ngāi Tahu, Te Ati Haunui-A-Pāpārangi, Ngāti Rangi, Ngāti Tuwharetoa
M Soc Wk, BA, PG Dip Health
Joseph is the Principal Advisor Workforce for Hauora Māori Services Directorate for Health New Zealand. A national role that requires Joseph to work with people from all around Aotearoa.

Other Members of the PWT Board include

- Alex Dieudonne (Accountant)
- Sampson Karst (Former Chair)
- Matthew Reid (Public Health Medicine Specialist)
- Patsy Tarrent (Nursing Director, Te Whatu Ora)
- Ana Verdult (Māori Representative and Board Deputy Chair, Christchurch PHO).

Our Ngā Maihi Team includes:

- Molly Ngatai (Team Leader)
- Amelia (Practice Lead)
- Dillon Skipper (Kaimahi)
- Justin Brown (Kaimahi)
- Katie (Kaimahi)

Our Ngā Maihi service is run in full collaboration with Odyssey House Trust Christchurch supporting our clients with addictions and with Stepping Stone Trust supporting our young clients with ongoing mental health issues.

Health & Safety Approach: Please describe your approach to health and safety, including details of the following: Training (past and ongoing) provided to key personnel; any improvement, prohibition or infringement notices, fines and / or prosecutions received in the last 5 years; Any serious harm accidents in the last 5 years. Please attach a copy of your current Health and Safety Policy (if available). Should your proposal be successful outline your approach to health and safety (risks and hazards) related to the the building upgrade works, subsequent operation of the building(s) / site and obligations to your tenants (if any) and the public, and actions to eliminate or mitigate them.	**Development stage** For the development stage of the project, Rangzen Pro has systems and processes to review and manage contractor's health & safety performance. These include: 1. At tender contractors are required to submit health & safety records for the 5 previous years including any lost time incidents. 2. Prior to commencement on site, contractors are required to submit SSSP (site specific safety plan) for review. 3. Included in the construction contract is the requirement for contractors to have monthly H&S audits undertaken by an independent H&S consultant then to submit these audits to the project manager. 4. Rangzen Pro undertake monthly H&S observations on site. 5. All Rangzen Pro personnel that visit construction sites have current Site Safe Passports. **Operational stage** Purapura Whetu Trust is committed to ensuring the health and safety of our staff through a comprehensive, culturally grounded approach that aligns with both the Health and Safety at Work Act 2015 and Kaupapa Māori principles. We have Safe365 which is a digital health and safety system that enables us to assess, manage and improve the health and safety of the staff and the work they do in the community. It is designed to protect our staff while they support whānau and includes: • Risk assessments: Conducted for all environments where kaimahi operate, including home visits and community settings • Safety protocols: Established procedures for home visits, including check-ins and debriefings • Regular training: Safer Home visiting, De-escalation, cultural safety, working with people and whānau with alcohol and drug harm as well as our many different mental health courses • Support systems: Access to clinical and cultural supervision and peer support networks • Incident reporting: A clear process for reporting and addressing health and safety concerns. We continuously evaluate our health and safety practices to identify areas for improvement. Recent

	actions include: • Policy updates: incorporating feedback from our kaimahi and aligning with best practices. • Enhanced training: additional training focusing on emerging risks By integrating these strategies, Purapura Whetu Trust ensures that our kaimahi can perform their roles effectively and safely, upholding our commitment to the wellbeing of both our kaimahi and the communities we serve. Our Health and Safety policy is available on request.

Part H: Community Impact (15%)

Question	Respondents response
Community Impact: the proposal demonstrates the extent of community benefit and outreach. Please provide the following information.	

Community Outreach: provide a brief summary of the benefits generated by the proposed building(s) / site use - the community outreach services and activities to be provided, likely groups / users of the building and general community use.	*"the truth is, growing up in state care, all of our lives these decisions are made for us, then all of a sudden we're left to go it alone, we've got no experience of decision making, we're supposed to be well equipped and ready to go and that's sadly not the reality"* (Uhrlich as cited in Keogh, 2021, p. A6). Our Ngā Maihi service assists and teaches rangatahi skills for independent living with much support from staff. For many, they have no whānau and no iwi connections and our service and kaimahi becomes their whānau and iwi. This group of people is possibly one of the most disadvantaged in the greater Christchurch or Canterbury community. Young people or rangatahi who have been in State care, with no "State whānau" for the rest of their lives. These rangatahi need community, need connections, need people who care about them. The greatest benefit of our supported housing complex would be to offer our state care rangatahi and other supported housing people – **a home**, a stable and constant place to live, love, grow and become social citizens of Ōtautahi. We want to avoid our ranghatahi becoming homeless, community less, lost, in Emergency Housing and without support. We want to avoid couch surfing and temporary, unsatisfactory housing and living arrangements. We want them to have the opportunity and support to live their best lives. We work with rangatahi in our Ngā Maihi service to: • meet their basic needs – ID, bank account, hygiene, cooking and cleaning • develop their skills in how to look after a home continuously and proudly • offer role modelling and peer support • respond to immediate crisis places • provide a HOME as many are homeless, couch surfing, or in Emergency Housing • provide a range of supports including our Transition to Adulthood Service with their connections with Iwi, working with homeless to build independent skills and accommodation and family violence, our Equally Well and Life Skills programme, our parenting classes for Dads, young parents and our Te Māhuri providing outdoor adventure therapy, life skills, overcoming challenges and decision making, connection to mountains, rivers, lakes and seas.

Public Good: how does your proposal ensure that the 'public good' elements of the premises are maintained?	The "public good" elements of premises, or land and buildings, relate to their ability to provide benefits to the wider community, regardless of who owns or uses them. This includes things like public spaces, environmental protection, and the collective benefits of infrastructure like roads and utilities. It is our intention when building this supported housing complex to share and make available the existing hall and in the future, the refurbished and rebuilt community hall, with the local Hornby community groups. This may take the form of a church service on Sundays, a community meeting place during the week and or used for kapa haka or Pickleball classes. Our Ngā Maihi staff working in this building and on site would be responsible for booking events and running the hall safely. Our residents coming to live in the units are some of the most disadvantaged in our community. According to the Oranga Tamariki (2018) report, 78% of rangatahi coming out of State care had or were suspected to have mental health needs, most commonly 48% had trauma or stress related disorders followed by anxiety and depression. Disabilities included neurological problems(26%), intellectual disability (18%), and learning disabilities 7%. 54% were identified as having or suspected to have a substance abuse problem. However, while attending support programmes, 2/3 were attending school or a training programme. Purapura Whetu TRust is committed to this client group and to the public good especially since we know that some of our existing Ngā Maihi clients are living rough or camping with other clients due to the housing shortage in Christchurch. Purapura Whetu co designed our early initiatives with Oranga Tamariki in the Transitions to Adulthood Services. This is business as usual for our Ngā Maihi service as we continue to develop best practice and culturally appropriate models. Our core business is teaching life skills. We have consistent staff training to foster security and a sense of home and consistency for rangatahi to best meet their developmental and life trajectory needs. Other training and initiatives to meet the needs of rangatahi includes: • Trauma informed training • Self management models • Motivational interviewing • Te Whare Tapa whā frameworks

	• Māori models of health • Advantaged Thinking • Respecting others and boundaries • Having difficult conversations • Pro social relationships and supportive communities e.g Youth groups, sports groups • Safe and healthy environments. We want our state care rangatahi and other supported housing people – to have **a home**, a stable and constant place to live, love, grow and become social citizens of Ōtautahi. He mihi nui.

References: you may wish to provide letters of support illustrating the value of your proposed use / service to the community.	Appendix 13a Letter of support from Dr Lesley Campbell, Te Whiri Ora – Right Service, Right Time Appendix 13b Letter of support from Sander Kriek from Phillipstown Community Centre Charitable Trust

Sustainability- with regard to your proposed use outline any operational plans for: Energy Efficiency Management, Solid Waste Reduction, Water Use reduction, other ways to mitigate any environmrental impact.	**Development phase** In terms of sustainability features for the development, design features to be incorporated into the design of the new housing include: • Passive solar design (orientating living areas to receive winter sun). • High levels of insulation to walls and ceilings. • Thermally broken aluminium window frames and double glazing to reduce heatloss. • Use of low maintence durable materials such as brick. • Energy efficient heating (eg heat pumps). • Low flow plumbing fittings. • Dual flush toilet cisterns. • Landscaping to incorporate drought resistant native planting to reduce watering in Summer. • Landscaping to incorporate space to grow fruits and vegetables. • Providing spacefor recycling bins for each dwelling. • Investigation into the feasibility of sustainable energy systems such as solar panels. During construction consideration is given to sustainability by requiring the contractors to undertake the following: • Submitting waste reduction plans prior to construction. • Ensuring erosion and sediment controls measures are in place prior to commencement of construction. • Sorting and separation of waste materials and off-cuts on site for recycling. **Working phase** Purapura Whetu Trust have Energy Efficient processes including: • operating a fleet of hybrid cars • including solar panels at Essex St and Ferry Rd • developing a greener footprint through waste minimisation – composting and cutting down on landfill and actively pushing recycling etc • growing Rongoa / vege gardens at Philipstown Community Hub • Applying for Feasibility grants for introducing solar energy in our buildings.

Appendix 4 – Financial declarations

Note: This form must accompany each submitted Response.

Response for:	151/153 Gilberthorpes Road, Hei Hei
RFP Number:	31350688

Statement of Solvency

Provide a 'Statement of Solvency' for the parent company, signed by a certified accountant. The Statement of Solvency must establish the solvency of the Respondent at a time 30 days or less from the date of the Response.

Director's declaration

I **CERTIFY** that Purapura Whetu Trust is solvent.

Director's signature:

Full name: Joseph Tyro, Chair of the Board

Date: 06 June 2025

Any other declarations?

Appendix 5 - Statement of departures

Note: This form must accompany each submitted Response.

Response for:	151/153 Gilberthorpes Road, Hei Hei
RFP Number:	31350688

Prospective Supplier's acknowledgment

Please tick the applicable statement(s) below:

✔ There are no departures from the requirements of the RFP Documents.

Or

☐ There are departures from the requirements of the RFP Documents.
☐ There are changes proposed to the Council's Agreement
☐ The Proposal is based on certain assumptions.

Please list below all departures from the standard requirements of the RFP and list all assumptions on which your Proposal is based.

Please list any changes you request to the Council's Agreement. Under no circumstances will further changes to the contract terms be considered which are not listed below.

Departures from the requirements of the RFP documents are described in the attached table.

Description of the Departure	RFP Document reference	Proposal reference

The assumptions on which the Proposal is based are described in the attached table.

Assumptions	Proposal reference
Assumption 1: That CCC covers its own legal costs in relation to the ground lease / sale.	
Assumption 2: That CCC to provide clear title with no emcumbrances or easements.	
Assumption 3: That the project would start within 6-12 months of signing a contract	

The proposed changes to the **Council's Agreement** are described in the attached table.

Contract Clause Reference	Change proposed	Reason for requesting proposed change

Signed by authorised signatory of the respondent:	
Name and title of authorised signatory:	Karaitiana Tickell Kaiwhakahaere | Chief Executive
Date:	06 June 2025

Appendix 6 – Conflict of interest declaration

Note: This form must accompany each submitted Response.

Response for:	151/153 Gilberthorpes Road, Hei Hei
RFP Number:	31350688

Conflict of interest definition:

A conflict of interest is a situation in which a Respondent could gain (or be seen to gain) an unfair advantage through an association with an individual or organisation. Associations include financial, personal, professional, family-related or community-related relationships.

- An actual conflict of interest is where there already is a conflict.
- A potential conflict of interest is where the conflict is about to happen or could happen.
- A perceived conflict of interest is where other people might reasonably think there is a conflict.

Questionnaire:

Question	Response (Select one answer for each question. Select "potentially" if others could perceive that a conflict exists.)
Does any person in the Respondent organisation have a close friend or relative who they are aware is (or could be) involved in any evaluation or decision-making relating to this RFP process?	No
Has any person in the Respondent organisation recently offered any special discounts, gifts, trips, hospitality, rewards or favours to any person they are aware is (or could be) involved in any evaluation or decision-making relating to this RFP process? (e.g. free travel, free samples for personal use)	No
Is the Respondent aware of any person involved in any evaluation or decision-making relating to this RFP process having a financial interest in the Respondent organisation? (e.g. the person is an employee of, or a shareholder in, the Respondent organisation)	No
Is the Respondent aware of anything that might give the appearance that any person involved in the evaluation stage or decision-making stage of this RFP process is biased towards or against the Respondent organisation? (e.g. the person has used the Respondent organisation's corporate box)	No
Is the Respondent aware of any other arrangement it currently has, or clients it currently provides works to, that may give rise to a conflict with the RFP?	No

Is there anything else that the Council should know?	No

If the Respondent answered "yes" or "potentially" to any of the questions above, please set out the details of the situation below.

Not applicable.

Declaration	Yes (tick)	No (tick)
I am authorised to provide this information and sign this form.	✓	☐
The information provided in this form is true and correct.	✓	☐
I understand that if the information I have provided is not true and correct, the Council may terminate any future contract (if the Council has reasonably relied on the accuracy of information provided in this questionnaire), at any time and with immediate effect by written notice.	✓	☐

Signed by authorised signatory of the respondent:	
Name and title of authorised signatory:	Karaitiana Tickell Kaiwhakahaere | Chief Executive
Date:	06 June 2025

Appendix 7 – Non Collusive Practices Declaration

Note: This form must accompany each submitted Response.

Response for:	151/153 Gilberthorpes Road, Hei Hei
RFP Number:	31350688

This Declaration requires the Respondent to confirm that:

- Its Response is a bona fide Response, intended to be competitive;
- The price submitted in the Response has not been fixed or adjusted under or in accordance with any agreement or arrangement with any other person; and
- The Registrant has not engaged in any communications or discussions with other potential Registrants with the intention to:
  - set the price of goods or services or interfere with how the price of goods or services is set; and
  - substantially lessen competition in a market.

QUESTIONNAIRE:

Note: Each organisation involved in a joint Response must submit a separate questionnaire and declaration.

Question	Response Select one abswer for each question
Has any person in the Respondent organisation been involved in any discussions with other potential Respondents in relation to this RFP?	No
Has any person in the Respondent organisation communicated to a person other than the Council, the amount or approximate amount, in confidence, of the approximate amount of the Response was essential to obtain professional advice required for the preparation of the Response?	No
Has any person in the Respondent's organisation entered into any agreement with any other person that he/she will refrain from submitting a Response?	No
Has any person in the Respondent's organisation offered to pay, give or agree to give any sum of money or valuable consideration directly or indirectly to any person for doing, having done, causing or having caused to be done, in relation to any other Request any act of the sort described above.	No

If the Registrant answered "yes" to any of the questions above, please set out the details of the situation below.

Not applicable.

Declaration	Yes	No
I am authorised to provide this information and sign this form.	✓	
The information provided in this form is true and correct.	✓	
I understand that if the information I have provided is not true and correct, the Council may terminate any future contract (if the Council has reasonably relied on the accuracy of information provided in this questionnaire), at any time and with immediate effect by written notice.	✓	

Signed by authorised signatory of the respondent:	
Name and title of authorised signatory:	Karaitiana Tickell Kaiwhakahaere | Chief Executive
Date:	06 June 2025

Appendix 8 – Health and Safety Pre-Qualification and Declaration

Note: This form must accompany each submitted Response.

Response for:	151/153 Gilberthorpes Road, Hei Hei
RFP Number:	31350688

IT IS CERTIFIED THAT Purapura Whetu Trust (Prospective Supplier) will comply with the following Health, Safety and Environmental matters in performance of this Agreement.

1. The Prospective Supplier must comply where appropriate with all of the following:

   (a) Government statutes - i.e. Acts and Regulations;

   (b) Council By-laws;

   (c) Approved Codes of Practice;

   (d) Ministry of Business, Innovation and Employment Regulator and/or WorkSafe Guidelines;

   (e) AS/NZS Standards (or international standards where AS/NZS are not adequate or applicable);

   (f) Manufacturer's specifications of equipment used;

   (g) Conditions of the Agreement.

2. The matters set out below provide a form of check list for the content of the health and safety plan. Note that the level of detail provided should be in proportion to the level of risk identified:

   (a) ACC WSMP, ACC WSD or AS/NZS 4801:2001 (Occupational Health and Safety Management Scheme) (or equivalent), OHSAS 18001, ISO 14001:2004, ECO Warranty; 2008, Enviromark, Envirostep (or equivalent);

   (b) A formal site specific induction process;

   (c) Task analysis/methodologies for all risks identified in the Prospective Supplier's Proposal;

   (d) Accident/incident investigation procedures/statistics/example templates;

   (e) Risk Register and control measures;

   (f) Training records for staff and supervisory roles as stipulated in Specifications including any additional training the Prospective Supplier deems applicable;

   (g) Emergency procedures;

   (h) Safety equipment applicable to the Agreement with certifications relevant to AS/NZ Standards;

(i) Specific job instructions, procedures, work permits applicable to the Agreement;

(j) Suitable return to work/rehabilitation programme to ensure the management of all injury types; and

(k) An accepted site specific safety plan and environmental management plan.

Declaration	Yes	No
I am authorised to provide this information and sign this form.	✓	
The information provided in this form is true and correct.	✓	
I understand that if the information I have provided is not true and correct, the Council may terminate any future Agreement (if the Council has reasonably relied on the accuracy of information provided in this questionnaire), at any time and with immediate effect by written notice.	✓	
I agree to abide by the requirements of the Health and Safety at Work Act 2015 and amendments, including those specifically outlined above.	✓	

Signed by authorised signatory of the respondent:	
Name and title of authorised signatory:	Karaitiana Tickell Kaiwhakahaere | Chief Executive
Date:	06 June 2025

References

Canterbury District Health Board Community and Public Health. (2019). *Canterbury Wellbeing Index*. Retrieved from https://www.canterburywellbeing.org.nz/

Durie, M.H. (2017). Indigenous suicide. The Tuamarama declaration. *Journal of Indigenous Wellbeing*, 2(2), 59-67.

Durie, M.H. (2006). *Measuring Māori Wellbeing*. Wellington: New Zealand Treasury guest lecture series. Retrieved from https://treasury.govt.nz/sites/default/files/2007-09/tgls-durie.pdf

Durie, M.H. (2001). *Mauri ora: The dynamics of Māori health*. Auckland, NZ: Oxford University Press.

Durie, M. H. (1994). *Whaiora: Māori Health Development*. Auckland: Oxford University Press.

Huata, P. (1997). *Pōwhiri Poutama*. Te Ngaru Learning Systems.

Inquiry into Mental Health and Addiction. (2019). *Oranga Tāngata, Oranga Whānau: A Kaupapa Māori Analysis of Consultation with Māori for the Government Inquiry into Mental Health and Addiction.* Wellington: Department of Internal Affairs.

Keogh, B. (2021, Jan 7). Where to for children in care? *The Press*, A6.

Kingi, Te, K.R. & Durie, M.H. (2000). *Hua Oranga: A Māori measure of mental health outcome*. Report for the Ministry of Health. Massey University School of Māori Studies. Retrieved from https://www.moh.govt.nz/NoteBook/nbbooks.nsf/0/2E3845581DC2CF9DCC257F070007CD17/$file/Hua%20Oranga%20Kingi%20&%20Durie%202000.pdf

Ministry of Education. (2010). *Tū Rangatira. Māori Leadership*. Wellington: Ministry of Education.

Oranga Tamariki. (2018). *Maiea te Tūruapō - Fulfilling the Vision*: State of Care report. Wellington: Oranga Tamariki.

Waretini - Karena, R. (2014). Pōwhiri Poutama: A Māori counselling perspective. Retrieved from https://www.slideshare.net/Rawiri/underlying-philosophies-behind-pwhiri-poutama-frame-work?next_slideshow=1

Appendices

Appendix 11: Further information on Purapura Whetu Trust services

Appendix 12a: 151-153 Gilberthorpes Rd site plan Options a and b
Appendix 12b: Rangzen Pro Company profile for Community Housing
Appendix 12c: CVs for Rangzen Pro Project Managers

Appendix 13a: Letter of support from Dr Lesley Campbell, Te Whiri Ora – Right Service, Right Time
Appendix 13b: Letter of support from Sander Kriek, Phillipstown Community Centre Charitable Trust

Appendix 14a: Development Budget Estimate
Appendix 14b: Indicative Cashflow Forecast

Separate attached documents

Appendix 15a: The 5 year income and expenditure budget for Purapura Whetu Trust
Appendix 15a: The short term operating budget cashflow budget for Purapura Whetu
Appendix 15a: The long term operating budget cashflow budget for Purapura Whetu

Appendix 16a: Purapura Whetu Trust Audited accounts 2024
Appendix 16b: Purapura Whetu Trust Audited accounts 2023
Appendix 16c: Purapura Whetu Trust Audited accounts 2022

Appendix 11: Further information on Purapura Whetu Trust services

Purapura Whetu
Whaia te iti kahurangi

Whānau and all age services

Whānau Ora Community Support Service – all ages

Purapura Whetu offer a whānau centred approach to community support work, assisting people of all ages with mental health issues to gain the skills to manage their own lives, maintain wellness and grow in confidence. Their mobile team provides regular, ongoing support to people in the Canterbury area in their home and/or the community. They support whānau with:

- Kaupapa Māori care, treatment and wellness plans
- Practical daily living, household management and developing routines
- Identifying your goals and supporting you with the steps to achieving them
- Pursuing a healthy lifestyle, including physical activity and healthy eating
- Finding training, study and job opportunities and support with applications
- Relationship building with friends and family
- Connection with the community
- Access to social, legal and community services
- Advocacy with social, legal and community services
- Access to Māori/Iwi services and support

Transition to Adulthood Support Service – Youth

This new service provision, co-designed by youth themselves, was established to support young people to successfully transition from statutory care and youth justice to adulthood. This service ensures young people who are exiting a care service have access to day-to-day support from someone who cares as they learn to navigate independent living skills, the possibilities of vocational studies, employment and long-term wellbeing. This relationship based transition service is available to young people aged 17-21 years.

Young people receive support from someone who respects them and will enhance their culture and identity. This service assists young people to:

- find and negotiate accommodation that is appropriate to their wishes and needs
- access services
- receive practical support to develop skills and knowledge needed to manage their lives after care
- be supported emotionally to learn from their mistakes and continue to develop
- be informed about and receive their entitlements.

Te Māhuri Kaupapa Māori Rangatahi Adventure Therapy

Purapura Whetu works in partnership with Adventure Specialties Trust to support whānau and communities to flourish through opportunities to participate in the outdoors. Te Māhuri provides an opportunity for rangatahi to explore their connection to the natural environment, and to themselves within a whānau environment with a group of their peers. Te Māhuri promotes engagement with Te Ao Tūroa (the natural world) and enriches connection to wāhi Māori (sites of significance), self and others. The cultural framework adds a strong platform to connect with their iwi and an enhanced connection to Ngāi Tahu. Te Māhuri framework includes:

- Whānau Ora – wellbeing within the context of the whanau
- Ngāi Tahutanga and Te Ao Māori – culture and identity
- Mana -Tangata – leadership and self-determination
- Te Ao Tūroa – Mahinga Kai – natural environment and sustainability
- Te Pūtake - strengthening sapability and responsiveness.

Tu Pono - families

Tū Pono: Te Mana Kaha o te Whānau is a whānau-driven movement, enabling a stronger Māori response to reduce and eliminate family harm and violence. The Tū Pono Connect service can:

- assist whānau to gain access to health care and social services
- assist whānau navigate the health and social service system
- support whānau to attend initial appointments
- support whānau to identify and address needs impacting on their well-being

- provide information about resources available in the community and connect whānau with community support services.
- provide cultural support and link with interpreter services.

Te Oriori – 0-7 years

Te Oriori is a kaupapa Māori, whanau centered service for parents/caregivers of tamariki aged 0-7 years. Te Oriori offers different group programmes. The programme supports the mental health and wellbeing of tamariki by enhancing the mana of parents/caregivers and empowering them with knowledge, skills and strategies to support them in their role as parent/caregiver. Te Oriori also have a social worker and counsellor to assist whānau if required.

Mana Ake – 5-12 years

Mana Ake - Stronger for Tomorrow was established in March 2018 to promote wellbeing and positive mental health for children in school years 1-8 across Canterbury. The initiative aims to provide early intervention and support for teachers, families and whānau when children are experiencing ongoing issues that impact their wellbeing. Kaimahi can support individual children and groups of children and provide advice, guidance and support for teachers and parents/ whānau.

Mana Ake Kaimahi (staff) are employed by 13 non-government organisations including Purapura Whetu (NGOs) who make up the provider network. Kaimahi have a diverse range of skills and include psychologists, social workers, whānau ora kaimahi, counsellors and youth workers.

Muslim Wellbeing

This team provides culturally appropriate, multilingual support for families in the Muslim community.

They provide a confidential and non-judgmental service focused on the individual needs of each client. Our team empower people in their daily lives, advocate for their needs and are able connect them with relevant agencies if required. The criteria for assessment is based on the person having a suspected, developing or identifiable mental illness, and/or an addiction problem.

Oranga Day Activities – all ages

Day activities programmes are for children, youth, adults and whānau affected by mental health issues. They offer a weekly timetable of activities that change each school term. They focus on supporting whānau to get involved in their community, make friends and improve their health. They run activities that encourage a healthy lifestyle, physical activity, creativity and connecting to Te Ao Māori. Clients must have an assigned community support worker, peer support worker or clinician from one of the listed organisations:

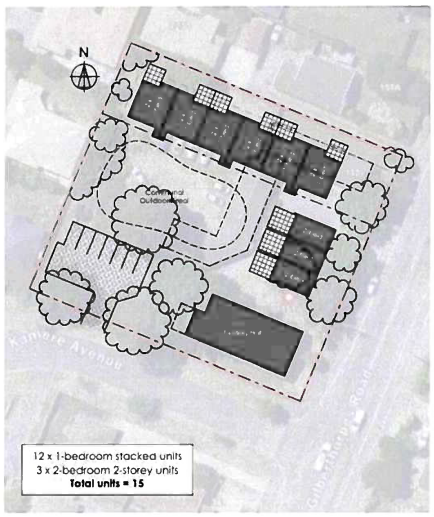
- Purapura Whetu, Kakakura Health Services
- Comcare Trust, Emerge Aotearoa, Stepping Stone Trust
- Pathways Health, MHAPS – Mental Health Advocacy and Peer Support

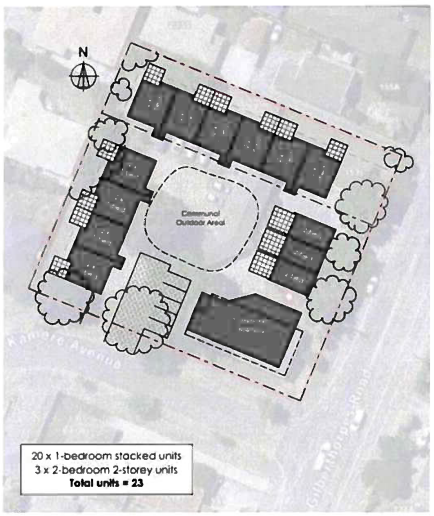
Te Hā Waitaha Stop Smoking Service - adults

Purapura Whetu work alongside Te Hā Waitaha 'Stop Smoking Canterbury' to promote smoke free whānau. This service is for those wanting to become smoke free and offers specific support for pregnant women or those living with a pregnant person. Their Stop Smoking Practitioner offers advice, Nicotine Replacement Therapy products (patches, gum and lozenges), support, motivational interviewing and individualised programmes.

Appendix 12a: 151-153 Gilberthorpes Rd **Feasibility** site Layout options

Option 1: 15units (18+ people) - 23 units (26+ people)





STAGE 1

STAGE 2

RangzenPro
PROJECT MANAGEMENT EXPERTISE

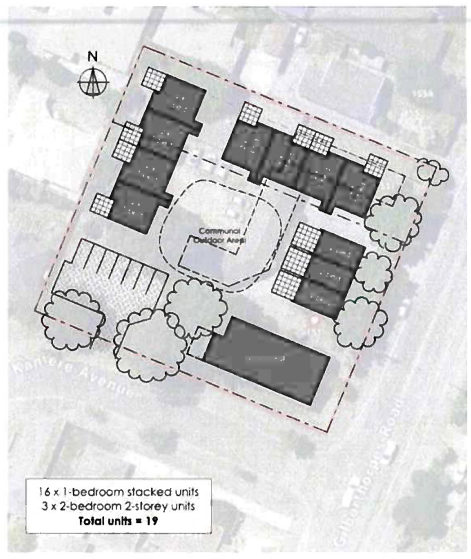
Project: Rangitahi Housing Development
151 & 153 Gilberthorpes Road, Hei Hei
Client: Purapura Whetu Trust

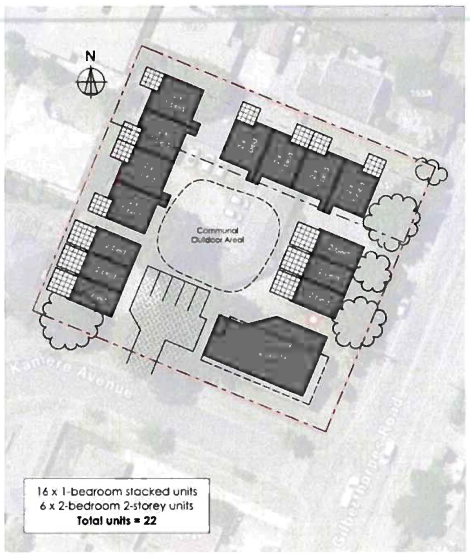
Title: **Feasibility Site Layout - Option 1 - DRAFT**

Scale: 1:500
Original Size: A3
Stage: Feasibility
Date: 17/04/2025
Revision: 0

A1

Option 2: 19 units (22 people) – 22 units (28 people)





STAGE 1

STAGE 2

RangzenPro
PROJECT MANAGEMENT EXPERTISE

Project: Rangitahi Housing Development
151 & 153 Gilberthorpes Road, Hei Hei
Client: Purapura Whetu Trust

Title: **Feasibility Site Layout - Option 2 - DRAFT**

Scale: 1:500
Original Size: A3
Stage: Feasibility
Date: 17/04/2025
Revision: 0

A2

Appendix 12b: Rangzen Pro Company profile for Community Housing

RangzenPro
PROJECT MANAGEMENT EXPERTISE

Company Profile

About Us

Rangzen Pro Limited is an independent development and project management consultancy specialising in community projects including health care, churches, aged care, community housing and buildings for social service organisations. We deliver projects nationwide.

Our key clients include Community Housing Providers such as Ōtautahi Community Housing Trust, Christchurch Methodist Mission and Wesley Community Action. We are committed to delivering successful projects for our clients and thereby supporting them to deliver their community housing developments. We believe affordable housing for everyone is an essential component for the wellbeing of our communities.

Brougham St Community Housing Development (total 90 dwellings)
Developed for Ōtautahi Community Housing Trust

Rangzen Pro's service is based on **strong ethical values**, and we are **passionate** about our projects. We are **independent** of other consultants and contractors, so our full focus and expertise is always **working in our client's best interest**.

We can offer many benefits to you as a client. We deliver a highly personalised service, working to understand your organisation and how we can provide the most benefit and best outcomes for you.

Level 1, 501 Papanui Rd / PO Box 5243, Papanui, Christchurch 8542 / www.rangzen.co.nz

Project Delivery Strategy

At Rangzen Pro we specialise in delivery of projects for not-for-profit organisations and believe professional, structured management of projects is essential, to maintain the confidence of funders and supporting partners. Project delivery must be a robust, transparent process with regular reporting to the client, comprehensive project updates and clear communication.

Willard St Community Housing (35 dwellings) for ŌCHT

We work at all stages of projects to ensure best value for our clients in the delivery of their buildings. We utilise our extensive experience of similar projects to deliver successful outcomes. Our detailed construction knowledge helps to challenge the consultant team to refine designs, provide efficient structure and to consider alternatives for details that are complex and therefore expensive to construct. We are proactive during construction to minimise variations and ensure credits are identified and deducted from contractor claims.

Rogers St Blenheim Housing (6 dwellings) for CMM

Risk management is a specialty of Rangzen Pro. We take pride in managing risk well and working to deliver projects within budget. A key strategy to managing risk is all Rangzen Pro projects are managed by experienced senior project managers with a proven track record of successfully delivering projects. This is a major point of difference from other project management companies. At Rangzen Pro the day-to-day management of your project is by an experienced project manager. A project manager who knows from their own experience where projects can go wrong, can identify issues before they arise, recognise problems swiftly and respond proactively.

Rangzen Pro has a strong team of project managers, led by Directors Judith Jehru and Hayley Groves. Judith is a Registered Architect, qualified project manager and has over 30 years' experience in successfully delivering construction projects. Hayley is a Chartered Building Professional, has a Bachelor of Planning (Hons) and 20 years' experience in the construction industry. The team also includes senior project managers, project managers and a construction manager all with experience working in the not-for-profit sector. Please refer to appended Director CVs for further information.

Successful Project Delivery

Traditionally the key markers for successful delivery of a project are 'on programme, on budget, and to the agreed quality'. Whilst these outcomes are essential, we see successful management of projects as so much more than this. In delivering community housing it is necessary to consider durability, safety, environmental design, and opportunities to encourage social cohesion within the social housing community by offering the right balance between privacy and interaction with other neighbours in the development.

Community Housing projects must also deliver the right balance between initial cost effectiveness and long-term quality, low maintenance and energy efficiency.

At Rangzen Pro we work closely with our clients and listen carefully to ensure we understand their needs and priorities. We manage the consultant team to ensure the project remains on track to the brief and client requirements. We identify and discuss any 'nice to have' or 'architectural' features with the client, so they can decide if the cost of these items would be better channelled elsewhere in the project or removed altogether to reduce the overall project cost.

We are accustomed to working with diverse organisations and on projects with multiple stakeholders, who may have conflicting requirements. Delegated authorities within an organisation are obtained at the outset, so we can ensure the required client sign-offs and approvals are obtained as the project progresses. The result is projects move forward with confidence and relevant parties are on board with the direction the project is taking.

Our detailed construction knowledge allows us to better manage construction risk and to work with the consultant team and contractor to identify cost effective solutions to any issues that may arise. We actively work to identify and mitigate areas of risk throughout all stages of a project.

Benefits of our Service

The key benefit of engaging Rangzen Pro to manage your project is that we specialise in delivering community and social housing projects. **You will benefit from our expertise, enthusiasm, and commitment to supporting not-for-profit and social services organisations.** With Rangzen Pro, your project will be managed by experienced project managers, and you can be confident we have the skills to ensure the best outcome for you.

In summary, the benefits of engaging Rangzen Pro include:

- Experienced and passionate senior project managers and property advisors
- Highly personalised project management service
- Ability to tailor the project management scope to the client's needs
- Excellent relationships with our clients, consultants, and contractors
- Expertise in the design and delivery of community housing developments
- All our project managers have a proven track record of successful project delivery
- Single point of contact and accountability for project delivery
- Excellent value PM service as the benefit of low overheads is passed on to our clients
- We are available for an immediate start on your project
- Our clients can always get in touch with us!

Appendix 12c: CVs for Rangzen Pro Project Managers

Hayley Groves

Director

RangzenPro
PROJECT MANAGEMENT EXPERTISE

Hayley has 20 years' experience in the construction industry, working for project management companies and main contractors, on projects such as religious facilities, community buildings and complex residential projects. Hayley is passionate about the construction industry and assisting clients through the process, from concept to realisation.

Having held many positions as client representative and project management roles, Hayley has intimate knowledge of all aspects of project management and client representation. Hayley is meticulous in her attention to detail and process. The client's interests are always forefront of mind when Hayley is interacting with the project team.

Her work secured Hayley two Highly Commended Awards at the NZIOB Awards for Excellence for the Young Achiever of the Year and the St Johns Church project. In 2014 Hayley became a Chartered Building Professional. At the 2017 NAWIC Awards Hayley was awarded Highly Commended Professional Woman of the Year and at the 2020 NZ Building Industry Awards Highly Commended Consultant of the Year. In 2022, the Ravenscar House project was awarded Supreme Project of the Year and received four category wins at NZ Commercial Project Awards.

Current Projects:

- Wesley Rata Village Hospital conversion to living units, Wellington
- The Strand conversion to living units, Wellington
- Cobham Street Trust 12 older persons units, Christchurch
- Matsons Ave 14 older persons units, Christchurch
- John Knox Church Rangiora
- St Johns Methven Church Redevelopment
- Property Advisor to Purapura Whetu Trust

Completed Projects:

- Punavaiola community housing development, Hastings
- Somerfield St and Rogers St social Housing developments, Christchurch/Blenheim
- Baring Square Methodist Church, Ashburton ($3.5M)
- St Margaret's Presbyterian Church, Christchurch ($3M)
- Ravenscar House Museum, Christchurch ($16M)
- Aldersgate Centre ($11M)
- Weteriana House (Methodist Church of NZ Offices) ($6M)
- Methodist Church of NZ Archives Building ($1.8M)
- Methodist Church of NZ Earthquake Recovery, Christchurch (2011-2013)
- Various Church Redevelopment projects
- St Johns Church Restoration & Redevelopment, Arrowtown ($1.5M)
- Queenstown Primary School various projects, Queenstown ($2M)
- Coronet Peak Base Building, Queenstown ($16M)
- Queen Street Upgrade, Auckland ($30M)

Qualifications & Memberships:

- BPlan (Hons) (Bachelor of Planning, University of Auckland – 2002)
- National Certificate in Construction Site Safety
- NZ Institute of Building: Member; Chartered Building Professional; Past Southern Chapter President; Past Board Member
- NZ Institute of Directors: Member

Judith Jehru
Director

RangzenPro
PROJECT MANAGEMENT EXPERTISE

Judith has over 30 years' experience in the construction industry, both as a registered architect and project manager. She has extensive experience in community and public building projects including churches, community centres, aged care, hospitals, libraries, schools and community housing developments. She has also managed a number of award-winning heritage projects.

Judith provides strong, effective project leadership throughout the entire life of a project, from feasibility and design through to handover of the completed building.

Coming from an architectural background, Judith is particularly skilled in managing architects and the design process, ensuring projects are set up from the beginning to be successful.

Current Projects:

- Community housing developments for various Community Housing Providers (200+dwellings)
- Community Housing and property advisor to Christchurch Methodist Mission
- Redevelopment of Dominion Tongan Methodist Heritage Church and Hall
- Redevelopment of Ellerslie Tongan Methodist Church
- Extension to Northcote Tongan Methodist Church
- St Ninians Presbyterian Church – new Community Building
- Elderly Persons Day Care Centre for Presbyterian Support Upper South Island

Completed Projects:

- Multiple Community Housing Developments (over 350 dwellings)
- Hope Presbyterian Church Rolleston – New Worship Centre ($6.6M)
- Extension to Hope Church West Melton ($2.1M)
- Delta House / North Avon Baptist / Crossway Community Facility ($6.5M)
- New office building for Presbyterian Support ($5.2M)
- Methodist Church EQ Repairs and Rebuilds (Woodend, Bryndwr, Beckenham, New Brighton)
- Design Manager Housing NZ Major Repairs Programme ($35M)
- Project Director Methodist Church of NZ Earthquake Recovery, Chch (2011-2014)
- The Salvation Army earthquake insurance settlement (2013 – 2014)
- Windsor House Retirement Community, Christchurch ($15M)
- CPIT Student Services Building, Christchurch ($3.8M)
- New Dialysis Unit and New Breast Screening Clinic, Whangarei Hospital ($4.3M)
- Central Library Redevelopment, Auckland ($1.8M, received NZIA Local Award)
- Wintergarden Refurbishment, Auckland ($3.1M, received NZIA Regional Award)
- Auckland Zoo New Entry and Education Facilities, Auckland ($5M, received NZIA Local Award)
- Remuera Library Refurbishment, Auckland ($530K, received NZIA Heritage / Conservation Award)

Qualifications & Memberships:

- BBSc (Bachelor of Building Science Victoria University - 1992)
- BArch (Hons) (Bachelor of Architecture 1st class honours, Victoria University - 1994)
- Architects Registration (1998) and member of NZ Institute of Architects
- PMP (Project Management Professional - 2011)
- BIM Certified (BRE 2015)

Appendix 13a: Letter of support from Dr Lesley Campbell, Te Whiri Ora – Right Service, Right Time

Te Whiri Ora
Right Service, Right Time.

Christchurch City Council
53 Hereford Street
Christchurch 8013

Te Whiri Ora – Right Service Right Time
Dr Lesley Campbell
www.rightservice.org.nz

03 June 2025

Tēnā Koe,

Re: Letter of Support for Ora Housing Development – Purapura Whetu Trust

On behalf of Te Whiri Ora – Right Service Right Time, I write in strong support of Purapura Whetu Trust's *Ora Housing Development* proposal.

Te Whiri Ora – Right Service Right Time is a well-established collaboration of over 40 non-government social service providers operating across the Canterbury region since 2010. We provide a recognised point of access for tamariki, rangatahi, and their whānau who are experiencing complex challenges, including housing stress, mental health concerns, and family harm. Our collective experience makes clear that safe, affordable housing is a critical foundation for wellbeing and positive life outcomes.

The *Ora Housing Development* offers exactly the kind of kaupapa Māori-led solution our region needs. By focusing on whānau under pressure—rangatahi transitioning from care, young wāhine and tamariki affected by violence, and kaumātua seeking secure housing—the project is targeting groups we routinely see in urgent need of coordinated support.

What sets this proposal apart is its integrated and culturally grounded approach. The inclusion of shared green spaces, a communal building, and on-site services delivered by trusted professionals ensures that this is more than a housing

project—it is a place where mana can be restored, connections can be rebuilt, and mauri can thrive.

Purapura Whetu Trust is a highly valued partner within the Te Whiri Ora – Right Service Right Time collaboration. Their consistent, high-quality delivery of health, mental health, and social services has long demonstrated their capability and commitment to Māori-led, whānau-centred practice. We have full confidence in their ability to bring this development to life and to deliver services that make a meaningful difference for those who call it home.

We wholeheartedly endorse this proposal and urge the Council to support this much-needed and deeply impactful initiative. *Ora Housing* is not just a housing development – it is an investment in the future wellbeing and resilience of our whānau and communities and an opportunity to build a stronger, more connected community in Ōtautahi for generations to come.

Ngā mihi nui,

[redacted]

Dr Lesley Campbell

On behalf of Te Whiri Ora – Right Service Right Time

[redacted]

www.rightservice.org.nz

Appendix 13b: Letter of support from Sander Kriek, Philipstown Community Centre Charitable Trust

Phillipstown Community Centre
Charitable Trust

39 Nursery Road
Phillipstown
Christchurch 8011

info@phillipstown.org.nz

3rd June 2025

Tena koe,

RE: Support for Purapura Whetu's Ora Housing Development – Hei Hei

I am delighted to have the opportunity to write a letter of support for Purapura Whetu Trust and their Ora Housing Development proposal.

Purapura Whetu Trust are advocates for all cultures to come together in harmony in a Māori-led approach. This is aligned with the goals of the Phillipstown Community Centre Charitable Trust whose mission is to make our community a better place.

The need for safe affordable housing in Ōtautahi West is high and Purapura Whetu Trust is the only organisation that can deliver on this development to support increased kaupapa through Māori-led housing and wellbeing services.

Their vision of a vibrant community space that not only provides homes but also restores mana and mauri to those who live there can be a success story with your support.

Our mahi together with Purapura Whetu Trust is a vital part of achieving our vision of an inclusive community of diverse people, where we all belong and are empowered to build a future we are proud of. The Ora Housing Development will achieve this in Ōtautahi West.

We are privileged to know and to work with Purapura Whetu Trust and we hope that with your support we can continue to work together for the betterment of Ōtautahi.

Should you need further information, please do not hesitate to contact me.

Regards,

[redacted]

Hornby Medical Centre

06/06/2025

Karaitiana Tickell
Kaiwhakahaere Matua
Purapura Whetu Trust

Tēnā koe Karaitiana,

RE: Letter of Support – Ora Housing Development, Gilberthorpes Road
On behalf of Hornby Medical Centre, I am writing to express our full support for the Ora Housing Development proposed by Purapura Whetu Trust at 151 and 153 Gilberthorpes Road, Hei Hei.

We believe this kaupapa offers a timely and essential response to the housing and wellbeing needs of whānau in Ōtautahi. The proposed development will provide safe, affordable, and culturally grounded housing options for some of the most vulnerable in our community — including rangatahi, wāhine and tamariki, whānau experiencing homelessness or hardship.

We are confident in the ability of Purapura Whetu Trust to successfully deliver this project. With a proven track record in kaupapa Māori service delivery and strong relationships across the health, social, and community sectors, the Trust is uniquely positioned to bring this vision to life.

This development not only addresses housing needs but also strengthens community connectedness, fosters wellbeing, and honours Te Tiriti o Waitangi through a mana-enhancing approach to service provision and community design.

We urge Christchurch City Council to support Purapura Whetu Trust's proposal and enable this vital initiative to progress.

Please contact us should further information be required in relation to this letter of support.

Ngā mihi nui,

[redacted]

Dr Anna Ashcroft (Director)

Hornby Medical Centre

15 Brynley St, Hornby, Christchurch

Phone: 03 3497348 Email: reception@hornbymc.co.nz

Appendix 14a: Development Budget Estimate

151a & 153 Gilberthorpes Road
Budget Estimate for Development
16 May 2025

RangzenPro
PROJECT MANAGEMENT EXPERTISE

Preliminary Budget Estimate	Option 1	Option 2
Land Purchase (at valuation price)	[redacted]	[redacted]
STAGE 1	**15 dwellings**	**19 dwellings**
Site Investigations		
Site Survey (estimated from other similar projects)	3,500	3,500
Asbestos Survey	5,000	5,000
Geotechnical (structural engineer site tests for TC1)	2,500	2,500
Environmental - excluded	0	0
Consultant Fees	280,000	280,000
Council Consent Fees (RC & BC)	30,000	30,000
Demolition		
Demolition (adminstration building & tree removal)	59,000	59,000
Allowance for Asbestos Removal (no testing done yet)	30,000	30,000
Construction		
Services Connections (allow $5k per dwelling)	75,000	95,000
Siteworks / landscaping (estimate from contractor)	275,000	285,000
Construction (estimate provided by contractor)	3,325,000	3,890,000
Development Contributions (assume rebate applies)	0	0
Escalation	excluded	excluded
Contingency (15%)	600,000	700,000
Stage 1 Total	**$4,685,000**	**$5,380,000**
STAGE 2	**8 dwellings + Communal**	**3 dwellings + Communal**
Pre-construction		
Consultant Fees	185,000	165,000
Council Consent Fees (BC only)	20,000	15,000
Demolition		
Demolition (adminstration building & tree removal)	35,000	35,000
Allowance for Asbtestos Removal (no testing done yet)	10,000	10,000
Construction		
Services Connections (allow $5k per dwelling + 1)	45,000	20,000
Siteworks / landscaping (estimate from contractor)	60,000	40,000
Dwelling Construction (estimate provided by contractor)	1,600,000	825,000
Communal Building (estimate provided by contractor)	750,000	750,000
Development Contributions (assume rebate applies)	0	0
Escalation (10% allowance for 3 years)	270,000	185,000
Contingency (15%)	445,000	305,000
Stage 2 Total	**$3,420,000**	**$2,350,000**
TOTAL (including land purchase)	[redacted]	[redacted] +gst

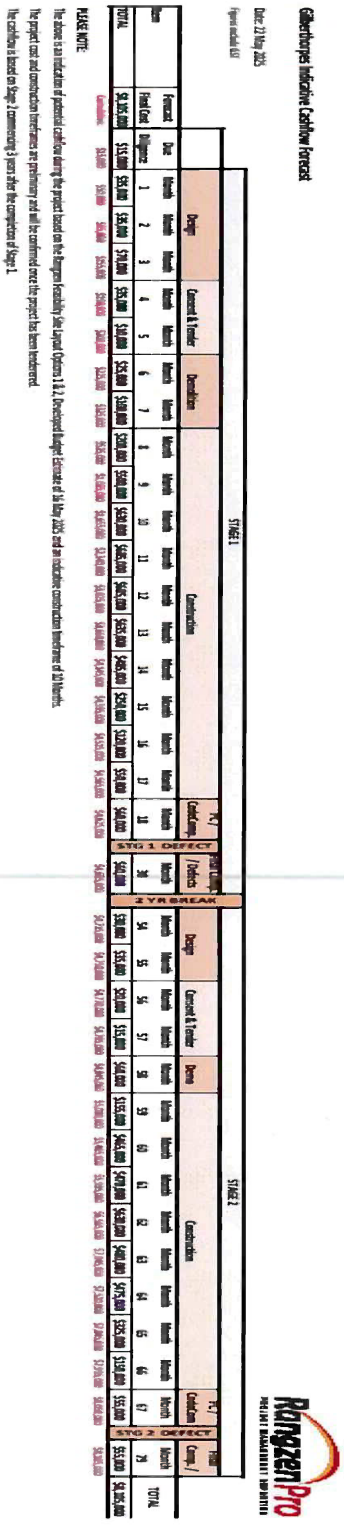
Build rates (per m2)	Option 1	Option 2	
Construction cost (incl siteworks) **Stage 1** (per m2)	$4,170	$3,920	+gst
Construction cost (incl siteworks) **Stage 2** (per m2)	$3,920	$3,490	+gst
Total Cost both stages (per m2 including land purchase)	$6,210	$5,770	+gst

NOTE:
The above is a budget figure for early feasibility purposes only - no design has yet been undertaken nor advice yet sought from planning, structural, fire, geotechi or contamination consultants.

EXCLUSIONS:
- Subdivision - development to proceed with no change to existing titles
- Development Contributions - assumes project will receive DC rebate
- Cost escalation for Stage 1 - assumes work will commence immediately
- Legal and finance costs and GST

Christchurch City Council

Appendix 14b: Indicative Cashflow Forecast



Separate attached documents

Appendix 15a: The 5 year income and expenditure budget for Purapura Whetu Trust

Appendix 15a: The short term operating budget cashflow budget for Purapura Whetu

Appendix 15a: The long term operating budget cashflow budget for Purapura Whetu

Appendix 16a: Purapura Whetu Trust Audited accounts 2024

Appendix 16b: Purapura Whetu Trust Audited accounts 2023

Appendix 16c: Purapura Whetu Trust Audited accounts 2022

Request for Proposal

151/153 Gilberthorpes Road, Hei Hei

Respondent: Home Capital Partners

The Opportunity

'As is where is' site development for Community based use

RFP Number	31350688
Date of issue:	31 March 2025
Closing date and time:	23 May 2025 – 12.00 midday
Electronic submission of response must be uploaded to:	www.gets.govt.nz
Hard copy of response:	Council tender box (Ground Floor reception), Civic Offices, 53 Hereford Street, Christchurch
RFP information contact person:	Barry Woodland barry.woodland@ccc.govt.nz

Christchurch City Council

5. Appendices

Appendix 2 – Response Acknowledgement Form

This completed form should be emailed as a signed (scanned) document to the RFP information contact person. This enables the Council to understand the level of interest in the RFP and the potential market response. Confirmation that a respondent may participate in the process is not binding, and a respondent may elect not to submit a response after initially indicating they may participate in the process. A respondent will not be precluded from submitting a response if this form is not completed and emailed to the RFP information contact person by the time and date stated above.

Response for:	151/153 Gilberthorpes Road, Hei Hei
RFP Number:	31350688

Respondent's acknowledgment

We acknowledge receipt of the RFP documents dated 31 March 2025.

Please tick the applicable statement below:

☑ We may participate in this RFP process

OR

☐ We will not participate in this RFP process

Name of respondent (Organisation / Company / Individual):	Home Capital Partners
Signed by contact person for the Respondent:	[redacted]
Name and title of contact person:	James Stewart
Contact details of the contact person	[redacted]
Date:	05.06.2025

Appendix 3 – Form of Proposal

Response for:	151/153 Gilberthorpes Road, Hei Hei
RFP Number:	31350688

Part A: Respondent's acknowledgment

1. We, being the respondent named below, acknowledge and agree:
   a. that we are interested in participating in this RFP process;
   b. that we understand that the Council is not bound to accept the lowest priced, highest scoring or any response received.

2. We understand that no legal or other obligations shall arise between the respondent and the Council in relation to the conduct or outcome of the RFP process.

3. We attach the information required to be submitted with this response (as set out in the Key Information checklist in Appendix 1 – page 17), and confirm that all such information is complete and accurate.

4. We nominate the following person to communicate on our behalf in relation to the RFP process and our response.

Name of respondent:	Home Capital Partners
Name and position of contact person:	James Stewart, Chief Executive Officer
Contact person's address:	[redacted]
Contact person's telephone number:	[redacted]
Contact person's email address:	[redacted]
Signed by authorised signatory of the respondent:	[redacted]
Name and title of authorised signatory:	James Stewart, Chief Executive Officer
Date:	05.06.2025

Part B: Profile of Organisation / Company / Individual

Please respond in full to the profile details required below.

Not-for-Profit/Charitable Trust/Community Group/Church Group/Community Housing Provider/Private Entity	Not-for-Profit (Charitable Company)
Full legal name:	HOME FOUNDATION GENERAL PARTNER LIMITED
Trading name: (if different)	Home Capital Partners
Country of residence:	New Zealand
GST number: (if overseas tax number please state)	140-487-635
Legal status of respondent: (incorporated society / individual / limited liability company / trust (if other please specify)	Limited liability company
Company / NZBN registration number:	Company Number – 8893548 NZBN - 9429051593322
Directors names	Israel Faithful COOPER David George MONK Stuart Austen SHEPHERD
Physical address:	1 Kairua Road, Hornby, Christchurch 8025
Address for service (if different from above)	As above
Email Address	[redacted]
Website:	www.homecapital.co.nz
Location of head office:	1 Kairua Road, Hornby, Christchurch 8025

Purpose of organisation / business /individual and main community / housing / other objectives eg:
• Mission / Vision Statement.
• Main services, projects, activities provided in the community.
• Local, metropolitan, regional, area?
• Community outreach: people and numbers benefiting from the project/service ie:
  ○ Children/Infants/Young/Old
  ○ Maori/Pacific/Refugee/Migrant/Other
  ○ People with disabilities
  ○ People with limited incomes
  ○ Families/Whanau/Women
  ○ General community/Other
	The Home Group is a collective of organisations with a shared purpose: Through homes, flourishing communities—because a home is the foundation of a thriving life.
	
	Home Capital Partners, part of the Home Group, is an impact-focused investment fund manager dedicated to addressing New Zealand's housing crisis by collaborating with Community Housing Providers, councils, iwi, churches and other stakeholders to unlock affordable housing projects across Aotearoa New Zealand.
	
	Our mission is to address New Zealand's housing crisis by using investment funds to create affordable, secure, and healthy housing solutions. We strive to build a future where everyone has a place to call home, ensuring the well-being and prosperity of our communities and providing significant economic and social impact along the way.
	
	We form partnerships to invest in and develop mixed-tenure housing that increases available affordable housing across Aotearoa. We partner with Councils, Government, Community Housing Providers (CHPs), Impact Investors, and Philanthropic Donors to deliver both social impact and financial returns.
	
	HCP has discussed this opportunity with the Greater Hornby Residents Association (GHRA), God's Ministry Christian Church, Te Whare Awhero and Hornby MenzShed to work together to provide a shared community and OPH space. Our preference is to lead a partnership approach with these groups to deliver positive community outcomes.
	
	Along with Home Capital Partners, the Home Group encompasses :
	- Kāinga Maha—an innovative residential development management company,
	- Home Construction—a full-service construction company,
	- Te Wawata Kāinga—a property and tenancy management service, and
	- Home Foundation—a charitable trust and kaitiaki of the Home Group.

Year established:	HCP Incorporation Date: 12 Sep 2023
History: Briefly describe the history of organisation / business / individual including current operations.	For nearly 14 years, we have been addressing the housing needs of Kiwis—home by home, family by family—through innovative, collaborative solutions

	across the housing ecosystem. Together, we are building more than just homes; we are creating pathways to security, opportunity, and belonging for all New Zealanders.
Total number of paid full / part time staff in Christchurch:	35
Number of volunteers (and hours per year):	0
Total number of paid full / part –time staff in NZ:	47
Total staff worldwide:	49 (all in NZ, incl casual staff)
Number of locations in NZ:	3 (CHC, TGA & AKL)

Response to key evaluation criteria

Key Requirements - Context

1. The principle outcome of this RFP process is to identify a sustainable community based future-use for the property.

2. The preference is for a suitable respondent (not-for-profit with a charitable purpose/charitable trust/church group/community housing provider/private entity) to own and operate the building(s) subject to a ground lease from Council, or purchase the property (land and buildings) as is where is for an intended community-based use.

Please provide your responses to the key evaluation criteria previously outlined at 3.2 (page 10) and listed below as follows:

- Part C – Pass / Fail criteria.
- Parts D to H – Weighted criteria.

Part C: Pass / Fail criteria

	Criteria	Respondents Response
1	**Alignment with Council Policy and Objectives** The proposal aligns with Council Policy and Objectives – ie including future-use for community based purposes.	We are fully aligned with the Council's strategic policy framework and objectives, ensuring that it supports community wellbeing, sustainable development, and effective land use. By prioritizing accessibility, environmental sustainability, and social impact, we aim to contribute meaningfully to the long-term vision set by the Council.
2	**No cost to Council** The proposal does not require Council funding - ie no capital or operational funding from Council other than through normal community funding channels.	Our financial strategy guarantees sustainability without financial reliance on the Council, reducing budgetary pressure while maximizing community benefit.

Part D: Eligible Applicant (10%)

Question	Respondents' response
Eligible Applicant – the proposal received is from an incorporated non-profit with a charitable purpose, charitable trust, church group, community housing provider, or private entity committed to community use. **Please provide the following information.**	
State which of the following is appropriate. The proposal received is from: • An incorporated non-profit with a charitable purpose. • Charitable Trust. • Church Group. • Community Housing Provider. • Private entity committed to a community use. • Other.	• An incorporated non-profit with a charitable purpose. We believe we qualify as an eligible entity under Council criteria, operating with a charitable purpose and we are committed to fostering community engagement, ensuring transparency, and delivering services that align with Council expectations.

Part E: Concept Plan (15%)

Question	Respondents' response
Concept Plan - the proposal shows a clear vision for the site / buildings, including a high-level implementation plan. **Please provide the following information.**	
Concept Plan: plan to illustrate and outline the proposed use (or otherwise) of the building(s) and wider site to include any future use development proposals (if applicable).	Please see attached Bulk and Location – **Appendix A** for a visual reference. We have explored a number of options of how the site might best be used to serve the local community. Our current best use of the site would be a mixture of: - **retaining and refurbishing the Community Hall, with the potential to extend it for additional social services,** - **allocating circa 400m2 for MenzShed to formalise their Hornby Chapter, and** - **building circa 8 new Older Persons Housing (OPH) Villas.** The proposed scheme plan adheres to the site's zoning and planning requirements, optimising the redevelopment of the site as well as responding to the community use outlined in the RFP. You will see on the concept plan the trees we are looking to retain and those we will need to fell to optimise the use of the site. It would be nice to retain them all but the positioning of some does not make this feasible. The landscape plan will replace any trees felled. We feel our proposed use delivers on community outcomes and having talked further with MenzShed and local Church and community groups about collaborating under this approach, we have had a positive response to our proposal. Our concept plan is also straightforward for Council, enabling the transfer of land to a vehicle controlled by a charitable foundation delivering multiple community outcomes.
Site Development: confirm whether one or both buildings, and whether all or part only of the site, are / is required.	We are proposing to retain and refurbish the Hall. The potential exists to extend the hall to provide a space for Te Whare Awhero to base the social services from. All other buildings are proposed to be demolished to make way for new older persons housing. Talking with MenzShed, we are also proposing to allocate circa 400m2 of space for them to set up and run their facility as the Hornby Chapter. At this stage, their facilities may or may not follow the same timeline as the rest of the construction and remediation.
Community Use: outline the proposed users of the building(s) / site and likely frequency of use (to include the	The proposed development will serve a diverse range of users and provide both housing and flexible spaces for ongoing community use. The 8 new Older Persons Housing Villas will

respondents and any other anticipated tenants / hirers etc).	address a critical shortage of fit-for-purpose, accessible housing for over 65s in the area. Residents will also benefit from access to the remediated Community Hall, which is envisioned as a Gathering Place—a warm, welcoming environment for social connection, wellness activities, and community events. The proposed on-site MenzShed facility will operate during set open hours, for example; Monday to Wednesday from 8:30am to 12:30pm, offering opportunities for social connection, woodworking, skill-sharing, and mental wellbeing support, especially among older men. The Hall will also serve as a hub for several local groups. Local church groups have expressed interest in using the Hall for services, pastoral care, and weekly gatherings. A "Mums and Bubs" groups could also make regular use of the space during weekdays, providing a valuable support network for new parents and caregivers. Te Whare Awhero, a local social services provider, is proposed as a tenant or regular user of dedicated office or co-working space within the facility. This would allow them to deliver wraparound support services on-site, including counselling, housing navigation, and practical assistance to whānau in need. The proposal responds directly to local housing and community needs, offering housing choice for seniors and a highly functional site for multiple community stakeholders. Initial engagement with key community groups has revealed overwhelming interest and need for a development approach of this nature, with strong support for both the housing component and the shared community space.
Programme: detail how the concept plan will be implemented / staged (noting that the immediate, required, repairs to the building(s) to enable their use and occupation may take at least 6-9 months to complete).	Please see attached Programme – **Appendix B** The proposed development at 151–153 Gilberthorpes Road will be implemented in a staged manner from pre-construction to handover over approximately 24 months. Following Council approval to proceed, the design team will be appointed in August 2025. Concept and preliminary design will run through to early 2026, alongside feasibility, buildability, and financial reviews. Resource consent is expected by March 2026, with developed and detailed design, and building consent processes progressing concurrently until mid-September 2026. Procurement of contractors and tender evaluation will occur from May to July 2026, with construction commencing in late August 2026 and scheduled to continue for 12 months through to August 2027. This timeline allows for staged construction, beginning with site clearance and demolition, enabling works, repairs to the Community Hall, and then proceeding with new build elements including the MenzShed and Older Persons Housing Villas. The programme is structured to ensure activation of the Hall and associated community services while maintaining momentum toward the delivery of new housing and wider community infrastructure with minimal disruption to both uses.

Building(s) Ownership and Ground Lease • What is your timeline for handover of the building(s) as is where is? • What is your preferred length of tenure for the ground lease? • What are you expectations and ability to pay a rental for the ground lease?	<u>Timeline for handover:</u> We would like handover of the buildings as soon possible once a decision is made on the successful applicant. E.g. August 2025 as per the indicative timeline supplied. <u>Ownership:</u> Rather than proceeding with a ground lease arrangement, we propose full ownership of the site for a nominal sum of $1.00. This approach recognises that the outcomes sought—high-impact community use and delivery of Older Person Housing—will be achieved at no cost to Council, while also relieving Council of ongoing holding, maintenance, and compliance liabilities. This approach enables us to borrow in order to build the Older Persons Homes, a much more challenging prospect under a ground lease model. Our proposal ensures the site will be used entirely for community benefit: • The remediated Hall will be retained as a multi-use facility serving local groups including church groups, parenting support groups, MenzShed, and social services. • Te Whare Awhero will be supported via the premises to deliver wraparound care from the site. • New, fit-for-purpose housing will meet the urgent needs of older residents in the community, enabling safe, connected living. • Gifting or transferring the site at a nominal value unlocks these outcomes more rapidly and sustainably, while ensuring the site's long-term purpose remains perpetually rooted in public good.

Part F: Funding & Financial Viability (50%)

Question	Respondents' response
Funding & Financial Viability – the proposal provides a robust business case, demonstrating secured financial resources (at no cost to Council) for: • Pre-Planning (design, consents) • Structural repairs and site work • Demolition or subdivision (if required) • Staged development (if applicable) • Cash-Flow projections (income, expenses, operational costs) **Please provide the following information.**	

Financial Position: please provide a brief description of your current financial status to include audited financial statements for the last three years. If this is not available Council will accept a letter (from a Bank or Chartered Accountant) confirming the status of your financial performance and position.	**See Appendix C**
Funding Strategy / Funding Sources – provide evidence of your financial capability/resources to fund the following at no cost to Council: • The repair /refurbishment of the building(s)/site for occupation and use (including all consenting/construction costs) . • The ongoing operation, management, repair and development of the building(s) and site. Detail the source of funding to support this RFP proposal and concept ie: • Funding from the respondent. • Funding from other external sources.	HCP confirms that it has the financial capability and committed resources necessary to fund the development and ongoing maintenance of the suggested OPH at no additional net cost to Council. HCP will take responsibility for: • The development of the OPH dwellings and surrounding site, including all design, consenting, and construction costs required to bring the facility up to standard for occupation. • The ongoing management and repair of the OPH dwellings and associated common areas, ensuring the site remains operational, safe, and fit for purpose for the long term. • The initial refurbishment and extension of the Church Hall Individual community groups (tenants or partners) will be responsible for: • Church Hall – the maintenance of their own occupied areas, as per any agreed licence-to-occupy or tenancy terms. • Contributing to the sustainability and stewardship of the site through active engagement and coordination with HCP.
Revenue: anticipated / likely income (ie rental) from other users (tenants / hirers) of the building(s) / site.	We anticipate that once complete the weekly revenue generated per OPH is as follows: • 1-bed OPH $500pw (in real terms) • 2-bed OPH $550pw (in real terms) Assuming an occupancy rate of 51/52 weeks p.a, likely total revenue achieved by the OPH $227,436. The CCC website states that small community halls are leased out for $16ph. Assuming that the community hall could be leased out for 12 hours per week[1] this would result in possible weekly income of $192 ($9,984 per year). It has been assumed that this revenue will be enough for the community hall to cover its operational costs. Combined Y1 total revenue therefore could be $237,420.

Cashflows: provide the following 5 Year Income and Expenditure (cashflow) budgets - to show: **1.Operating budget cashflow** (revenue and expenses): while the immediate repair / restoration upgrade work to the building(s) and site is underway (ie 6-9 months). **2.Capital budget cashflow** (expenditure): for the repair / restoration / upgrade works to the building(s) and site. **3.Operating budget cashflow** (revenue and expenses): after the repair/ restoration / upgrade works have been completed ie to include operating / maintenance costs etc.	Cashflows: **1.** Capital expenditure is over two years. A high-level cashflow is attached as **Appendix D** **2.** The Operating Budget Cashflow is shown in **Appendix E**

[1] Similar to the Ascott Community Centre *https://www.ccc.govt.nz/assets/Documents/Consultation/2020/09-September/Expression-of-Interest-Ascot-Community-Centre-Draft-4.pdf*

Part G: Capability & Experience (10%)

Question	Respondents' response
Capability & Experience – the proposal demonstrates an ability to manage, deliver, and operate the proposed community initiative. **Please provide the following information.**	

Experience: provide details of your past experience of managing and delivering similar projects requiring significant upgrade and repair construction works. *(Provide two nominated referees whom the Council can contact – email address and phone number)*	Our team brings extensive expertise in construction, project management, governance, and service delivery, ensuring we have the necessary capability to manage, implement, and sustain the initiative. Past successful projects provide evidence of our ability to achieve our stated goals. **Complex Remediation:** **Project: Jackson Street, Petone, Wellington.** Client: Kainga Ora A complex remediation of four 12-home apartment blocks (48 homes total) that required de-canting tenants, extensive ACM removal, structural strengthening and remediating apartments back up to Modern Healthy Homes Standards. **Christchurch EQC Programme –** Our team has delivered over 4,000 successful repairs and remediation projects, demonstrating our capability in managing complex works with efficiency and care. Having been a preferred contractor for EQC and IAG—the country's largest foreign general insurer—we have built a strong reputation for quality, reliability, and responsiveness. Whether addressing weather-tightness issues, structural repairs, or general reinstatement, we bring a solutions-focused approach that prioritises safety, clear communication, and minimal disruption for homeowners and tenants alike. Referee 1: (Jackson Street – Home Construction) [redacted] ETC – Jackson Street [redacted] Referee 2: Shane Austin (KO) [redacted]

New Community-focused housing:

The Residences at Karamu, Broomfield

The Residences at Karamū is an 84-home mixed-tenure development in Broomfield delivered by Home Foundation, Kāinga Maha and Home Construction. Designed to 6&7 Homestar standards across five typologies, the homes offer quality, affordable living for first-home buyers and community housing tenants alike. A third are owned by Home Foundation and leased to the Christchurch Methodist Mission and Emerge Aotearoa. Delivered during the pandemic through strong partnerships with central and local government, Ngāi Tahu Property, and others, the project fosters connection through regular placemaking events. These include BBQs, seasonal celebrations, and support packs—building a cohesive, inclusive community across tenure types.

This project ran on time and on budget, even through the pandemic and lockdowns. A great display of team-work from consultant and construction teams.

Awards:
- 2023 Property Council Awards： Best in Class - Community and Affordable Housing
- 2023 ahi: Brighter Future Awards NZ: Leading Housing Development Project

	<u>Te Pakau Maru, New Brighton</u> Te Pākau Maru is a 63-home mixed-tenure development that has delivered housing options for the local community. We have affordable rentals (80% market rate), Progressive Home Ownership for Pasifika (MPP x Home Foundation collaboration), plus market rent and sale opportunities. Another collaboration between Kāinga Maha, Home Capital Partners, Te Wawata Kainga and Home Foundation. The project reflects local housing needs and is grounded in place-based design with strong urban principles. Its beachside aesthetic enhances the streetscape and breathes new life and hope. Community partnerships have included sponsoring the I Love Brighton festival, improving local amenities, and addressing food poverty through local food bank upgrades. We are intentionally creating a diverse, connected, and supportive neighbourhood. -Stage 1 is complete – on time and on budget. -Stage 2 is on track to complete by 10th June-on time and on budget. -Stage 3 is due Dec-2025. Currently tracking on time and on budget. **Referee 1: Rachael Shiels – Christchurch NZ** [redacted] Referee 2: Amanda Healy [redacted]

Community Facilities: outline your experience and track record regarding the development and operation of successful community based facilities (for ownership or rental). *(Provide two nominated referees whom the Council can contact – email address and phone number)*	 **Kia koa te Whenua** Needing a new home for the Home group entities—Kia ko ate Whenua was intentionally designed and built to support our team and the work we do, as well as value aligned organisation and groups. This modern, functional space also is tenanted to Etu Tanagata, as well as being available for private hire to community focused organisations. **New Brighton War Memorial & Community Centre** Home Construction was a preferred contractor under the Christchurch City Council Commercial and Social Housing Repairs Programme, we undertook betterment, repair and strengthening work to the local community centre. The centre is a multi-use facility available for community activities and private social functions.

Management: indicate how the building(s) / site will be managed ie management structure, staff numbers by position / role.	The site will be owned and overseen by Home Capital Partners (or a subsequent Limited Partnership entity), who will retain overall responsibility for the governance and strategic direction of the development. Te Wawata Kāinga will be appointed as the Property and Tenancy Manager, responsible for day-to-day operations of both the Older Person Housing (OPH) villas and the Community Hall. Their responsibilities will include tenancy management, property maintenance, bookings, and coordination of community activities. The Community Hall will operate under a "head lease" model. A primary tenant—such as a local church or established community organisation—will take on the head lease and be responsible for managing the use of the space. This includes subleasing or making space available to a range of local groups, including Mums and Bubs groups, church gatherings, and community events. The MenzShed will lease their dedicated space directly from the head lessee, with clear terms for use and access. This structure ensures a cohesive, community-driven management approach with clear lines of responsibility and accountability, while allowing flexibility for local groups to access and benefit from the facilities.

Capability: who are the key personnel that will be managing the repair, operation and use of the buildings – detail their experience and credentials.	**James Stewart – Home Capital Partners** CEO (Project Owner) *James Stewart leverages over 20 years of experience in infrastructure finance, financial services, and impact investment to unlock housing investment across New Zealand. He has significant governance and management experience, having served on multiple boards and provided project finance and commercial strategy advice through Gemelli Consulting, where he was a director for 14 years. James is currently a board member at Money Sweet spot, a social enterprise helping New Zealanders get out of debt and Christian Savings, New Zealand's only dedicated lender to churches and Christian Charities.* **Annie Wilson – Kainga Maha** CEO (Project Oversight) *Qualifications: MBA, Dip Housing, Bach Law* *Background: Annie is a highly motivated, results-orientated, and purpose-driven housing development professional with over 18 years' experience in the construction and development sector with a specialism in affordable housing and estate regeneration. She has an exceptional track record and wide range of experience across the UK and Aotearoa in building strong public-private strategic partnerships, leading multi-disciplinary teams and managing complex greenfield and brownfield projects that deliver tangible social outcomes. She has a well-rounded perspective in affordable housing models honed by managing mixed-use and residential-led development projects from design to practical completion of varying sizes and complexities and how to provide innovative solutions and a collaborative approach.* *Experience: Te Pakāu Maru - Development Manager. $23 Million. 63 sustainable Homestar 7 homes resilient to climate change and sea level rise.* *National Board Member, UDINZ and Canterbury Chapter Chair- championing exemplar urban development outcomes across New Zealand* *Gilston Park Estate, East Herts (England)- Affordable Housing and Viability lead for not-for-profit developer Places for People (10,000 home greenfield site)* *Head of Acquisitions, Sage Housing Ltd, London- led the acquisition and development of Blackstone's affordable housing investment arm, securing a 1,300 pipeline of new homes* *London Dock, Wapping -affordable housing development and viability consultant on large*

	brownfield regeneration project (3,000 homes) **Paula Koller – Kainga Maha** Development Manager (Project Lead) GradDipSci (Psychology), Univ. of Canterbury, 2024 PRINCE2 Registered Practitioner, 2005 CPPM, Australian Institute of Project Management BSc (Environmental Management), Univ. of Auckland, 1998 BA (Political Science), Univ. of Canterbury, 1996 *A well-respected development and project manager with over 20 years' experience, including more than eight years in the United Kingdom, Paula has a proven track record of successfully delivering significant new build and refurbishment construction projects. Known for effective communication and a collaborative, team-oriented approach, she thrives on working with others to deliver complex and meaningful developments. In 2023, driven by a deep interest in people and what motivates them, she took a year out to study Psychology full-time at the University of Canterbury.* *• Successfully delivered residential superlots on-time and on-budget in One Central for Fletcher Living, helping to transform inner city Christchurch.* *• Working alongside commercial developers to transform Wynard Quarter on the Auckland Waterfront.* *• DM leading close-out of Stage 1, Stage 2 and Stage 3 of Te Pakau Maru. Successfully leading this project on-time and on-budget.* *• DM for TBIG working on a programme of seismic strengthening and upgrade works for the New Zealand Fire Service; and a programme of school refurbishments entailing weathertightness, remediation and demolition works (including extensive asbestos removal) on New Plymouth Boys' High School and New Plymouth Girls' High School;* **David Brown – Home Construction** Operations Manager (Construction Lead) Advanced trade certificate Licensed Building Practitioner (LBP) Site National Certificate in H&S *David Brown is an experienced Operations Manager with over 25 years in the construction industry, holding an Advanced Trade Certificate, LBP licence, and a National Certificate in Health & Safety. He has successfully delivered large-scale residential, social housing, and remediation projects across New Zealand.*

	Notable roles include leading the delivery of a $350M earthquake repair programme covering over 850 homes, managing a $20M EQ hard surface recovery project, and acting as Chief Delivery Lead for complex new build and remediation projects in Christchurch, Auckland, and Wellington. David brings a depth of operational leadership and on-the-ground delivery expertise. **Wider Team** *CVs available on request* **Michael Vermeulen – Home Construction** Project Manager **Gordon McFarland – Home Construction** Site Manager **Matthew Mark – Te Wawata Kainga** CEO (Tenancy Lead) **Lizel Jeptha – Te Wawata Kainga** Tenancy Manager **Anna McPherson – Home Foundation** Community Lead

Health & Safety Approach: Please describe your approach to health and safety, including details of the following: Training (past and ongoing) provided to key personnel; any improvement, prohibition or infringement notices, fines and / or prosecutions received in the last 5 years; Any serious harm accidents in the last 5 years. Please attach a copy of your current Health and Safety Policy (if available). Should your proposal be successful outline your approach to health and safety (risks and hazards) related to the building upgrade works, subsequent operation of the building(s) / site and obligations to your tenants (if any) and the public, and actions to eliminate or mitigate them.	Health and Safety is our number one priority. Workers should expect to come to work and go home safely at night. As part of our onboarding programme, all new employees are required to undertake a thorough Health and Safety induction which details relevant processes and what is expected of each employee depending on their role. Employees with Health and Safety responsibilities receive both inhouse and external training specific to their role. A Training Register is kept with refresher and new training booked as required. Home Construction employee a Health and Safety Lead. Their role includes the following: • Prepare new and review and update H&S documents as required • Carry out regular H&S inspections of construction sites • Health and Safety training for Home employees • Assist Build Partners (subcontractors) with their Health and Safety documentation and processes • Ensure Home Construction meets the required standards for IMPAQ and Sitewise prequal - **See Appendix F** All Build Partners employed by Home Construction are expected to have the Sitewise Health and Safety prequalification. Prior to commencing work on site their H&S paperwork is reviewed by the H&S Lead and updated if required. Serious Harm Incident - October 2024, A carpenter cut 2 fingers and a thumb with a skill saw. Following surgery, the employee made a full recovery. The cause of the incident was complacency. June 2024 we received an Infringement Notice from Auckland Council for sediment discharge at the entrance to one of our sites. **See Appendix G** – H&S Gold Certificate **See Appendix H** – H&S Policy

Part H: Community Impact (15%)

Question	Respondents response
Community Impact: the proposal demonstrates the extent of community benefit and outreach. Please provide the following information.	
Community Outreach: provide a brief summary of the benefits generated by the proposed building(s) / site use - the community outreach services and activities to be provided, likely groups / users of the building and general community use.	**Community Hall – Retained and Remediated** The refurbished Community Hall will serve as a central gathering space for a variety of outreach services, programmes, and community events. Anticipated uses include: • Weekly playgroups and parenting support workshops • Health and wellbeing clinics (e.g. hearing checks, flu vaccinations, mobile GP visits) • Community meals, social gatherings, and seasonal events • Arts, crafts, and hobby groups • Life skills and budgeting courses The Hall will be available for booking by local schools, churches, not-for-profits, and residents, supporting a wide range of social, educational, and cultural activities. **MenzShed Facility – New Build** A dedicated building for a local MenzShed chapter will provide opportunities for older men (and others in the community) to gather, work on projects, learn skills, and combat social isolation. The facility will support: • Hands-on woodworking and repair workshops • Intergenerational mentoring programmes • Community service projects (e.g. fixing school furniture, building planter boxes) • Informal peer support and social connection This initiative has proven mental health, wellbeing, and community-building benefits in other parts of the country. **Older Person Housing Villas** The construction of eight single-level, accessible villas will provide much-needed housing for older residents seeking secure, community-oriented living. The villas will be: • Priced to support ageing in place • Designed to foster informal neighbourhood support • Adjacent to the Hall and MenzShed facilities, encouraging continued social participation This element supports both housing needs and the broader wellbeing of the ageing population in Hei Hei and surrounds.
Public Good: how does your proposal ensure that the 'public good' elements of the premises are maintained?	**1. Multi-Use Site Design for Community Benefit** By retaining the Community Hall, introducing a purpose-built MenzShed facility, and developing Older Person Housing, the site will remain a focal point for social connection, wellbeing, and practical support for the local Hei Hei community. Each element

	of the site will contribute directly to the public good: • Once refurbished, the Community Hall will continue to operate as a shared space for a wide range of public events and services. • The MenzShed will foster social cohesion, hands-on skill development, and intergenerational connection. • The Older Person Housing will provide secure, affordable, and socially connected living options, alleviating housing stress for older residents. **2. Community-Led Governance and Access** We intend to establish a governance model that includes community representation and oversight to ensure the facilities are operated transparently and in alignment with the needs of local residents. This may involve forming or partnering with a local trust, church group, or non-profit body with a strong track record in community service. The Community Hall will be available for booking or membership use by local groups, schools, churches, and residents. **3. Ongoing Access, Affordability, and Inclusion** We are committed to maintaining inclusive access. Programmes and activities run from the site will prioritise affordability and outreach to vulnerable or marginalised groups (e.g. older people, young families, men at risk of social isolation, and those with limited mobility or resources). The Older Person Housing units will be intentionally designed for affordability and accessibility, with a preference given to tenants with strong ties to the local community. **4. Sustainable Operation Without Cost to Council** Our proposal is self-sustaining, with no ongoing operational cost to Council. Maintenance, utilities, and site upgrades will be managed by the operating entity to ensure high-quality community facilities are preserved into the future.
References: you may wish to provide letters of support illustrating the value of your proposed use / service to the community.	HCP is deeply committed to revitalising the Gilberthorpes site as a thriving, inclusive community hub that brings together a range of groups, services, and opportunities on one site, while celebrating local identity and supporting community-led development. Our proposed use of the site is grounded in partnership, accessibility, and shared benefit. By working collaboratively with the Greater Hornby Residents Association (GHRA), God's Ministry Christian Church, Te Whare Awhero and Hornby MenzShed, we will activate the space with services that reflect the diverse needs of the community and build social cohesion.

	From our discussions, we understand that a number of the community groups listed above have also expressed interest directly with the Council on partnering with HCP to develop this site as described in this RFP
Sustainability- with regard to your proposed use outline any operational plans for: Energy Efficiency Management, Solid Waste Reduction, Water Use reduction, other ways to mitigate any environmental impact.	Our vision for the redevelopment of 151/153 Gilberthorpes Road is grounded in environmental stewardship and long-term operational sustainability. To achieve this, our design and construction will be informed by Passive House principles and aim for a minimum 6 Homestar rating, ensuring the site delivers healthy, low-impact, and future-proofed buildings. **1. Energy Efficiency** Passive Design Principles will be prioritised, particularly for the new Older Person Housing Villas: • High-performance thermal envelope: Airtight, well-insulated building fabric to eliminate heat loss and reduce the need for active heating (and cooling). Resulting in a low operational cost. • Low E & Argon filled double-glazing and thermal bridge-free detailing: Enhancing comfort and energy performance. • Mechanical ventilation with heat recovery (MVHR): Providing fresh, filtered air and excellent indoor air quality while minimising energy use. • Optimised orientation and solar gain: Villas and facilities have been oriented to maximise winter solar gain and reduce summer overheating. • Explore renewable energy integration: Solar PV systems will be explored to offset operational energy use. • Targeting Homestar 6 or above for new builds, which ensures verified performance in energy efficiency, ventilation, and operational cost reduction. **2. Water Use Reduction** • Efficient fixtures: All buildings will use low-flow taps, dual-flush toilets, and water-efficient appliances. • Explore Rainwater harvesting: Tanks could be installed to supply water for irrigation, and potentially toilet flushing. • Drought-tolerant native landscaping: Aligned with Homestar's sustainable landscape practices to reduce potable water use and support local biodiversity. **3. Solid Waste Reduction** • Construction Phase: Home Construction will follow Homestar construction waste minimisation practices, including the sorting and recycling of waste streams to reduce landfill contributions by over 70%. • Operational Phase: On-site waste sorting stations will support landfill diversion, with separate streams for recycling, compost, and general waste. • MenzShed Upcycling: The MenzShed will champion material reuse through repair and repurposing, aligning

	with circular economy principles. **4. Indoor Environmental Quality** • The v5 Homestar approach ensures high indoor air quality, thermal comfort, and moisture control, which is especially important for older residents and vulnerable groups. • Low-VOC paints, finishes, and non-toxic materials will be specified throughout. **5. Sitewide Environmental Impact Mitigation** • Stormwater management: We will explore reducing runoff and pressure on local infrastructure. • Active transport encouragement: Secure bike/mobility scooter parking, accessible footpaths, and future provision for EV charging. • Ecological enhancement: Landscape design will include native planting and edible community gardens where possible.

Appendix 4 – Financial declarations

Note: This form must accompany each submitted Response.

Response for:	151/153 Gilberthorpes Road, Hei Hei
RFP Number:	31350688

Statement of Solvency

Provide a 'Statement of Solvency' for the parent company, signed by a certified accountant. The Statement of Solvency must establish the solvency of the Respondent at a time 30 days or less from the date of the Response.

Director's declaration

I **CERTIFY** that Home Capital Partners is solvent.

Director's signature:

[redacted]

Full name: David Monk

Date: 30/05/2025

Any other declarations?

Appendix 5 - Statement of departures

Note: This form must accompany each submitted Response.

Response for:	151/153 Gilberthorpes Road, Hei Hei
RFP Number:	31350688

Prospective Supplier's acknowledgment

Please tick the applicable statement(s) below:

☑ There are no departures from the requirements of the RFP Documents.

Or

☐ There are departures from the requirements of the RFP Documents.
☐ There are changes proposed to the Council's Agreement
☐ The Proposal is based on certain assumptions.

Please list below all departures from the standard requirements of the RFP and list all assumptions on which your Proposal is based.

Please list any changes you request to the Council's Agreement. Under no circumstances will further changes to the contract terms be considered which are not listed below.

Departures from the requirements of the RFP documents are described in the attached table.

Description of the Departure	RFP Document reference	Proposal reference

The assumptions on which the Proposal is based are described in the attached table.

Assumptions	Proposal reference

The proposed changes to the Council's Agreement are described in the attached table.

Contract Clause Reference	Change proposed	Reason for requesting proposed change

Signed by authorised signatory of the respondent:	[redacted]
Name and title of authorised signatory:	James Stewart
Date:	05.06.2025

Appendix 6 – Conflict of interest declaration

Note: This form must accompany each submitted Response.

Response for:	151/153 Gilberthorpes Road, Hei Hei
RFP Number:	31350688

Conflict of interest definition:

A conflict of interest is a situation in which a Respondent could gain (or be seen to gain) an unfair advantage through an association with an individual or organisation. Associations include financial, personal, professional, family-related or community-related relationships.

- An actual conflict of interest is where there already is a conflict.
- A potential conflict of interest is where the conflict is about to happen or could happen.
- A perceived conflict of interest is where other people might reasonably think there is a conflict.

Questionnaire:

Question	Response (Select one answer for each question. Select "potentially" if others could perceive that a conflict exists.)
Does any person in the Respondent organisation have a close friend or relative who they are aware is (or could be) involved in any evaluation or decision-making relating to this RFP process?	~~Yes~~ / **No** / ~~Potentially~~ (circle one)
Has any person in the Respondent organisation recently offered any special discounts, gifts, trips, hospitality, rewards or favours to any person they are aware is (or could be) involved in any evaluation or decision-making relating to this RFP process? (e.g. free travel, free samples for personal use)	~~Yes~~ / **No** / ~~Potentially~~ (circle one)
Is the Respondent aware of any person involved in any evaluation or decision-making relating to this RFP process having a financial interest in the Respondent organisation? (e.g. the person is an employee of, or a shareholder in, the Respondent organisation)	~~Yes~~ / **No** / ~~Potentially~~ (circle one)
Is the Respondent aware of anything that might give the appearance that any person involved in the evaluation stage or decision-making stage of this RFP process is biased towards or against the Respondent organisation? (e.g. the person has used the Respondent organisation's corporate box)	~~Yes~~ / **No** / ~~Potentially~~ (circle one)
Is the Respondent aware of any other arrangement it currently has, or clients it currently provides works	~~Yes~~ / **No** / ~~Potentially~~ (circle one)

to, that may give rise to a conflict with the RFP?	
Is there anything else that the Council should know?	~~Yes~~ / **No** / ~~Potentially~~ (circle one)

If the Respondent answered "yes" or "potentially" to any of the questions above, please set out the details of the situation below.

Declaration	Yes (tick)	No (tick)
I am authorised to provide this information and sign this form.	☑	☐
The information provided in this form is true and correct.	☑	☐
I understand that if the information I have provided is not true and correct, the Council may terminate any future contract (if the Council has reasonably relied on the accuracy of information provided in this questionnaire), at any time and with immediate effect by written notice.	☑	☐

Signed by authorised signatory of the respondent:	[redacted]
Name and title of authorised signatory:	James Stewart, General Manager
Date:	05.06.2025

Appendix 7 – Non Collusive Practices Declaration

Note: This form must accompany each submitted Response.

Response for:	151/153 Gilberthorpes Road, Hei Hei
RFP Number:	31350688

This Declaration requires the Respondent to confirm that:

- Its Response is a bona fide Response, intended to be competitive;
- The price submitted in the Response has not been fixed or adjusted under or in accordance with any agreement or arrangement with any other person; and
- The Registrant has not engaged in any communications or discussions with other potential Registrants with the intention to:
    - set the price of goods or services or interfere with how the price of goods or services is set; and
    - substantially lessen competition in a market.

QUESTIONNAIRE:

Note: Each organisation involved in a joint Response must submit a separate questionnaire and declaration.

Question	Response Select one answer for each question
Has any person in the Respondent organisation been involved in any discussions with other potential Respondents in relation to this RFP?	**Yes** / ~~No~~ *(circle one)*
Has any person in the Respondent organisation communicated to a person other than the Council, the amount or approximate amount, in confidence, of the approximate amount of the Response was essential to obtain professional advice required for the preparation of the Response?	~~Yes~~ / **No** *(circle one)*
Has any person in the Respondent's organisation entered into any agreement with any other person that he/she will refrain from submitting a Response?	~~Yes~~ / **No** *(circle one)*
Has any person in the Respondent's organisation offered to pay, give or agree to give any sum of money or valuable consideration directly or indirectly to any person for doing, having done, causing or having caused to be done, in relation to any other Request any act of the sort described above.	~~Yes~~ / **No** *(circle one)*

If the Registrant answered "yes" to any of the questions above, please set out the details of the situation below.

HCP has discussed this opportunity with the Greater Hornby Residents Association (GHRA), God's Ministry Christian Church, Te Whare Awhero and Hornby MenzShed to work together to provide a shared community and OPH space.

From our discussions, we understand that a number of the community groups listed above have also expressed interest directly with the Council on partnering with HCP to develop this site as described in this RFP and may also submit separate individual responses in relation to this site.

Declaration	Yes	No
I am authorised to provide this information and sign this form.	✓	☐
The information provided in this form is true and correct.	✓	☐
I understand that if the information I have provided is not true and correct, the Council may terminate any future contract (if the Council has reasonably relied on the accuracy of information provided in this questionnaire), at any time and with immediate effect by written notice.	✓	☐

Signed by authorised signatory of the respondent:	[redacted]
Name and title of authorised signatory:	[redacted]
Date:	05.06.2025

Appendix 8 – Health and Safety Pre-Qualification and Declaration

Note: This form must accompany each submitted Response.

Response for:	151/153 Gilberthorpes Road, Hei Hei
RFP Number:	31350688

IT IS CERTIFIED THAT Home Capital Partners (Prospective Supplier) will comply with the following Health, Safety and Environmental matters in performance of this Agreement.

1. The Prospective Supplier must comply where appropriate with all of the following:
   - (a) Government statutes - i.e. Acts and Regulations;
   - (b) Council By-laws;
   - (c) Approved Codes of Practice;
   - (d) Ministry of Business, Innovation and Employment Regulator and/or WorkSafe Guidelines;
   - (e) AS/NZS Standards (or international standards where AS/NZS are not adequate or applicable);
   - (f) Manufacturer's specifications of equipment used;
   - (g) Conditions of the Agreement.

2. The matters set out below provide a form of check list for the content of the health and safety plan. Note that the level of detail provided should be in proportion to the level of risk identified:
   - (a) ACC WSMP, ACC WSD or AS/NZS 4801:2001 (Occupational Health and Safety Management Scheme) (or equivalent), OHSAS 18001, ISO 14001:2004, ECO Warranty; 2008, Enviromark, Envirostep (or equivalent);
   - (b) A formal site specific induction process;
   - (c) Task analysis/methodologies for all risks identified in the Prospective Supplier's Proposal;
   - (d) Accident/incident investigation procedures/statistics/example templates;
   - (e) Risk Register and control measures;
   - (f) Training records for staff and supervisory roles as stipulated in Specifications including any additional training the Prospective Supplier deems applicable;
   - (g) Emergency procedures;
   - (h) Safety equipment applicable to the Agreement with certifications relevant to AS/NZ Standards;
   - (i) Specific job instructions, procedures, work permits applicable to the Agreement;
   - (j) Suitable return to work/rehabilitation programme to ensure the management of all injury types; and
   - (k) An accepted site specific safety plan and environmental management plan.

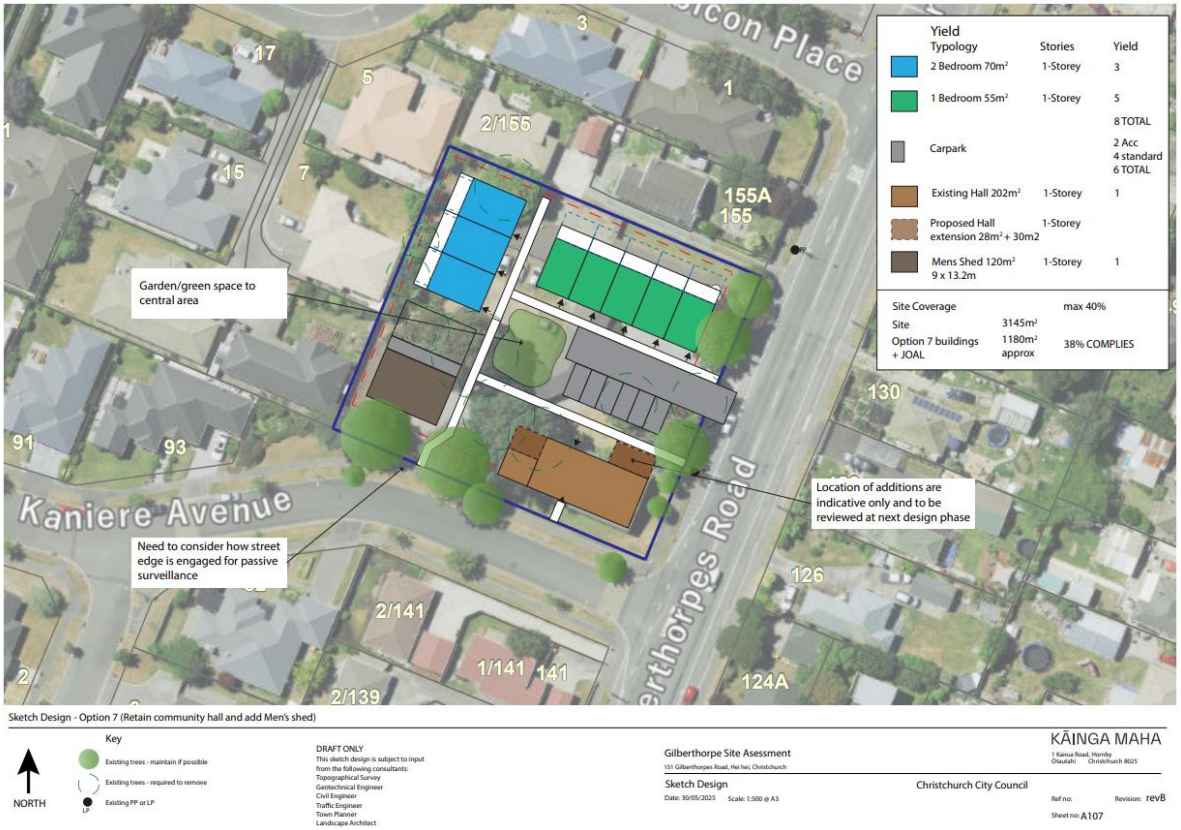
Declaration	Yes	No
I am authorised to provide this information and sign this form.	✓	☐
The information provided in this form is true and correct.	✓	☐
I understand that if the information I have provided is not true and correct, the Council may terminate any future Agreement (if the Council has reasonably relied on the accuracy of information provided in this questionnaire), at any time and with immediate effect by written notice.	✓	☐
I agree to abide by the requirements of the Health and Safety at Work Act 2015 and amendments, including those specifically outlined above.	✓	☐

Signed by authorised signatory of the respondent:	[redacted]
Name and title of authorised signatory:	Scott Philip
Date:	28/05/25

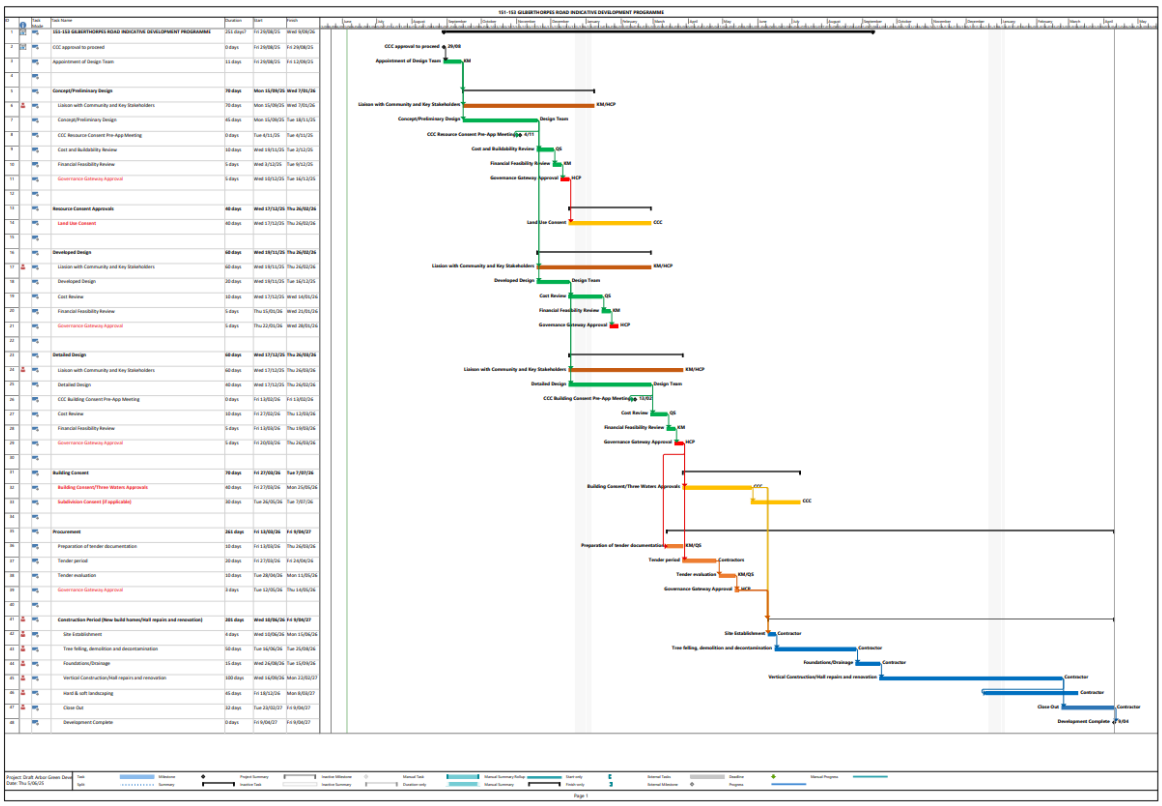
RFP Appendices and supporting information

- **Appendix A – Bulk & Location**
- **Appendix B – Programme** (also attached as a separate document)
- **Appendix C – Statement of Solvency**
- **Appendix D – Capital Expenditure**
- **Appendix E – Operating Budget**
- **Appendix F – H&S Sitewise Certificate**
- **Appendix G – H&S Gold Certificate**
- **Appendix H – H&S Policy Statement**

Appendix A – Bulk & Location



Appendix B - Programme



Appendix C – Financial Position – Statement of Solvency

Winstone France Ltd
Chartered Accountants

38 Birmingham Drive
PO Box 37077
Halswell
Christchurch 8245

Phone: 03 339 8660
Fax: 03 339 8656

28 May 2025

Home Foundation General Partner Limited
1 Kairua Road
Hornby
Christchurch 8025

Christchurch City Council
53 Hereford Street,
Christchurch Central City
Christchurch 8013

Dear Sir/Madam,

Re: Status of Financial Performance and Position – Home Foundation General Partner Limited trading as Home Capital Partners

We act as Chartered Accountants for Home Foundation General Partner Limited, trading as Home Capital Partners ("the Company").

We confirm that, based on our review of the Company's financial position as at 31 March 2025, the balances were as follows:

- **FY2025 Trading Income:** $599,609
- **FY2025 Profit:** $172,112
- **Total Assets:** $655,617
- **Total Liabilities:** $617,787 (Note: Includes Shareholder Current Account of $128,294)
- **Equity Position:** $37,830

After having duly considered and reviewed all relevant financial information and, to the best of our knowledge and belief, we confirm that as at 31 March 2025, Home Foundation General Partner Limited was solvent, in that it was able to pay its debts as they became due in the normal course of business.

This letter is provided for the purpose of confirming the solvency status and the financial position of the Company as at 31 March 2025, at the request of the Christchurch City Council. An initial review of the accounts as of today suggests that there is profit in the FY2026 increasing the equity position.

Should you require any further information, please do not hesitate to contact us.

Regards

[redacted]

Dan Larsen
Director

WINSTONE FRANCE LIMITED

Appendix D – Capital Expenditure During Development

Development cashflow										
Equity	**May-25**	**Jun-25**	**Jul-25**	**Aug-25**	**Sept-25**	**Oct-25**	**Nov-25**	**Dec-25**	**Jan-26**	**Feb-26**
Opening balance	$1,244,643	$1,209,156	$1,172,419	$1,164,885	$1,122,114	$1,074,479	$981,886	$882,193	$775,494	$694,943
Drawdown	-$35,486	-$36,738	-$7,533	-$42,771	-$47,635	-$92,593	-$99,693	-$106,699	-$80,551	-$83,747
Residual sales revenue	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Closing balance	$1,209,156	$1,172,419	$1,164,885	$1,122,114	$1,074,479	$981,886	$882,193	$775,494	$694,943	$611,196
Primary lender										
Opening balance	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Drawdown	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Drawdown (2nd lender interest)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sales revenue (repayments)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Add interest	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Closing balance	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Development cashflow										
Equity	**Mar-26**	**Apr-26**	**May-26**	**Jun-26**	**Jul-26**	**Aug-26**	**Sept-26**	**Oct-26**	**Nov-26**	**Dec-26**
Opening balance	$611,196	$210,743	$0	$0	$0	$0	$0	$0	$0	$0
Drawdown	-$400,453	-$210,743	$0	$0	$0	$0	$0	$0	$0	$0
Residual sales revenue	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,499,826
Closing balance	$210,743	$0	$0	$0	$0	$0	$0	$0	$0	$1,499,826
Primary lender										
Opening balance	$0	$0	$187,479	$608,123	$812,435	$1,203,152	$1,785,306	$2,365,578	$2,749,737	$2,941,218
Drawdown	$0	$186,515	$417,518	$200,136	$384,533	$572,977	$568,114	$370,025	$176,363	$87,156
Drawdown (2nd lender interest)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sales revenue (repayments)	$0	$0	$0	$0	$0	$0	$0	$0	$0	-$3,028,375
Add interest	$0	$964	$3,126	$4,176	$6,184	$9,177	$12,159	$14,134	$15,118	$0
Closing balance	$0	$187,479	$608,123	$812,435	$1,203,152	$1,785,306	$2,365,578	$2,749,737	$2,941,218	$0

Appendix E – Operating Budget Cashflow

Profit and Loss	Year 1	Year 2	Year 3	Year 4	Year 5
Community Hall income	9,984	10,483	11,007	11,558	12,136
Rental income	227,436	238,807	250,748	263,285	276,449
Total revenue	**237,420**	**249,290**	**261,755**	**274,843**	**288,585**
Expenses					
Rates	31,621	34,151	36,883	39,834	43,020
Insurance	26,068	28,153	30,406	32,838	35,465
Maintenance	1,534	3,221	5,072	7,101	9,321
Total expenses	**59,223**	**65,525**	**72,361**	**79,773**	**87,806**
Net Operating Income	**178,197**	**183,766**	**189,394**	**195,070**	**200,779**
Less debt service	-121,429	-121,429	-121,429	-121,429	-121,429
Less GP Fee	-33,026	-34,908	-36,898	-39,001	-41,224
Less TM fee	-23,742	-24,929	-26,176	-27,484	-28,858
Surplus/deficit	**-**	**2,499**	**4,891**	**7,155**	**9,267**

Debt service					
Primary lender					
Interest rate	4.9%	4.9%	4.9%	4.9%	4.9%
Opening balance	2,478,151	2,478,151	2,478,151	2,478,151	2,478,151
Add interest	121,429	121,429	121,429	121,429	121,429
Less interest	-121,429	-121,429	-121,429	-121,429	-121,429
Closing balance	**2,478,151**	**2,478,151**	**2,478,151**	**2,478,151**	**2,478,151**

Appendix F – H&S: Sitewise

Appendix G – H&S Gold Certificate

Appendix H: H&S Policy Statement

home.

Health & Safety Policy Statement

KEEPING EVERYONE SAFE

Home recognises the need for all workers, including our build partners, to be actively involved in the concept of identifying and managing risk under the Health & Safety at Work Act 2015.

Home will make every reasonable effort in areas of accident prevention, training and the promotion of health & safety and wellbeing of all staff. We regard employee participation as fundamental to the success of health & safety management.

This policy will be achieved by:

- Providing a safe place/s of work, safe tools, equipment, and proper materials
- Complying fully with the Health and Safety at Work Act 2015, codes, standards, and best practice guidelines
- Providing information, training and supervision for all workers, visitors and build partners, and encourage active participation in health & safety
- Clearly defining PCBU, officer and worker responsibilities by measuring performance against objectives, KPI's and job descriptions
- Safeguarding workers, visitors and build partners from unnecessary hazards; and where such hazards cannot be eliminated; that the risk of likelihood is safely managed and controlled
- Promote teamwork and commitment to personal safety
- Timely and accurate reporting and investigation of injury and incidents
- Develop procedures for dealing with emergencies that may arise
- Should a worker be injured, Home is committed to their early and safe return to work through our return to work policy and rehabilitation programme
- Being committed to continuously improving workplace health & safety to create a healthier and safer work environment

SIGNED

[redacted]

Date: January 2024

Israel Cooper Managing Director Home Construction

5 June, 2025

Mr. Barry Woodland
Property Consultant
Property Consultancy Team
Facilities and Property
Corporate Services

Philipino Church-GMCC
Making their Proposal for the Hall (old Church), lounge and toilet block
and adjoining land to the left of the Hall and down to the southern boundary.

Hello Barry

Please find enclosed the necessary papers which accompany the Philipino Church proposal regarding 151 Gilberthorpes Road, particularly the Hall, lounge and toilet facilities, including the land to the right of the buildings and to the southern boundary.

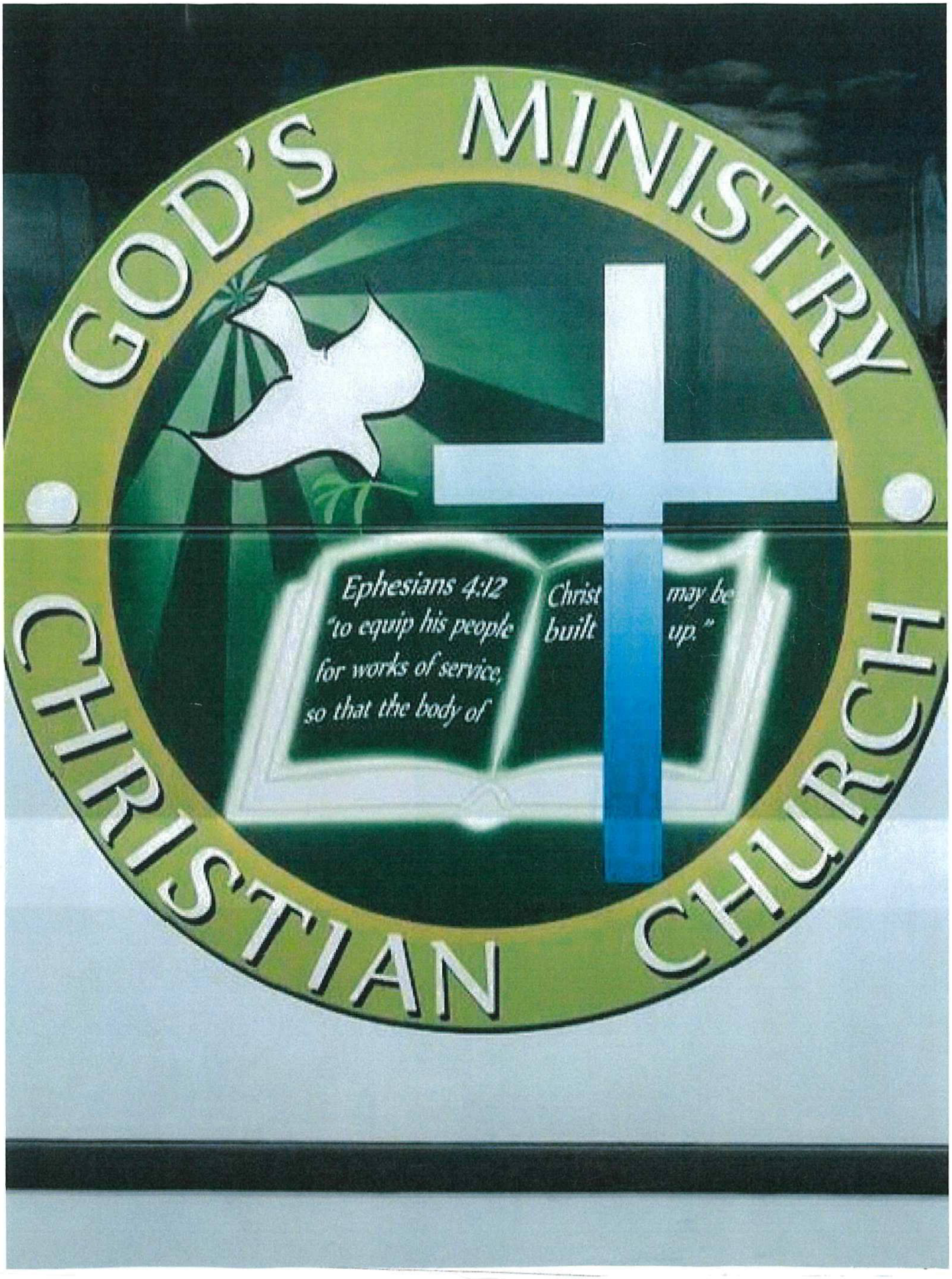
The Philipino Church submits this proposal, jointly with The Hornby Menzshed and the Home Capital Partners.

On behalf of the Philipino Church, if I could answer any questions or make further comments, please don't hesitate to make contact.

Kind regards,

Pastor Peter

[redacted]


GOD'S MINISTRY
CHRISTIAN CHURCH
Ephesians 4:12
"to equip his people
for works of service,
so that the body of
Christ
built
may be
up."

Response to key evaluation criteria

Key Requirements - Context

1. The principle outcome of this RFP process is to identify a sustainable community based future-use for the property.

2. The preference is for a suitable respondent (not-for-profit with a charitablepurpose/charitable trust/church group/community housing provider/private entity) to own and operate the building(s) subject to a ground lease from Council, or purchase the property (land and buildings) as is where is for an intended community-based use.

Please provide your responses to the key evaluation criteria previously outlined at 3.2 (page 10) and listed below as follows:

- Part C – Pass / Fail criteria.
- Parts D to H – Weighted criteria.

Part C: Pass / Fail criteria

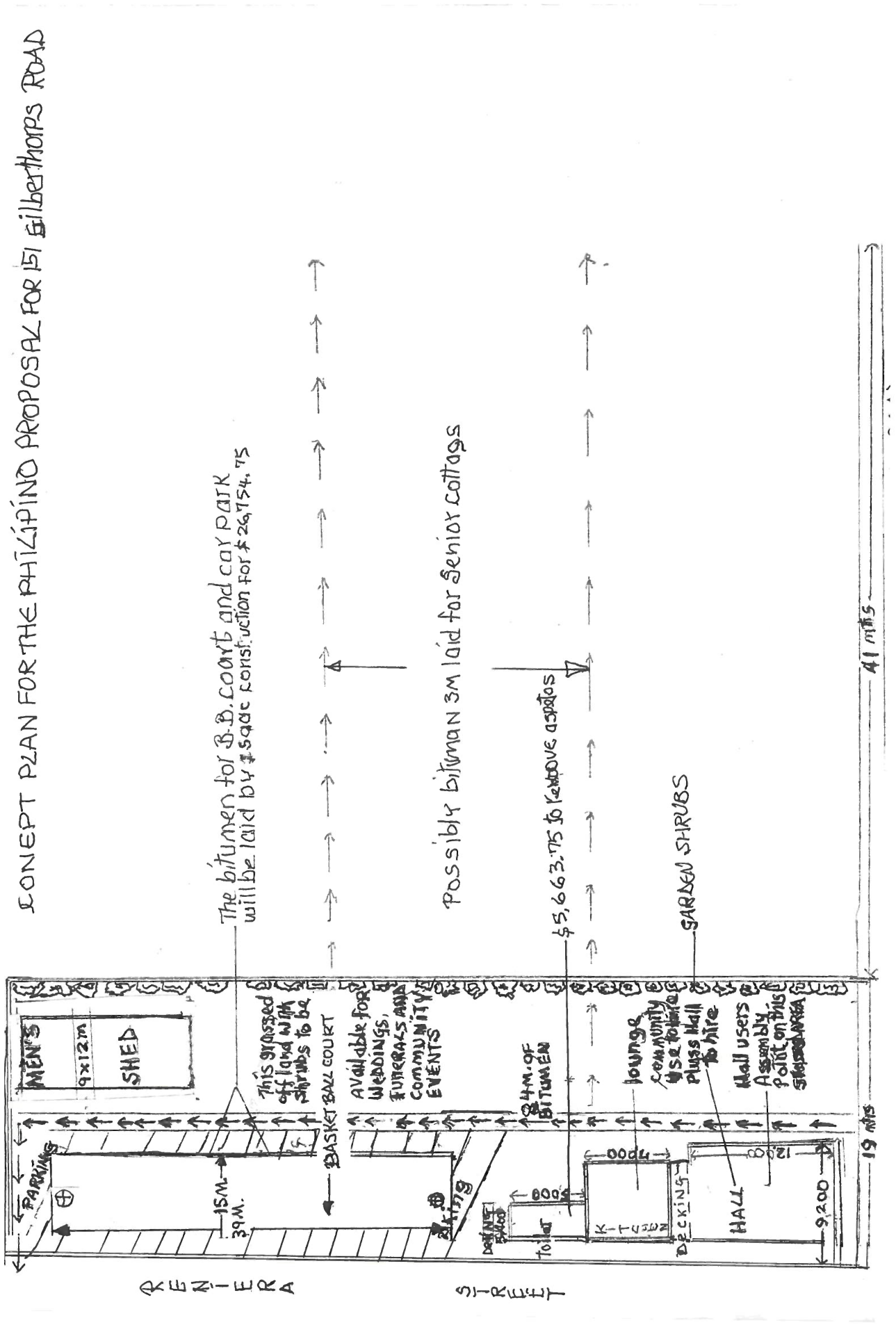
	Criteria	Respondents Response
1	**Alignment with Council Policy and Objectives** The proposal aligns with Council Policy and Objectives – ie including future-use for community based purposes.	THE PHILIPINO CHURCH TOTALLY ALIGNS WITH COUNCIL POLICY AND OBJECTIVES
2	**No cost to Council** The proposal does not require Council funding - ie no capital or operational funding from Council other than through normal community funding channels.	WE GUARANTEE THERE WILL BE ABSOLUTELY NO COST TO THE COUNCIL

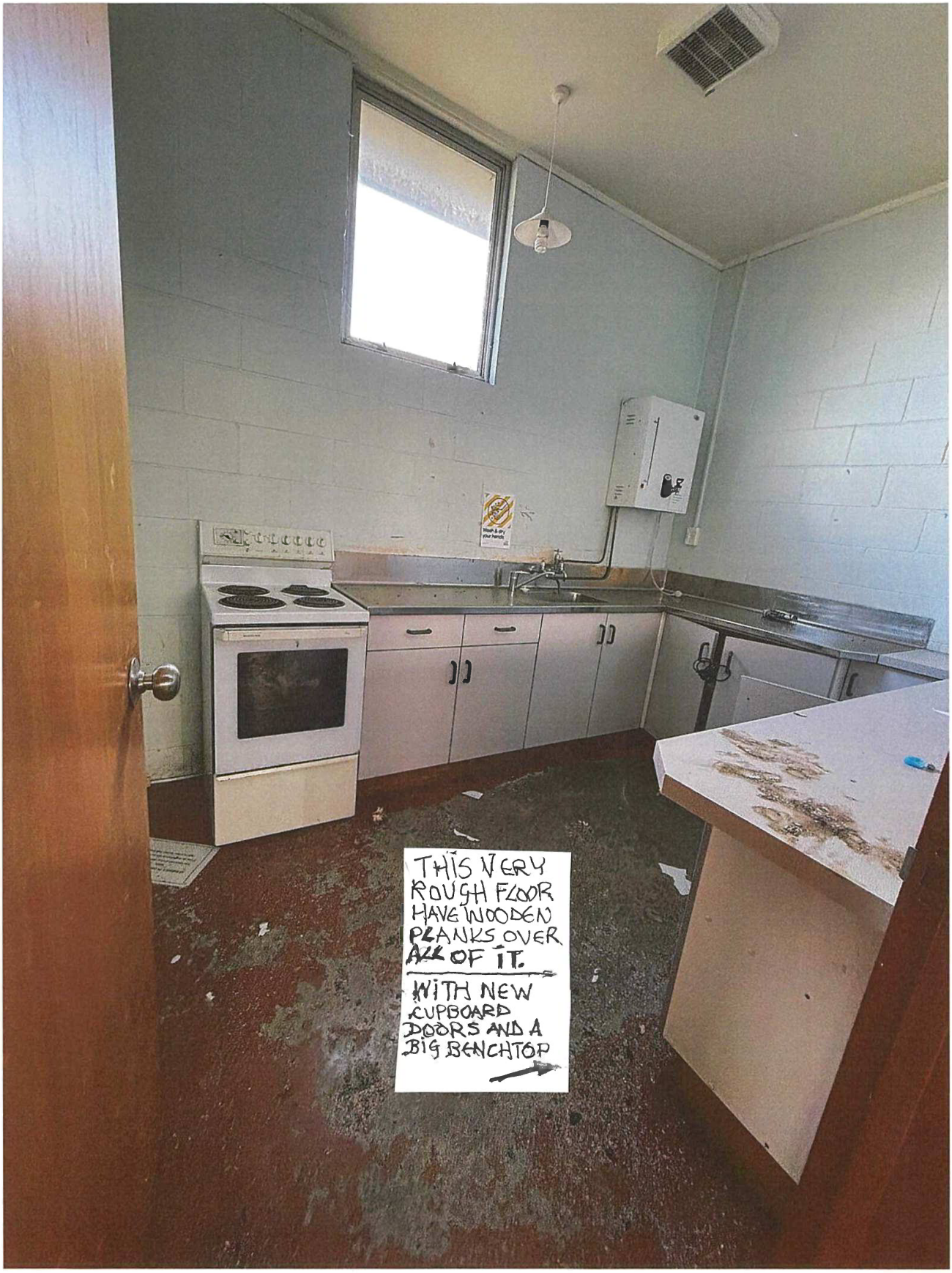
Part D: Eligible Applicant (10%)

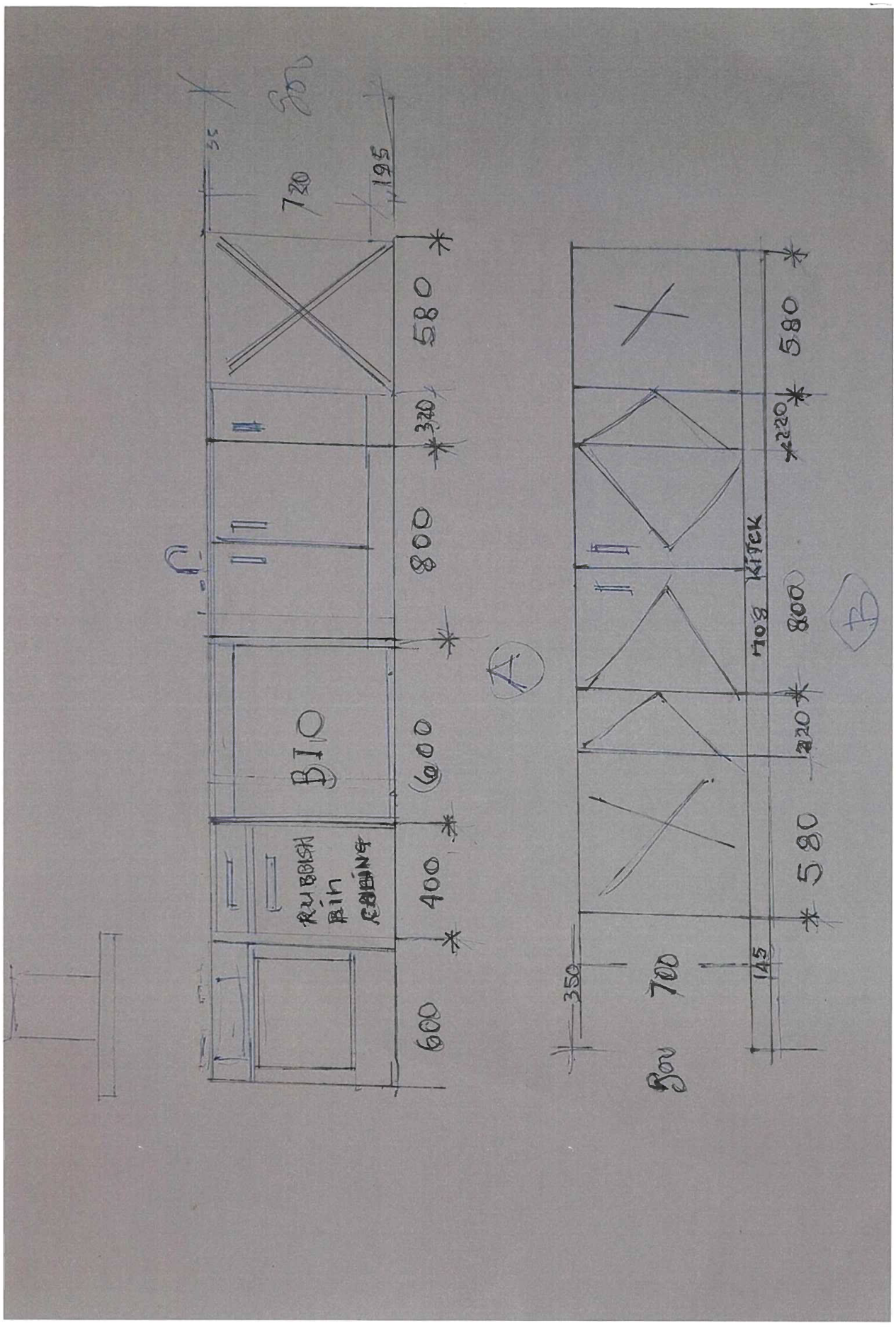
Question	Respondents response
Eligible Applicant – the proposal received is from an incorporated non-profit with a charitable purpose, charitable trust, church group, community housing provider, or private entity committed t community use. **Please provide the following information.**	
State which of the following is appropriate. The proposal received is from: • An incorporated non-profit with a charitable purpose. • Charitable Trust. • Church Group. • Community Housing Provider. • Private entity committed to a community use. • Other.	

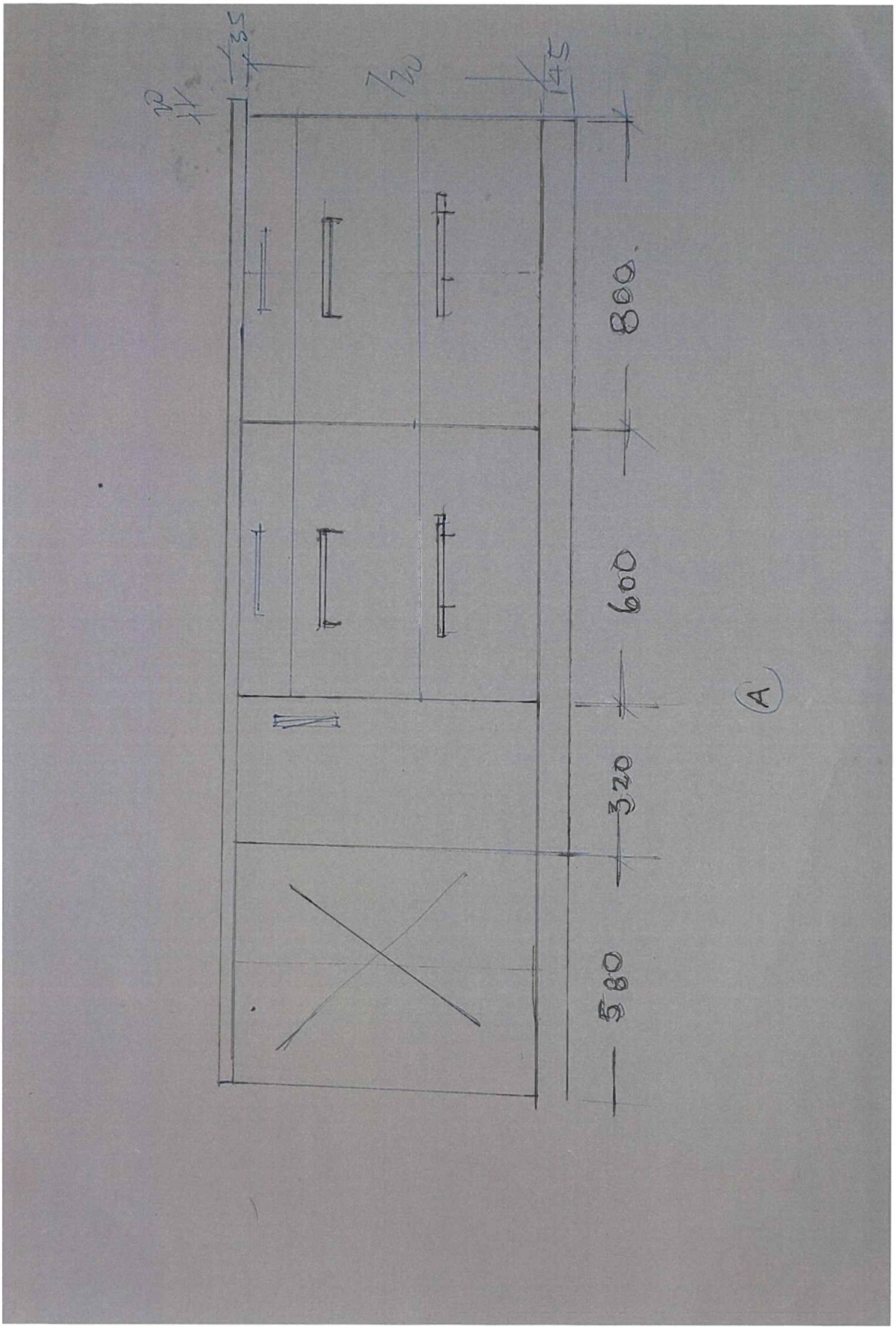
Part E: Concept Plan (15%)

Question	Respondents response
Concept Plan - the proposal shows a clear vision for the site / buildings, including a high-level implementation plan. **Please provide the following information.**	
Concept Plan: plan to illustrate and outline the proposed use (or otherwise) of the building(s) and wider site to include any future use development proposals (if applicable).	Please find attached plan for the rebuilt kitchen and toilet block
Site Development: confirm whether one or both buildings, and whether all or part only of the site, are / is required.	The only building for the Philipino church is the hall, toilet block and land beyond it
Community Use: outline the proposed users of the building(s) / site and likely frequency of use (to include the respondents and any other anticipated tenants / hirers etc).	The Hall/church, lounge, kitchen and toilets would be 'let out' to community groups to be 'hired' (a further chance of income.) and community use.
Programme: detail how the concept plan will be implemented / staged (noting that the immediate, required, repairs to the building(s) to enable their use and occupation may take at least 6-9 months to complete).	As attached, a photo of the 10 builders and carpenters, with the names and years of their experience (averaging 17 years for reason). who will remediate and maintain the building in an excellent standard (which I have witnessed)
Building(s) Ownership and Ground Lease • What is your timeline for handover of the building(s) as is where is? • What is your prefererred length of tenure for the ground lease? • What are you expectations and ability to pay a rental for the ground lease?	If the Philipino church proposal has been accepted, almost immediate possession would be ideal. A 10-year tenure, renewed every 10 years would be ideal. They had 10 years in their last church, top of Gilberthorpes Road. Very committed to having a 'Rolleston Lease.

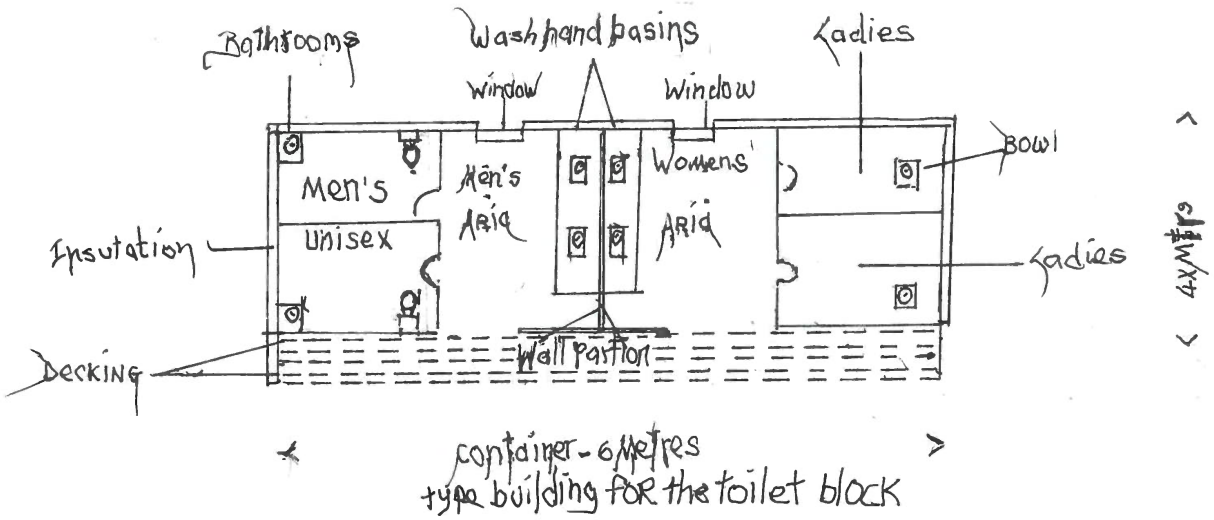

CONCEPT PLAN FOR THE PHILIPPINO PROPOSAL FOR 151 Gilberthorps ROAD
The bitumen for B.B. courts and car park will be laid by Isaac construction for $29754.75
Possible bitumen 3M laid for Senior cottages
$5,663.75 to remove asphalt
GARDEN SHRUBS
41 mts
19 mts
MENS
9x12m
SHED
PARKING
15M
39M.
BASKET BALL COURT
This grassed off land with shrubs to be
AVailable for WEDDINGS, FUNERALS AND COMMUNITY EVENTS
134M. OF BITUMEN
lounge
community use toilets
Plus Hall to hire
Hall users Assembly Point on this side
KITCHEN
DECKING
HALL
9200
RENIERA
STREET

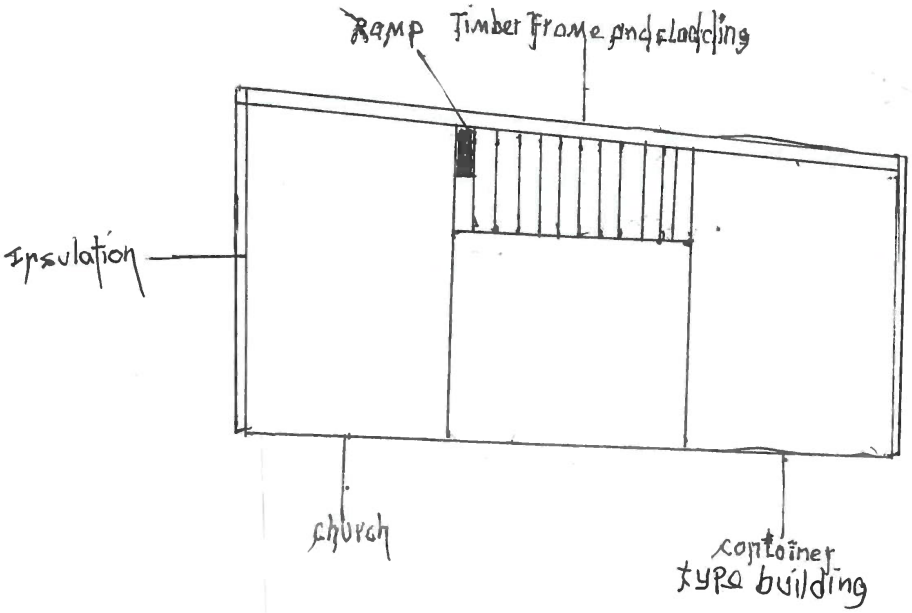

THIS VERY ROUGH FLOOR HAVE WOODEN PLANKS OVER ALL OF IT.
WITH NEW CUPBOARD DOORS AND A BIG BENCHTOP


BIO
RUBBISH
Bin
600
400
800
320
580
720
195
35
350
700
145
580
220
800
580
220
800
580
A
B
C



Attachment D Item 14


Bathrooms
Wash hand basins
Ladies
Window
Window
Men's
Unisex
Men's
Urid
Womens
Urid
Bowl
Ladies
Insulation
Decking
Wall partion
4x Metres
container - 6 Metres
type building for the toilet block


Ramp
Timber Frame and cladding
Insulation
church
container
type building

PHILIPINO
LADIES
KITHEN TEAM

Part F: Funding & Financial Viability (50%)

Question	Respondents response
Funding & Financial Viability – the proposal provides a robust business case, demonstrating secured financia resources (at no cost to Council) for: • Pre-Planning (design, consents) Nil • Structural repairs and site work — AS PER ATTACHED CONCEPT PLAN • Demolition or subdivision (if required) — DEMOLITION OF TOILET, AFTER ASBESTOS IS REMOVED. • Staged development (if applicable) — NK • Cash-Flow projections (income,expenses, operational costs) **Please provide the following information.**	
Financial Position: please provide a brief description of your current financial status to include audited financial statements for the last three years. If this is not available Council will accept a letter (from a Bank or Chartered Accountant) confirming the status of your financial performance and position.	PHILIPINO CHURCH - STATEMENT OF ACCOUNT 1. MAIN A/C. AS AT 30.4.25 = $ 3,478.94 2. BUILDING A/C. AS AT 8.5.25 = $43,069.22 3. WOMENS A/C AS AT 30.4.25 = $ 904.23 4. MISSION A/C. AS AT 4.4.25 = $ 786.16 5. YOUTH A/C. AS AT 14.4.25 = $ 2,351.22 6. CULVERDEN - AS AT 17.4.25 = $ 4968.52 TOTAL BALANCE IN THE GMCC = $55,578.29 7. KIWI-BANK ACCOUNT TRANSACTIONS A AS AT 17 MAY, 2025 FOR P.B HAY = $137,290.26
Funding Strategy / Funding Sources – provide evidence of your financial capability/resources to fund the following at no cost to Council: • The repair /refurbishment of the building(s)/site for occupation and use (including all consenting/construction costs) . • The ongoing operation, management, repair and development of the building(s) and site. Detail the source of funding to support this RFP proposal and concept ie: • Funding from the respondent • Funding from other external sources.	AS stated above in the Philipino church A/C's additionally KIWI-BANK TOTAL FOR P.B HAY more THAN EVER EXCEEDS TOTAL REPAIRS AND ONGOING DEVELOPMENT OF THE BUILDINGS PROCEEDS FROM THE HIRE OF THE HALL, LOUNGE AND THROUGH THE WEDDINGS AND FUNERALS, ECT.
Revenue: anticipated / likely income (ie rental) from other users (tenants / hirers) of the building(s) / site.	
Cashflows: provide the following 5 Year Income and Expenditure (cashflow) budgets - to show: 1. **Operating budget cashflow** (revenue and expenses): while the immediate repair / restoration upgrade work to the building(s) and site is underway (ie 6-9 months). 2. **Capital budget cashflow** (expenditure): for the repair / restoration / upgrade works to the building(s) and site. 3. **Operating budget cashflow** (revenue and expenses): after the repair/ restoration / upgrade works have been completed ie to include operating / maintenance costs etc.	AS ILUSTRATED IN THE 1st. COLUMN, ABOVE, THE 5 YEAR INCOME FAR EXCEEDS THE EXPENCES FORESEEN, THE LARGE SUM OF MONEY, HELD IN RESERVES, IN BOTH BANK A/C'S, MORE THAN MEETS THE, CASHFLOW AND OPERATING BUDGET EXPENDITURE

5 June, 2025

Dear Barry and the Christchurch Council

To perhaps save you the time to go through all the Philipino Bank statements, I thought I might send the following figures which give a total view of the financial resources of The Philipino Church and Peter Hay, collectively.

Philipino Church - ANZ Statement of Accounts:

1. Main A/c. – 1.5.24-30.4.25 – Balance = $ 3,478.94
2. Building Fund – 11.5.24-8.5.25 – " = $43,069.22
3. Women's A/c. - 1.5.24-30.4.25 - " = $ 904.23
4. Mission Fund -15.4.24--4.4.25 - " = $ 786.16
5. Youth A/c. – 15.4.24-14.4.25 - " = $ 2,351.22
6. Culverdon A/c. 22.4.24-17.4.25 – " = $ 4,988.52

Philipino Church Total Balance as at 8.5.25 = $55,578.29

Peter Hay-Kiwi Bank Account Transactions =$137,290.26

In the light of these healthy resources, we don't see the same need of developing a 10 year plan, but if you, Barry and the Council prefer, I am very happy to furnish it, asap.

Kind regards

Peter

Part G: Capability & Experience (10%)

Question	Respondents response
Capability & Experience – the proposal demonstrates an ability to manage, deliver, and operate the proposed community initiative. **Please provide the following information.**	
Experience: provide details of your past experience of managing and delivering similar projects requiring significant upgrade and repair construction works. *(Provide two nominated referees whom the Council can contact – email address and phone number)*	
Community Facilities: outline your experience and track record regarding the development and operation of successful community based facilities (for ownership or rental). *(Provide two nominated referees whom the Council can contact – email address and phone number)*	THE ATTACHED PHOTOGRAPH AND LIST OF OF THE PHILIPINO CHURCH MEMBERS, ALL 17 OF TRADESMEN (WHO HAVE SHOWN EXCELLENCE IN THEIR WORK-ETHIC, WHICH I HAVE SEEN MYSELF). ROY SANCHEZ: [redacted] RICO ~~MANILA~~ MARAVILLA:
Management: indicate how the building(s) / site will be managed ie management structure, staff numbers by position / role.	PASTOR RICO MARAVILLA WHO WILL SUPERVISE THE PROJECTS OF DEMOLISHING THE TOILET-BLOCK AND RENEW THE KITCHEN AREA.
Capability: who are the key personnel that will be managing the repair, operation and use of the buildings – detail their experience and credentials.	ROY SANCHEZ-RICO MARAVILLA (PASTOR) TIRSO TAYAO (PASTOR)
Health & Safety Approach: Please describe your approach to health and safety, including details of the following: Training (past and ongoing) provided to key personnel; any improvement, prohibition or infringement notices, fines and / or prosecutions received in the last 5 years; Any serious harm accidents in the last 5 years. Please attach a copy of your current Health and Safety Policy (if available). Should your proposal be successful outline your approach to health and safety (risks and hazards) related to the the building upgrade works, subsequent operation of the building(s) / site and obligations to your tenants (if any) and the public, and actions to eliminate or mitigate them.	HOMER OUFINDO (PASTOR) (THE ATTACHED AUTHORISED RESPONDENT) VERY EXPERIENCED

Attachment D Item 14

List of God's Ministry Christian Church members who are working in the construction industry.

NAME	PROFESSION	YEARS IN SERVICE
Richard Ananayo	Builder/Carpenter	16 yrs
Manuel Valenzuela	Builder/Carpenter	13 yrs
Anthony Maravilla	Builder/Carpenter	10 yrs
Rico Maravilla	Level 4 – Qualified Builder/Joiner	25 yrs
Marcus Untalan	Carpenter/Joiner	20 yrs
Nonato Solano	Carpenter	18 yrs
Roy Sanchez	Level 4 – Qualified Builder (LTSP)	28 yrs
Ace Sanchez	Carpenter	12 yrs
Rommel Basilio	Carpenter	25 yrs
Ramil Regala	Carpenter	20 yrs
Ernie Patawaran	Carpenter	18 yrs
Ronald Fortes	Tiler/Plasterer	20 yrs
Andy Anselmo	Tiler/Plasterer	20 yrs
Benjie Bugagon	Painter	15 yrs
Tirso Tayao Jr	Hammer hand	5 yrs
August Dimarucut	Assistant Electrician	4 yrs
Reynaldo Tabayoyong	Engineering Assistant (Hurunui District Council)	1 ½ yrs

THIS PHOTO OF THE INTERIOR OF THE BAPTIST THE PHILIPINO CHURCH RENTED FOR OVER TEN YEARS ON 306 WATERLOO ROAD. THIS INTERIOR PHOTO ILLUSTRATES THE STANDARD OF EXCELLENCE

Part H: Community Impact (15%)

Question	Respondents response
Community Impact: the proposal demonstrates the extent of community benefit and outreach **Please provide the following information.**	
Community Outreach: provide a brief summary of the benefits generated by the proposed building(s) / site use - the community outreach services and activities to be provided, likely groups / users of the building and general community use.	BOTH THE HALL AND FACILITIES AND THE ADJOINING GRASSED AREA AND SHRUBS SUITABLE FOR WEDDING AND FUNERAL PARTICIPANTS CAN GATHER FOLLOWING THEIR FUNCTION. THE HUGE BENEFIT OF THE BASKET-BALL COURT TO THE YOUTH OF THE WHOLE HORNBY SUBURB.
Public Good: how does your proposal ensure that the 'public good' elements of the premises are maintained?	BY THE EXCELLENT TRADESMEN IN THE PHILIPINO LEADERSHIP TEAM, WHICH I HAVE WITNESSED. PLEASE FIND PHOTO'S ATTACHED.
References: you may wish to provide letters of support illustrating the value of your proposed use / service to the community.	PLEASE FIND ATTACHED 3 REFERENCES FROM: 1 HORNBY HIGH SCHOOL, PRIMARY SCHOOL AND THE HEI HEI/BROOFIELD COMMUNITY DEVELOPMENT.
Sustainability- with regard to your proposed use outline any operational plans for: Energy Efficiency Management, Solid Waste Reduction, Water Use reduction, **other** ways to mitigate any environmental impact.	THE PHILIPINO CHURCH FAMILY HAVE ILLUSTRATED WAYS TO MITIGATE ANY ENVIRONMENTAL IMPACT BY THE CAREFULL USE OF SEVERAL CHURCH PREMISES, WHICH WOULD BE FULLY CO-OBERATED BY THE CANTERBURY WESTLAND BAPTIST ASSOCIATION (WITH CHRIS CHAMBERLAND - REGIONAL LEADER).

National Certificate

NZQA
NEW ZEALAND QUALIFICATIONS AUTHORITY
MANA TOHU MATAURANGA O AOTEAROA

Carpentry

Level 4

This is to certify that in June 2016

ROY SANCHEZ

was awarded this qualification

[redacted]

Chief Executive
New Zealand Qualifications Authority
Issued: 7 September 2016
NSN: 148983665 NQF Ref: 16/10

Building and Construction Industry Training Organisation

CPIT
TE MĀTĀPUNA O TE MĀTAURAKA

For details of standards achieved by the holder of this certificate, refer to the Record of Achievement issued by the New Zealand Qualifications Authority, 125 The Terrace, P O Box 160, Wellington 6140, New Zealand

newzealand.govt.nz

National Certificate

NZQA
NEW ZEALAND QUALIFICATIONS AUTHORITY
MANA TOHU MĀTAURANGA O AOTEAROA

QUALIFY FOR THE FUTURE WORLD
KIA NOHO TAKATŪ KI TŌ ĀMUA AO!

Carpentry

Level 4

This is to certify that in February 2019

RICO MARAVILLA

was awarded this qualification

Building and Construction
Industry Training Organisation

Ara
Institute of Canterbury
Ara rau, taumata rau

[redacted]

Dr Karen Poutasi
Chief Executive
New Zealand Qualifications Authority
Issued: 25 March 2019
NSN: 156479898 NQF Ref: 16/10

details of standards achieved by the holder of this certificate, refer to the Record of Achievement issued by the New Zealand Qualifications Authority, 125 The Terrace, P O Box 160, Wellington 6140, New Zealand

newzealand.govt.nz

Te Pūkenga

NZQF
NEW ZEALAND QUALIFICATIONS FRAMEWORK
TE TAURA HERE TOHU MĀTAURANGA O AOTEAROA

BCITO
He Hunga Hanga Mātou
buildingpeople

Under Subpart 2 of Part 5 of the Education and Training Act 2020

New Zealand Certificate in Carpentry

(Level 4) NZQF Ref No: 2738

This is to certify that on 21 November 2022

Eric Nicolle Navarro

has met the requirements of the programme leading
to the above qualification and was awarded this qualification
by BCITO, a business division of Te Pūkenga Work Based Learning Ltd.

[redacted]

Toby Beaglehole – Chief Executive

Te Huruhuru Ao o Horomaka
HORNBY HIGH SCHOOL

180 Waterloo Road, Hornby, Christchurch 8042, New Zealand
Telephone: +64 3 349-5396
Email: office@hornby.school.nz Website: www.hornby.school.nz

4 June 2025

TO WHOM IT MAY CONCERN

I write to support the value of the Filipino church using the proposed premises at 151 Gilberthorpes Road along with offering it also to our wider community.

[redacted]

Iain Murray
Principal

Te Māhuri Mānuka
HORNBY
PRIMARY SCHOOL
Ko te piko o te māhuri, tērā te tipu o te rākau.

4th June 2025

To whom it may concern,

I am writing this letter in support of the proposal to renovate the church at 151 Gilberthorpes Road to provide church, hall and basketball facilities for the community.
I see a definite need for facilities that promote a sense of community within Hornby. Currently there are very few options available for functions in the area and for the youth of the area to enjoy the sport of basketball. This would be a welcome addition to help foster wellbeing within the area and community.

Yours sincerely,

[redacted]

Maire Bowler
Principal.

Hornby Primary School
190 Waterloo Road, Hornby
Christchurch 8042

03 349 7238
office@hornbyprimary.school.nz

Hei Hei/Broomfield Community Development

126 Hei Hei Road (Cnr Hei Hei & Buchanans Roads), Hei Hei, Christchurch 8042
Phone: [redacted] Email: [redacted]

To Whom It May Concern

I agree to the Filipino Church having old church building based at 151 Gilberthorpes Road. They have looked at several buildings since vacating the old Baptist church and this is their only option in this area.

I also agree with the plan of including the Men's Shed of which there is a real need in this area and Social Housing.

If you have any queries regarding this letter please don't hesitate to contact me anytime on [redacted]

Tracey Buunk
Community Development Worker / Trustee

Appendix 4 – Financial declarations

Note: This form must accompany each submitted Response.

Response for:	151/153 Gilberthorpes Road, Hei Hei
RFP Number:	31350688

Statement of Solvency

Provide a 'Statement of Solvency' for the parent company, signed by a certified accountant. The Statement of Solvency must establish the solvency of the Respondent at a time 30 days or less from the date of the Response.

Director's declaration

I **CERTIFY** that [ ] is solvent.

Director's signature:

Full name:

Date:

Any other declarations?

SINCE THE PHILIPINO CHURCH HAS NOT HAVE AN ACCOUNTANT WE UNFORTUNALELY ARE UNABLE TO PROVIDE A DECLARATION OF A STATEMENT OF SOLVENCY.

Appendix 5 - Statement of departures

Note: This form must accompany each submitted Response.

Response for:	151/153 Gilberthorpes Road, Hei Hei
RFP Number:	31350688

Prospective Supplier's acknowledgment

Please tick the applicable statement(s) below:

☑ There are no departures from the requirements of the RFP Documents.

Or

☐ There are departures from the requirements of the RFP Documents.
☐ There are changes proposed to the Council's Agreement
☐ The Proposal is based on certain assumptions.

Please list below all departures from the standard requirements of the RFP and list all assumptions on which your Proposal is based.

Please list any changes you request to the Council's Agreement. Under no circumstances will further changes to the contract terms be considered which are not listed below.

Departures from the requirements of the RFP documents are described in the attached table.

Description of the Departure	RFP Document reference	Proposal reference

The assumptions on which the Proposal is based are described in the attached table.

Appendix 6 – Conflict of interest declaration

Note: This form must accompany each submitted Response.

Response for:	151/153 Gilberthorpes Road, Hei Hei
RFP Number:	31350688

Conflict of interest definition:

A conflict of interest is a situation in which a Respondent could gain (or be seen to gain) an unfair advantage through an association with an individual or organisation. Associations include financial, personal, professional, family-related or community-related relationships.

- An actual conflict of interest is where there already is a conflict.
- A potential conflict of interest is where the conflict is about to happen or could happen.
- A perceived conflict of interest is where other people might reasonably think there is a conflict.

Questionnaire:

Question	Response (Select one answer for each question. Select "potentially" if others could perceive that a conflict exists.)
Does any person in the Respondent organisation have a close friend or relative who they are aware is (or could be) involved in any evaluation or decision-making relating to this RFP process?	Yes / (No) / Potentially (circle one)
Has any person in the Respondent organisation recently offered any special discounts, gifts, trips, hospitality, rewards or favours to any person they are aware is (or could be) involved in any evaluation or decision-making relating to this RFP process? (e.g. free travel, free samples for personal use)	Yes / (No) / Potentially (circle one)
Is the Respondent aware of any person involved in any evaluation or decision-making relating to this RFP process having a financial interest in the Respondent organisation? (e.g. the person is an employee of, or a shareholder in, the Respondent organisation)	Yes / (No) / Potentially (circle one)
Is the Respondent aware of anything that might give the appearance that any person involved in the evaluation stage or decision-making stage of this RFP process is biased towards or against the Respondent organisation? (e.g. the person has used the Respondent organisation's corporate box)	Yes / (No) / Potentially (circle one)
Is the Respondent aware of any other arrangement it currently has, or clients it currently provides works	Yes / No / Potentially (circle one)

to, that may give rise to a conflict with the RFP?	
Is there anything else that the Council should know?	Yes / No / Potentially (circle one)

If the Respondent answered "yes" or "potentially" to any of the questions above, please set out the details of the situation below.

Councilor Mark Peters has given advice, only.

Declaration	Yes (tick)	No (tick)
I am authorised to provide this information and sign this form.	☑	☐
The information provided in this form is true and correct.	☑	☐
I understand that if the information I have provided is not true and correct, the Council may terminate any future contract (if the Council has reasonably relied on the accuracy of information provided in this questionnaire), at any time and with immediate effect by written notice.	☑	☐

Signed by authorised signatory of the respondent:	[redacted]
Name and title of authorised signatory:	[redacted] - Pastor (senior)
Date:	

Appendix 7 – Non Collusive Practices Declaration

Note: This form must accompany each submitted Response.

Response for:	151/153 Gilberthorpes Road, Hei Hei
RFP Number:	31350688

This Declaration requires the Respondent to confirm that:

- Its Response is a bona fide Response, intended to be competitive;
- The price submitted in the Response has not been fixed or adjusted under or in accordance with any agreement or arrangement with any other person; and
- The Registrant has not engaged in any communications or discussions with other potential Registrants with the intention to:
    - set the price of goods or services or interfere with how the price of goods or services is set; and
    - substantially lessen competition in a market.

QUESTIONNAIRE:

Note: Each organisation involved in a joint Response must submit a separate questionnaire and declaration.

Question	Response Select one abswer for each question
Has any person in the Respondent organisation been involved in any discussions with other potential Respondents in relation to this RFP?	Yes (No) *(circle one)*
Has any person in the Respondent organisation communicated to a person other than the Council, the amount or approximate amount, in confidence, of the approximate amount of the Response was essential to obtain professional advice required for the preparation of the Response?	Yes (No) *(circle one)*
Has any person in the Respondent's organisation entered into any agreement with any other person that he/she will refrain from submitting a Response?	Yes (No) *(circle one)*
Has any person in the Respondent's organisation offered to pay, give or agree to give any sum of money or valuable consideration directly or indirectly to any person for doing, having done, causing or having caused to be done, in relation to any other Request any act of the sort described above.	Yes (No) *(circle one)*

If the Registrant answered "yes" to any of the questions above, please set out the details of the situation below.

Declaration	Yes	No
I am authorised to provide this information and sign this form. [redacted]	☑	☐
The information provided in this form is true and correct. Absolutely [redacted]	☑	☐
I understand that if the information I have provided is not true and correct, the Council may terminate any future contract (if the Council has reasonably relied on the accuracy of information provided in this questionnaire), at any time and with immediate effect by written notice.	☑	☐

Appendix 8 – Health and Safety Pre-Qualification and Declaration

Note: This form must accompany each submitted Response.

Response for:	151/153 Gilberthorpes Road, Hei Hei
RFP Number:	31350688

IT IS CERTIFIED THAT The Philipino church (Prospective Supplier) will comply with the following Health, Safety and Environmental matters in performance of this Agreement.

1. The Prospective Supplier must comply where appropriate with all of the following:

   (a) Government statutes - i.e. Acts and Regulations;

   (b) Council By-laws;

   (c) Approved Codes of Practice;

   (d) Ministry of Business, Innovation and Employment Regulator and/or WorkSafe Guidelines;

   (e) AS/NZS Standards (or international standards where AS/NZS are not adequate or applicable);

   (f) Manufacturer's specifications of equipment used;

   (g) Conditions of the Agreement.

2. The matters set out below provide a form of check list for the content of the health and safety plan. Note that the level of detail provided should be in proportion to the level of risk identified:

   (a) ACC WSMP, ACC WSD or AS/NZS 4801:2001 (Occupational Health and Safety Management Scheme) (or equivalent), OHSAS 18001, ISO 14001:2004, ECO Warranty; 2008, Enviromark, Envirostep (or equivalent);

   (b) A formal site specific induction process;

   (c) Task analysis/methodologies for all risks identified in the Prospective Supplier's Proposal;

   (d) Accident/incident investigation procedures/statistics/example templates;

   (e) Risk Register and control measures;

   (f) Training records for staff and supervisory roles as stipulated in Specifications including any additional training the Prospective Supplier deems applicable;

   (g) Emergency procedures;

(h) Safety equipment applicable to the Agreement with certifications relevant to AS/NZ Standards;

(i) Specific job instructions, procedures, work permits applicable to the Agreement;

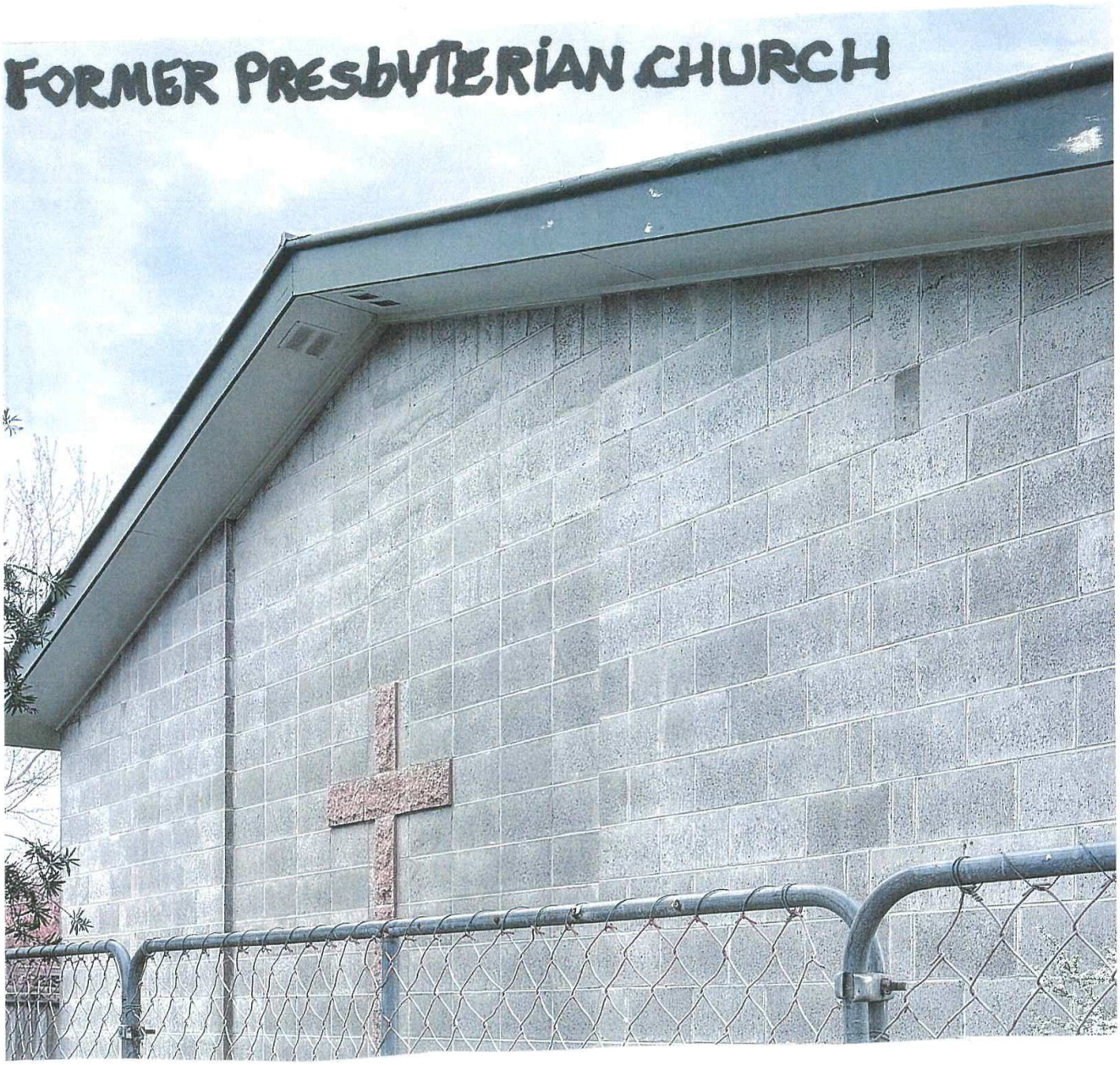
(j) Suitable return to work/rehabilitation programme to ensure the management of all injury types; and

(k) An accepted site specific safety plan and environmental management plan.

Declaration	Yes	No
I am authorised to provide this information and sign this form.	☑	☐
The information provided in this form is true and correct.	☑	☐
I understand that if the information I have provided is not true and correct, the Council may terminate any future Agreement (if the Council has reasonably relied on the accuracy of information provided in this questionnaire), at any time and with immediate effect by written notice.	☑	☐
I agree to abide by the requirements of the Health and Safety at Work Act 2015 and amendments, including those specifically outlined above.	☑	☐

Signed by authorised signatory of the respondent:	[redacted]
Name and title of authorised signatory:	HOMER OLFINDO - RESIDENT PASTOR
Date:	5/6/25

LET'S SAVE THIS
WONDERFUL
FACILITY FOR
OUR COMMUNITY


FORMER PRESBYTERIAN CHURCH