

Christchurch City Council

Development Contributions Policy 2021

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Development Contributions Policy 2021

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PART 1

INTRODUCTION

1.1 About development 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. Development contributions are the main funding source Council uses to do this.

A development contribution is a fee payable to the Council as a contribution towards the funding of infrastructure required to service growth development, including pipes, roads, parks and community facilities.

Charging development contributions enables the Council to recover a fair, equitable, and proportionate share of the cost of the capital investment needed to 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 development contributions principles set out in section 197AB of the Local Government Act 2002 (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 which 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 appropriately 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 it will 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 a considerable investment in the existing infrastructure, some of which has capacity to cater for growth and can service new development 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 often 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 the Resource Management Act 1991 (RMA) and the Christchurch District Plan.

The purpose of financial contributions is to enable the impact of a specific development to be mitigated. A financial contribution charge will therefore reflect what it will cost to offset or mitigate adverse effects on the natural and physical environment, including infrastructure services, caused by the new development.

The following financial contributions are provided for in the Christchurch District Plan.

1. Erection and use of temporary or relocatable buildings, including multi-unit developments, for workers' temporary accommodation until 31 December 2022: Refer to Christchurch District Plan section 6.4.5.2.2 and section 13.14.1.3.2.2.
2. Workers' temporary accommodation until 31 December 2022: Refer to Christchurch District Plan section 6.4.5.2.3.

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

Financial contributions were to be phased out by 2021 under the RMA. However a change to the RMA in 2020 has removed the sunset clause. As a result, the Council may, in future, reconsider its use of financial contributions.

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.

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 certain information publically available before an increase takes effect.

1.7 Key changes from the 2016 Policy

The Development Contributions Policy 2021 has some key changes to the previous policy. These are:

1.7.1 Catchment assessments for more activities

Development contributions assessments for water supply, wastewater treatment and disposal, wastewater collection, active travel and public transport now use local area catchments rather than a single district-wide charge for each activity.

1. **Water supply** – 10 catchments based on land use and network connectivity.
2. **Wastewater treatment and disposal** - three catchments based on the separate wastewater schemes in the district.
3. **Wastewater collection** - 10 catchments based on land use and network connectivity.
4. **Active travel** - one Christchurch metropolitan catchment.
5. **Public transport** - one Christchurch metropolitan catchment.

1.7.2 Development contributions for community infrastructure

Changes to the Local Government Act in March 2019 returned the definition of community infrastructure to the broad provisions in place prior to changes to the Act in 2014.

The Council will fund the growth capacity of the following types of community infrastructure from development contributions for community infrastructure:

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

Development contributions for community infrastructure are levied on a district-wide basis, meaning the development contribution charge will be the same regardless of development location within the Christchurch District.

Development contributions for playgrounds and public toilets have previously been part of the Neighbourhood Parks activity but are now included under the community infrastructure group of activities.

Non-residential (commercial) developments are assessed for community infrastructure development contributions on the basis of each new lot created at the time of subdivision adding demand of 1 Household Unit Equivalent (HUE).

1.7.3 Change to development contribution calculation methodology for water supply, wastewater collection and wastewater treatment and disposal for non-residential development

The development contributions assessment methodology for these activities for non-residential development is now based on land use rather than a District Plan zone average. This enables a more accurate assessment to be undertaken and better aligns the demand on infrastructure with the development contribution requirement.

1.7.4 Small residential unit adjustment

There are two changes to the small residential unit adjustment:

1. The adjustment has been extended down to 35m² (the smallest permitted residential unit floor area under the District Plan). This will be fairer on family flat developments and encourage residential intensification.
2. The garaging adjustment for residential developments without garaging has been removed. The adjustment added 17.05m² to the floor area of a residential unit without a garage. Removing the adjustment is consistent with the Christchurch District Plan and National Policy Statement – Urban Development, which remove parking requirements for residential development.

1.7.5 Special assessment criteria

Medical centres and courier depots no longer require a special assessment for development contributions.

1.7.6 Neighbourhood Parks - medium density catchment

A 'medium density' catchment for the neighbourhood parks activity has been added, which aligns with the medium density and transitional residential zones in the District Plan. This will enable investment in existing neighbourhood parks in areas of the city experiencing infill growth.

1.7.7 Business developments to be assessed for development contributions for Reserves activities

All non-residential developments are assessed as placing demand of 1 household unit equivalent (HUE) on all reserves activities.

1.7.8 Development Impact Fee

In situations where the Council will not be granting a resource consent, building consent or authorisation to connect to Council infrastructure, but where a development will place additional demand on Council

infrastructure, the Council will levy a development impact fee equal to the development contribution that would otherwise be required. The purpose of the payment is to ensure that an applicant contributes to ensuring the capacity of Council's assets is maintained in the same way as an applicant under a consent/authorisation would be required to contribute.

Examples of situations when this may arise include:

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

PART 2

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

2.1 Step 1 - Development test

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 197(1)).

The Council will require a development contribution if a development (based on an application for resource consent, building consent, certificate of acceptance, authorisation for service connection):

1. Will generate a demand for reserves, network infrastructure or community infrastructure; and
2. Either alone or in combination with other development, will create a need for new or additional assets or assets of increased capacity which causes the Council to incur capital expenditure; and
3. Is of a type for which this Development Contributions Policy provides for the payment of a development contribution in the given circumstance.

The LGA (section 198) 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.

2.1.1 Exemptions and exceptions

2.1.1.1 Crown development

The LGA (section 8) does not bind the Crown meaning the Crown is exempt from paying development contributions.

Crown entities such as District Health Boards 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.

2.1.1.2 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.

2.1.1.3 Parking buildings

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

2.2 Step 2 - Assess the demand on infrastructure

The quantified demand the development places on the relevant infrastructure types is assessed. 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).

2.2.1 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 (while allowing for a reduced level of demand for residential units with a gross floor area less than 100m²). 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	620
Wastewater collection /treatment and disposal	Litres per day	550
Stormwater and flood protection	Impervious surface area m ²	427
Transport	Vehicle trips per day	9.3

2.2.2 Residential development

For resource consent (subdivision) applications, it is assumed that every lot created will contain one household unit equivalent (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. In these cases, the lot will be assessed at a rate of 1 HUE per kitchen where that kitchen creates a self-contained residential unit.

2.2.2.1 Small residential unit adjustment

A small residential unit adjustment is applied to a residential unit with a gross floor area (GFA) less than 100m², including garaging and potentially habitable accessory buildings.

For activities other than stormwater and flood protection, the adjustment reduces the HUE calculation on a sliding scale in proportion to the GFA. For example, a residential unit with a GFA of 80m² will be assessed as 0.8 HUE or 80 per cent of the normally applicable development contribution requirement. The maximum adjustment is to a GFA of 35m² or 35 per cent of the charge for 1 HUE.

For developments of more than one residential unit the adjustment is applied based on the average size of all units with a GFA of less than 100m² (units with a GFA of 100m² or more are assessed as 1 HUE). The assessment for stormwater and flood protection is on the basis of all units having an equal share of the total ISA.

This adjustment does not apply in situations where development contributions have already been paid at the time of resource consent for subdivision.

2.2.2.2 Subsequent redevelopment

If a residential unit has previously received a small residential unit adjustment, and is later the subject of a consent application to enlarge the GFA, a development contribution assessment will be made, recognising the development contributions previously paid.

2.2.2.3 Transitional provisions

The Council's Development Contributions Policy 2016 included a small residential unit adjustment that stopped at 60m² GFA, inclusive of 17.05 square metres added for garaging where there was not an attached garage.

If development contributions have been assessed and invoiced under the Development Contributions Policy 2016 that assessment and charge will stand, including any reduction applicable under the former Small Standalone Residential Unit Development Contributions Rebate.

If an assessment for development contributions has been carried out under the Development Contributions Policy 2016 but an invoice hasn't been generated then the Small Residential Unit Adjustment provisions of this policy will apply.

2.2.2.4 Multi-unit stormwater and flood protection adjustment

Residential developments of two or more attached residential units on a single lot receive an adjusted stormwater and flood protection development contribution if they have a lower than average ISA per residential unit.

The total impervious surface area of the development is divided by the average ISA for a single residential unit (427 m²) to calculate the number of HUEs for stormwater and flood protection.

2.2.3 Non-residential development

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

For the drinking water, wastewater collection and wastewater treatment and disposal activities the development contribution is calculated according to the average demand on infrastructure per square metre of gross floor area by business type. These are detailed in sections A.4.1 and A.4.2 in Appendix 4 of this policy.

For transportation activities the development contribution is calculated according to the average demand on infrastructure per square metre of gross floor area by District Plan zone.

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

Where public floor area, not included in the initial assessment of gross floor area, later becomes part of the gross floor area 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 outdoor public floor area to become part of the 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 activities and Community Infrastructure, 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.

Table 3. Non-residential HUE equivalents by District Plan zone¹

District Plan Zone	Reserves HUE per development	Stormwater & flood protection HUE/ m2 ISA	Water Supply per HUE	Wastewater Collection per HUE	Wastewater Treatment and Disposal per HUE	Transportation HUE per M2 GFA	Community infrastructure
All non-residential development	1.00	0.0038					1.00
Commercial - Core						0.0428	
Commercial - Local						0.0907	
Commercial – Mixed Use						0.0083	
Commercial - Office						0.0266	
Commercial – Retail Park						0.0163	
Commercial - Central City Business						0.0107	
Commercial - Central City Mixed Use						0.0121	
Commercial – Banks Peninsula						0.0156	
Industrial - General						0.0032	
Industrial - Heavy						0.0026	
Industrial - Park						0.0041	
Commercial - Central City (South Frame Mixed Use)						0.0287	
Special Purpose Airport						0.0167	
Other Zones						SA ²	
Retirement village - residential unit only ³	0.1		0.50	0.50	0.50	0.50	0.1
Retirement village – care suite only	Nil		0.40 HUE	0.40 HUE	0.40 HUE	0.1 HUE	Nil

¹ Only Transportation activities use District Plan zones as the basis for non-residential HUE equivalents.

² Special assessment

³ This applies to residential units only. Non-residential elements such as hospital, day care units and administration areas are assessed using a special assessment.

2.2.3.1 Timing of assessment

An assessment for development contributions for a non-residential development is undertaken when the Council is ready to grant resource consent for the subdivision. 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 land use 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 paid at the time of subdivision.

2.2.3.2 Rural accessory buildings

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

2.2.4 Special assessments

The Council will complete a special assessment if it considers a development is likely to place demand on infrastructure that is significantly higher than the assumed demand based on type of business and/ or the average demand per M2 of GFA for the District Plan zone the property is located in. Situations where this may be required include:

1. The activity is not a permitted activity in the District Plan zone.
2. 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 and/ or in the relevant District Plan zone.
3. The development provides for a full or partial reduction 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 type of business and/ or the average demand for the District Plan zone, and;
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.

An assessment for stormwater and flood protection for any non-residential development is calculated as specified in Part A.4.4 at $(0.0038 \text{ HUE}) \times (\text{square metres of ISA})$.

2.2.4.1 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, and, a special assessment is only undertaken in situations of significantly high or low demand.

2.2.4.2 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 Council will compare the information provided with industry standards and any other reasonable considerations (including from a similar existing development) to determine whether the information provided fairly reflects the expected demand on infrastructure from the development.

2.2.5 Retirement villages

Residential units and care suites are assessed for development contributions as detailed in Table 3. All other elements of a retirement village are assessed using a special assessment.

2.2.6 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 able to connect to the network in the future, it will be assessed for a development contribution for the relevant activity at that time.

2.2.7 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.

2.2.8 Temporary buildings

Temporary buildings are those:

1. Permitted or consented under section 6.4 of the Christchurch District Plan, or;
2. As provided for under section 85 of the Greater Christchurch Regeneration Act.

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 or legislative provision) may be considered. The Council may require the initial five year period or any an extension to be subject to the registering of an encumbrance or memorandum of agreement 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.

2.3 Step 3 - Determine existing demand credits

Existing demand credits recognise that a development may replace previous development on the same site and therefore not place additional demand on infrastructure and facilities.

2.3.1 Life of existing demand credits

Existing demand credits expire 10 years after the previous development on a site last exerted demand on infrastructure. 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.

2.3.2 Limitations to existing demand credits

1. Existing demand credits cannot be used to reduce the development contribution for any activity below zero.
2. Credits from one activity cannot be used to offset development contributions required for another activity.
3. Lots that have been or are being used by a network utility operator for utility purposes are deemed to have no existing demand credits.

2.3.3 Considerations when assessing existing demand credit for residential development

1. 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.
2. If the GFA of a previous residential unit was less than 100m², and the Council has evidence a small residential unit adjustment was made at the time of initial development, the credit will reflect the adjustment applied at the time of initial development. 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.

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

1. 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 Table 3 and Tables A.4.2, A.4.4 and A.4.9 and to the GFA and/ or impervious surface area of the previous development.
2. 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.
3. A non-residential development on an undeveloped lot created prior to 1 July 2004 will receive a credit of 1 HUE per lot.
4. 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.
5. For any other application in respect of an undeveloped non-residential lot an existing demand credit of 1 HUE per activity per lot will apply.

2.3.5 Other considerations when assessing existing demand credit for any development

1. 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).
2. 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.
3. 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.
4. 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.
5. A special assessment can be used at the Council's discretion to establish the existing demand credits applicable.

2.3.6 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.

2.4 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).

The demand is reduced if a small residential unit adjustment applies.

2.5 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).

2.6 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.

2.6.1 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; and
2. The value of 20m² of land for each additional household unit created by the development.

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

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

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

2.6.2 Minimum charge

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

2.7 Schedule of development contribution charges (per HUE)

Table 4: Development contribution charge for each activity by catchment. The overall charge will depend on the location of the development.

Activity Group	Activity	Catchment Development Contribution Charge							
Reserves	Regional Parks	District-wide							
	Ex. GST	\$101.07							
	Inc. GST	\$116.23							
	Garden and Heritage Parks	District-wide							
	Ex. GST	\$140.36							
	Inc. GST	\$161.42							
	Sports Parks	District-wide							
	Ex. GST	\$337.17							
	Inc. GST	\$387.75							
	Neighbourhood Parks	Central	Medium Density	Suburban	Growth	Banks Peninsula			
	Ex. GST	\$119.02	\$69.63	\$535.35	\$472.69	\$136.56			
	Inc. GST	\$136.87	\$80.07	\$615.65	\$543.60	\$157.04			
Network Infrastructure	Water Supply	Akaroa Harbour	Central North	Central South	Lyttelton Harbour	Marshlands	North	North West	Banks Peninsula
	Ex. GST	\$10,977.46	\$1,165.96	\$693.16	\$5,130.89	\$4,755.71	\$562.83	\$2,008.11	\$6,467.53
	Inc. GST	\$12,624.07	\$1,340.85	\$797.13	\$5,900.52	\$5,469.06	\$647.26	\$2,309.32	\$7,437.66
	Water Supply Cont.	West	Woolston/Sumner						
	Ex. GST	\$1,608.04	\$980.85						
	Inc. GST	\$1,849.24	\$1,127.97						
	Wastewater Collection	North	North West	South	South West	East	City	West	Lyttelton Harbour
	Ex. GST	\$4,085.68	\$1,862.04	\$1,066.03	\$6,989.79	\$258.31	\$261.61	\$2,987.56	\$6,025.25
	Inc. GST	\$4,698.53	\$2,141.35	\$1,225.93	\$8,038.26	\$297.06	\$300.85	\$3,332.19	\$6,929.04

Activity Group	Activity	Catchment Development Contribution Charge							
		Akaroa Harbour	Banks Peninsula						
	Ex. GST	\$2,105.48	\$258.31						
	Inc. GST	\$2,421.30	\$297.06						
Network Infrastructure	Wastewater Treatment/Disposal	Christchurch	Akaroa Harbour	Banks Peninsula					
	Ex. GST	\$935.35	\$42,057.16	\$0.00					
	Inc. GST	\$1,075.65	\$48,365.73	\$0.00					
	Stormwater & Flood Protection	Styx	Ōtukaikino	Avon	Waimakariri	Coastal	Heathcote	Halswell	Banks Peninsula
	Ex. GST	\$11,717.92	\$3,448.72	\$829.57	\$183.54	\$654.56	\$4,095.55	\$13,469.48	\$2,042.09
	Inc. GST	\$13,475.61	\$3,966.03	\$954.01	\$211.08	\$752.74	\$4,709.89	\$15,489.90	\$2,348.41
		Lyttelton Harbour / Whakaraupō							
	Ex. GST	\$654.10							
	Inc. GST	\$752.22							
	Road Network	Growth	Central City	Medium Density	Suburban	Banks Peninsula	Lyttelton Harbour		
	Ex. GST	\$3,359.86	\$984.01	\$988.65	\$948.58	\$538.56	\$1,035.88		
	Inc. GST	\$3,863.84	\$1,131.61	\$1,136.95	\$1,090.87	\$619.35	\$1,191.26		
	Active Travel	Metro Zone							
	Ex. GST	\$851.70							
	Inc. GST	\$979.46							
	Public Transport	Metro Zone							
	Ex. GST	\$481.42							
Inc. GST	\$553.63								
Community Infrastructure	Community Infrastructure	District-Wide							
	Ex. GST	\$859.50							
	Inc. GST	\$988.43							

2.7.1 Event triggering the timing of assessment

The Council will undertake a development contributions assessment (requirement) upon the granting of:

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

2.8 Reassessment – for development contribution assessments (requirement) prior to 1 July 2015

Development contribution assessments made under a policy in place prior to 1 July 2015 are valid for a specified period (normally 12 months), after which a reassessment is undertaken at the time of invoicing using the Policy in place at the time of the reassessment.

This provision pre-dates a change to the Local Government Act 2002 which now requires any reassessment to be undertaken using the Policy in place at the time the relevant complete application was received by the Council.

To ensure developers with assessments undertaken using a Policy in place prior to 1 July 2015 are not unfairly disadvantaged, the developer may elect to either have a reassessment using the policy in place at the time the original assessment was undertaken (which is consistent with the requirements of the LGA), or, have a reassessment undertaken using the Policy in place at the time of the reassessment (which is consistent with policy provisions in place when the original assessment was undertaken).

All assessments undertaken using a Policy in place after 1 July 2015 will not be reassessed but will be invoiced for the amount of the original assessment, unless there are changes to the development that change the demand on infrastructure and therefore require a new assessment to be undertaken.

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

2.9 Other charges may apply

2.9.1 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 infrastructural services or to avoid, remedy or mitigate the environmental effects of the development. However, this Policy doesn't provide for additional works to be required.

2.9.2 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.

2.9.3 Development Impact Fee

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

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

Examples of situations when this may arise include:

- Where the Council is asked to exercise its discretion under Schedule 1(2) of the Building Act 2004 to exempt an applicant from the requirement for a building consent, but the work to be undertaken will increase

demand on Council's assets. In this situation, the Council will charge a development impact fee as a condition of the exemption being granted.

- Where a variation to a consent to discharge an increased volume of trade waste is applied for. In this situation, the Council will require the applicant to enter into a Trade Waste Agreement with the Council as referred to in clause 18 of the Christchurch City Council Trade Waste Bylaw 2015, with a provision that the applicant must pay a development impact fee.

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

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

PART 3

ASSESSMENT AND CHARGING OF DEVELOPMENT CONTRIBUTIONS

3.1 Development contributions assessment

3.1.1 Event triggering the timing of assessment

The Council will undertake a development contributions assessment (requirement) upon 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. The Council reserves the right to assess at any stage of the development.

As a general rule, development contributions will be assessed after an application for a certificate of acceptance, resource consent or building consent has been accepted for processing. Resource consent (land use) and service connection applications provide an opportunity for the Council to assess any development not subject to subdivision or building activity.

The Council will provide the developer with an assessment notice at the time a consent is granted. This details the development contributions required by Council but 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.

3.1.2 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. There is a charge for the estimate service – see the Council’s schedule of fees and charges.

3.1.3 Staged development

3.1.3.1 Subdivision and land use development

For subdivision or land use development undertaken under a single consent, the development contribution requirement for each stage 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 will be undertaken upon receipt of a section 223 certificate (LT Plan).

3.1.3.2 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.

3.1.3.3 Previous assessments for staged development

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

3.1.4 Variation to consent or conditions of consent

An application to vary a consent may result in changes to information used to undertake a development contributions assessment, 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 existing development under section 208 of the LGA.

3.2 Invoicing and payment

An invoice for development contributions will be issued when one of the following triggers is reached:

- **Resource consent (subdivision)** – in the event of a staged development, prior to the release of the Section 224(c) certificate for each stage. For all developments requiring resource consent an invoice will be issued prior to release of the 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 224(c) certificate, code compliance certificate or certificate of acceptance or authorise a service connection until required development contributions are paid.

3.3 Land in lieu of cash payment for development contributions

The Council may, at its discretion, take land instead of cash for development contributions. If the Council or developer identify opportunities for land to be taken in lieu of cash development contributions this will be progressed if agreeable to both parties.

The following are examples of the purposes for which the Council may take land in lieu of cash for development contributions:

- Land (and improvements) for a neighbourhood park
- Land (and works) for stormwater treatment
- Land for roads that service growth beyond the development footprint

3.3.1 Valuation of land to be provided in lieu of cash

If the Council and developer agree to land in lieu of cash for development contributions, the land value is determined using the market value of the undeveloped land as at the date the complete application for consent is received by the Council.

The Council will instruct an independent valuer to undertake a land valuation within 20 working days of the complete application for resource consent being received. The cost of the valuation will be met equally by the Council and the developer.

The Council is not required to provide an updated valuation before the issue of the Section 224(c) certificate.

3.3.2 Basis of land valuation

In order for a valuation to be fair and consistent it must be carried out as follows:

- Where there are different density zones within a subdivision or Outline Development Plan (ODP), the valuation will use the lowest density zone.
- The value will include any rights and configuration given by consents already granted at the time the complete application for consent is received by Council.
- The value will be based on the highest and best use of the land at the time of consent application being received.

Land purchase cost estimates are based on property valuation evidence in a manner consistent with:

- The Public Works Act 1981, and;
- Any relevant case law, and;
- Any other relevant statutory or regulatory regime governing the acquisition of land by local and central government in New Zealand.

This includes both betterment and injurious effects. The only exception is where agreement is reached between the Council and the landowner to a specific value or to an alternative valuation methodology.

3.3.3 Resolution of valuation disputes

If the developer and the Council cannot agree on the value for the land, an independent valuer will be engaged jointly by the Council and developer, with costs shared equally. The findings of the independent valuer will be the final

determination of value for the purposes of this policy and the development in question.

The developer and the Council can agree in writing, before entering into the independent valuation process, that either party may decide at the end of the process that they will not be bound by the findings of the independent valuer. Any agreement to this effect means the Council may choose to take the development contribution in cash rather than land or the developer may refuse to provide land to the Council (but must then pay the development contribution in cash).

Any compulsory acquisition of land by the Council will follow relevant legislative requirements such as those provided in the Public Works Act 1981.

3.3.4 Revaluation of land

If the land is not in Council ownership within 12 months of the development contributions assessment, the Council may require a revaluation to be undertaken at the developer's cost.

3.4 Enforcement powers

3.4.1 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.

3.4.2 Other enforcement powers

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

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

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

PART 4

POSTPONEMENTS, REMISSIONS AND REVIEWS

4.1 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.

4.2 Remissions and rebates

4.2.1 Remission of development contributions

The Council may, at its discretion, consider and grant a full or partial remission of development contributions in unique and compelling circumstances.

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

The developer must write to the Council Chief Executive seeking a remission and explaining the unique and compelling circumstances under which the development should be considered for a remission.

Council officers will provide the Council with a report including analysis of the situation and a recommendation whether the remission should be granted or not. The Council's decision on a request for a remission is final.

4.2.2 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.

4.2.3 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.

Aligned with this policy, the Council has established a development contributions rebate scheme which applies to residential development and non-residential development for social or cultural purposes on Māori land within a Papakāinga/ Kāinga Nohoanga zone of the Christchurch District Plan. The rebate provides that qualifying developments do not pay development contributions.

4.3 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, and including costs incurred administering the refund.

4.4 Reconsiderations and objections

4.4.1 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 Reconsideration Request must be made within 10 working days of the date on which the person lodging the request received the development contributions assessment.

A Reconsideration Request form must be completed and lodged with the Council. The form is available from the Council website www.ccc.govt.nz or from the Council offices at 53 Hereford Street, Christchurch.

If the Council believes further information is required before it can make a decision, it will send a Further Information Request in writing to the applicant as soon as possible after the Reconsideration Request is received.

A Reconsideration Request 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.

4.4.1.1 Grounds for reconsideration

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

- i. the development contribution was incorrectly calculated or assessed under the Council's development contributions policy; or
- ii. the Council incorrectly applied its development contributions policy; or
- iii. 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

4.4.1.2 Reconsideration decision

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

Written notice of the outcome of the reconsideration will be provided to the developer within 15 working days after the date all relevant information required by the Council (including any information that Council has requested under a Further Information Request) is received.

4.4.2 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.

4.4.2.1 Grounds for objection

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

- i. 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;
- ii. required a development contribution for community facilities not required by, or related to, the objector's development;
- iii. was in breach of section 200 of the LGA (limitations applying to requirement for development contribution); or
- iv. 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.

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

4.4.2.2 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.

4.4.2.3 Recovery of costs

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

- i. selecting, engaging, and employing development contributions commissioners;
- ii. secretarial and administrative support of the objection process; and
- iii. preparing for, organising and holding the hearing

4.4.3 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.

4.5 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".

Sections 207A - F of the LGA detail the process, content and application required of a PDA.

Christchurch City Council will use a PDA for any agreement between a developer and the Council where the developer will provide land and/ or infrastructure 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.

4.6 Security instruments

4.6.1 Encumbrance

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

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

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

4.6.2 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.

PART 5 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.

5.1 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; and
- the distribution of benefits between the community as a whole, any identifiable part of the community, and individuals; and
- 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; and
- the costs and benefits, including consequences for transparency and accountability, of funding the activity distinctly from other activities; and
- the overall impact of any allocation of liability for revenue needs on the community

5.1.1 Contribution to achieving community outcomes

Community outcomes describe the future state the Council is aiming to achieve in terms of community wellbeing. Capital expenditure to meet demand for

infrastructure from growth development contributes to achievement of the following community outcomes:

Table 5. Activity contribution to achieving community outcomes

Community outcome	Reserves	Network Infrastructure	Transport	Community Infrastructure
Resilient communities				
Strong sense of community	✓	✓		✓
Active participation in civic life			✓	✓
Safe and healthy communities	✓	✓	✓	✓
Celebration of our identity through arts, culture, heritage, sport and recreation	✓	✓		✓
Valuing the voices of all cultures and ages (including children)	✓			✓
Liveable city				
Vibrant and thriving city centre	✓	✓	✓	✓
Sustainable suburban and rural centres		✓	✓	✓
A well connected and accessible city promoting active and public transport			✓	
Sufficient supply of, and access to, a range of housing		✓		
21st century garden city we are proud to live in	✓	✓		
Healthy environment				
Healthy water bodies	✓	✓		
High quality drinking water	✓	✓		
Unique landscapes and indigenous biodiversity are valued and stewardship exercised	✓			
Sustainable use of resources and minimising waste	✓	✓	✓	

Community outcome	Reserves	Network Infrastructure	Transport	Community Infrastructure
Prosperous economy				
Great place for people, business and investment	✓	✓	✓	✓
An inclusive, equitable economy with broad-based prosperity for all		✓	✓	
A productive, adaptive and resilient economic base		✓	✓	
Modern and robust city infrastructure and community facilities		✓	✓	✓

5.1.2 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.

5.1.3 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 as to 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.

5.1.4 Actions or inaction of particular individuals or a group

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

5.1.5 Funding by activity

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

Network infrastructure

- **Water supply** – includes bores, water treatment facilities, network pumps and pipes.

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

Reserves

- **Regional parks** – normally large park areas with particular ecological, environmental or amenity values. Many regional park areas are on the Port Hills and Banks Peninsula.
- **Garden and heritage parks** – open space areas devoted to gardens and/ or heritage features.
- **Sports parks** - park areas for which the primary purpose is to enable sport to be played. 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

5.1.6 Impact of development contribution funding on community wellbeing

The Council must consider how its overall 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.

5.2 Allocating benefits and costs through catchments

5.2.1 What are catchments and why are they used?

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

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

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

Using catchments to determine development contributions enables the following benefits:

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

5.2.2 Catchment configuration

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

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

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

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

5.2.2.1 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.

5.2.3 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.

5.2.4 Determining charge by catchment

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

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

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

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

5.3 Cost allocation methodology

5.3.1 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.

A summary of the cost allocation methodology is 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.
6. The catchment(s) that will benefit from the project are identified and the growth cost is allocated.

5.3.2 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 Appendix 4 of this document.

5.3.3 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 (with a maximum of 30 years which is the longest period of loan used to fund capital expenditure).

PART 6

DEVELOPMENT CONTRIBUTIONS FOR RESERVES ACTIVITIES

6.1 Development contributions may be cash and/ or land

The Council may reach agreement with a developer to take land instead of cash for development contributions for reserves. The Council will make an early indication whether there is appropriate land within a subdivision plan that could be accepted instead of cash development contributions.

The Council's Public Open Spaces Strategy 2010-2040 details the levels of service 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 appropriate for a land in lieu of cash development contribution payment:

- 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 children's play equipment, substantial tree plantings and open space.
- A 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).

- 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.

In all respects, the Council retains the right to decide on the appropriate level of money and/or land contribution in accordance with this policy.

The Council will not accept unrequired development of land, such as entrance gateways and fountains in lieu of development contributions.

6.2 Development contributions payable by private development on reserves

Any private development on a reserve, such as a clubroom, is required to pay the applicable development contributions as a non-residential development.⁴

⁴ This includes developments undertaken by charitable trusts and non-profit organisations.

PART 7

PLANNING FOR GROWTH

7.1 Growth model

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

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

For the period between 2021 and 2028 the Statistics NZ medium household projections for Christchurch City have been used. From 2029 onwards adjusted projections from the “Our Space” Greater Christchurch Urban Development Strategy projections have been used. The Our Space projections have been adjusted by applying medium growth projections for Selwyn and Waimakariri districts and then proportioning Christchurch’s share of the projected growth. At least seventy per cent of the growth across the period has been allocated to the City, as agreed by the Our Space partners.

The model provides 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 439,000 by June 2031. The number of households is projected to reach 172,000 over the same period.

The number of households in the District is projected to reach 172,000 by 2031. This represents proportionately higher growth than for the population which means average the average number of people per household is forecast to continue to decline over the 2021-31 period.

Infrastructure demand per household calculations used in in this Policy have been based on an assumed average household size of 2.5 people. Around 2033 the average household size is projected to be 2.4 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 Statistics NZ’s Annual Business Frame Update. Employment forecasts are from the Economic Futures Model. The Council’s “business floor-space model” allocates employment to commercial and industrial areas of the city and converts these to business floor-space projections.

7.2 Impervious surface area

Changes in impervious surface area are based on information provided by Landcare Research derived from satellite imagery. Impervious surface growth projections use non-residential growth forecasts to identify the scale and location of future change.

PART 8 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 6. Significant assumptions and risk analysis

Assumption	Risk	Level of uncertainty	Mitigation
<p>Population growth It is assumed that the population of Christchurch will increase at the rate forecast by Council’s growth model. That model predicts the population of Christchurch to reach 439,438 by June 2031, an increase of 9.8% over the estimated 2021 population.</p>	<p>Population growth is higher than projected - the Council must provide planned infrastructure sooner or provide and pay for additional unplanned infrastructure.</p> <p>Population growth is lower than projected, and the Council must support excess infrastructure capacity and service delivery.</p>	<p>Low</p>	<p>Growth model forecasts of population are based on best practice demographic assumptions and forecast methodologies.</p> <p>Changes in population growth tend to be relatively slow to emerge and can be readily observed. The forecasts are reviewed every three years, and adjusted if appropriate.</p> <p>Planning for infrastructure assets is normally well in advance of forecasted requirement providing the Council with opportunities to adjust its capital expenditure programme to accommodate any change of growth.</p>

Assumption	Risk	Level of uncertainty	Mitigation
<p>Household growth and average size The number of households is projected to reach 172,000 by 2031 (Christchurch Growth Model). This represents a projected increase of 10% over the 10 year period.</p> <p>The number of residents per household is assumed to be 2.5 (Christchurch Growth Model).</p>	<p>If the average number of residents per household changes this will affect average household demand on Council infrastructure (if all other things remain equal).</p> <p>If the average residents per household is less than assumed the demand on infrastructure per household will be less.</p> <p>If the average residents per household is greater than assumed the demand on infrastructure per household will be more.</p>	<p>Low</p>	<p>Changes in household composition tend not to occur over the short term but are subject to slowly emerging trends. The forecasts are reviewed every three years, and adjusted if appropriate.</p> <p>With planning for infrastructure assets normally being well in advance of forecast requirements the Council has opportunities to adjust its capital expenditure programme to accommodate any change in average household demand.</p>
<p>Non-residential growth Demand for non-residential floor space will grow at the pace projected by the Christchurch City Council business growth model.</p>	<p>If non-residential growth is less than assumed the demand for Council infrastructure will be less.</p> <p>If non-residential growth is less than assumed the demand for Council infrastructure will be less.</p>	<p>Low/ Moderate</p>	<p>Forecasts of business growth are based on best practice assumptions and forecast methodologies.</p> <p>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 every three years, and adjusted if appropriate.</p>
<p>Asset life The economic life of assets are assumed to be as recorded in asset management plans. The Council's accounting policies detail the economic lives by asset class.</p>	<p>The current condition of assets may mean the economic life of some assets will be less than would normally be expected.</p>	<p>Moderate</p>	<p>Asset management information including renewal programmes are adjusted to reflect the latest information on the expected asset life of each asset.</p>
<p>Levels of service No significant changes to service standards will occur other than those signalled in asset management plans.</p>	<p>A significant change to a level of service could require additional capital expenditure which could impact on development contribution charges.</p>	<p>Low</p>	<p>Changes in capital expenditure due to levels of service can be planned for through the LTP and development contributions adjustments made.</p>

Assumption	Risk	Level of uncertainty	Mitigation																																	
<p>Delivery of 3 waters services It has been assumed 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 high likelihood some 3 waters services will be delivered by a new entity.</p> <p>Over the past three years, central and local government have considered solutions to the challenges facing delivery of three waters services. This has seen the creation of Taumata Arowai, a national water services regulator, to oversee and enforce a new drinking water regulatory framework, with additional oversight of wastewater and stormwater networks. The Council has signed a memorandum of understanding between the Crown and local authorities that commits us to work together to explore future service delivery options.</p>	<p>If, in future, these services are to be provided by a new entity this will significantly change the our financial position as revenue, costs and debt along with asset ownership associated with provision of water and wastewater services transition out of the Council's books.</p>	<p>High</p>	<p>The Council is able to 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.</p>																																	
<p>Inflation The inflation assumptions used to calculate development contributions charges under the Policy are consistent with those in the Council's Long Term Plan 2021-31.</p> <p>Inflation projections are provided by Business Economic Research Limited (BERL) to all local authorities. Different weighted average inflation figures for capital and operational items are used.</p> <table border="1" data-bbox="208 978 680 1310"> <thead> <tr> <th>Financial Year</th> <th>Capital Expenditure</th> <th>Operational Expenditure</th> </tr> </thead> <tbody> <tr><td>2021/22</td><td>2.3%</td><td>2.1%</td></tr> <tr><td>2022/23</td><td>2.3%</td><td>2.1%</td></tr> <tr><td>2023/24</td><td>2.4%</td><td>2.2%</td></tr> <tr><td>2024/25</td><td>2.5%</td><td>2.3%</td></tr> <tr><td>2025/26</td><td>2.5%</td><td>2.4%</td></tr> <tr><td>2026/27</td><td>2.6%</td><td>2.4%</td></tr> <tr><td>2027/28</td><td>2.7%</td><td>2.5%</td></tr> <tr><td>2028/29</td><td>2.8%</td><td>2.7%</td></tr> <tr><td>2029/30</td><td>2.9%</td><td>2.7%</td></tr> <tr><td>2030/31</td><td>2.7%</td><td>2.6%</td></tr> </tbody> </table>	Financial Year	Capital Expenditure	Operational Expenditure	2021/22	2.3%	2.1%	2022/23	2.3%	2.1%	2023/24	2.4%	2.2%	2024/25	2.5%	2.3%	2025/26	2.5%	2.4%	2026/27	2.6%	2.4%	2027/28	2.7%	2.5%	2028/29	2.8%	2.7%	2029/30	2.9%	2.7%	2030/31	2.7%	2.6%	<p>Inflation will be higher or lower than anticipated.</p> <p>Any increase in Council's cost of providing capital assets to cater for growth that is not offset by efficiency gains or revenue increases is likely to impact on the cost of development contributions.</p>	<p>Low</p> <p>Low</p>	<p>The Council's Long Term Plan is prepared at least every three years and provides an opportunity to refine forecast inflation. This ensures forecast inflation is constantly updated using the latest information.</p>
Financial Year	Capital Expenditure	Operational Expenditure																																		
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Assumption	Risk	Level of uncertainty	Mitigation																						
<p>Credit rating The Council's current rating of AA- is maintained.</p>	<p>Council's credit rating with Standard and Poor's is downgraded.</p> <p>A downgrade in the Council's current credit rating by one notch (from AA- to A+) would increase the cost of new borrowing by 5 basis points (0.05 percentage points) for the life of the borrowing.</p> <p>In such an event, interest costs in 2021/22 could increase by \$0.13 million. This could increase to \$1.1 million annually by 2027/28.</p>	<p>Moderate</p>	<p>The Council's Financial Strategy and financial management policies are intended to ensure prudent debt and financial management approaches are used.</p> <p>The Council's LTP is prepared at least every three years and provides an opportunity to adjust interest rates assumptions if necessary. This ensures the forecast cost of capital is updated using the latest information.</p>																						
<p>Borrowing costs The net cost of borrowing (i.e. including current and projected debt) will rise to 5.0% over the period of the Long Term Plan 2018-28. The forecast rates include assumed long-term market interest rates including Council's borrowing margin of:</p> <table border="1" data-bbox="192 790 548 1093"> <thead> <tr> <th>Year</th> <th>Assumed interest rate</th> </tr> </thead> <tbody> <tr><td>2021/22</td><td>1.2%</td></tr> <tr><td>2022/23</td><td>1.3%</td></tr> <tr><td>2023/24</td><td>1.5%</td></tr> <tr><td>2024/25</td><td>1.7%</td></tr> <tr><td>2025/26</td><td>1.8%</td></tr> <tr><td>2026/27</td><td>2.0%</td></tr> <tr><td>2027/28</td><td>2.1%</td></tr> <tr><td>2028/29</td><td>2.2%</td></tr> <tr><td>2029/30</td><td>2.2%</td></tr> <tr><td>2030/31</td><td>2.2%</td></tr> </tbody> </table>	Year	Assumed interest rate	2021/22	1.2%	2022/23	1.3%	2023/24	1.5%	2024/25	1.7%	2025/26	1.8%	2026/27	2.0%	2027/28	2.1%	2028/29	2.2%	2029/30	2.2%	2030/31	2.2%	<p>Interest rates will vary from those projected.</p> <p>Capital expenditure to provide infrastructure for growth is loan funded (usually over 30 years) with the growth component repaid from development contributions.</p> <p>If interest rates are higher than forecast this will increase the cost of capital to fund new infrastructure and therefore increase the cost of development contributions.</p> <p>If interest rates are less than forecast this will reduce the cost of capital and therefore the future cost of development contributions.</p>	<p>Low/ Moderate</p>	<p>Projections are based on conservative assumptions about future market interest rates. The cost of projected debt is hedged to minimise exposure to market rate fluctuations.</p> <p>Council manages interest rate exposure in accordance with its Liability Management Policy, and in line with advice from an independent external advisor.</p> <p>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.</p>
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<p>Waka Kotahi - New Zealand Transport Agency subsidy funding Requirements and specifications for the performance of subsidised work will not alter to the extent they impact adversely on operating costs. The current Funding Assistance Rate (FAR) is 51% on qualifying expenditure.</p>	<p>New transport infrastructure not funded by NZTA is funded from development contributions and/or rates, depending the growth component.</p> <p>A reduction in the NZTA FAR would increase the funding required from development contributions and/ or rates.</p>	<p>Moderate</p>	<p>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.</p>																						

PART 9 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

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.

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

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

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.

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 Maori land within the meaning of Te Ture Whenua Maori 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.

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.

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 internal floor area of a building, 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 and potentially habitable accessory buildings.

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

GST means Goods and Services Tax.

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. The IDS replaces the Christchurch Metropolitan Code of Urban Subdivision.

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, and also includes roof area and any areas that are or will be compacted gravel.

Kitchen or kitchenette means a part of a building with a sink that is capable of being used as a cooking area. (See section 2.2.2 of this policy: if a kitchen in an area means there is a self-contained residential unit, then this constitutes a household unit.)

Level of service means the standard of service the Council has committed to provide for each activity. These 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 undergone.

LTP means the Council's Long Term Plan.

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.' May otherwise be termed business or commercial.

NZTA means Waka Kotahi New Zealand Transport Agency.

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.

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

Retail means the use of land, a building or parts of a building for the sale or display of goods or the offer of goods for hire.

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 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.

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 a gross floor area (including garaging and potentially habitable accessory buildings) of less than 100m².

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.

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

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.

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.

APPENDICES

Appendix 1

Schedule of capital expenditure on assets to provide for growth

Appendix 2

Catchment maps by activity

Appendix 3

Establishing the cost of growth

Appendix 4

Methodologies to establish non-residential development demand equivalences

APPENDIX 1

SCHEDULE OF CAPITAL EXPENDITURE FOR ASSETS TO PROVIDE FOR GROWTH

S1.1 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 S1.1 summarises the total capital expenditure from which development contributions are calculated by activity and by cost allocation.

Table S.1.2 provides a schedule of the assets/ projects the Council has provided or plans to provide which partly or wholly provide for additional demand through growth and which the cost of the growth component forms part of the calculation for the relevant development contribution.

Table A1.1 Components of total capital expenditure from which growth-related development contributions are assessed (\$2021; GST exclusive)							
	Total Capex¹	Growth capex (funded by Development Contributions)	Backlog Capex	Renewal Capex	Other Capex²	Capex % funded by Development Contributions	Capex % funded from other sources³
			(funded from other sources)				
Regional parks	\$12,071,413	\$6,903,559	\$5,167,854	\$0	\$0	57%	43%
Garden & heritage parks	\$28,740,485	\$8,086,097	\$20,654,388	\$0	\$0	28%	72%
Sports parks	\$28,165,026	\$16,686,343	\$11,478,683	\$0	\$0	59%	41%
Neighbourhood parks	\$59,567,257	\$37,949,884	\$21,617,373	\$0	\$0	64%	36%
TOTAL RESERVES	\$128,544,181	\$69,625,883	\$58,918,298	\$0	\$0		
Water supply	\$131,620,339	\$87,839,778	\$29,985,115	\$13,795,446	\$0	67%	33%
Wastewater collection	\$249,030,241	\$116,522,548	\$124,887,690	\$6,846,828	\$773,175	47%	53%
Wastewater treatment & disposal	\$271,902,226	\$46,637,068	\$188,664,888	\$7,238,551	\$29,361,719	17%	83%
Stormwater & Flood protection	\$392,589,519	\$188,126,754	\$204,462,765	\$0	\$0	48%	52%
Road network	\$826,739,123	\$97,228,158	\$682,467,770	\$15,333,648	\$31,709,547	12%	88%
Active travel	\$226,699,783	\$19,840,466	\$200,982,225	\$3,386,192	\$2,490,000	9%	91%
Public transport infrastructure	\$111,282,038	\$8,904,109	\$98,782,366	\$1,523,846	\$2,071,717	8%	92%
TOTAL NETWORK INFRASTRUCTURE	\$2,209,863,269	\$565,098,881	\$1,530,232,819	\$48,124,511	\$66,407,058		
Community Infrastructure	\$255,712,578	\$94,965,266	\$160,747,312	\$0	\$0	37%	63%
TOTAL	\$2,594,120,028	\$729,690,030	\$1,749,898,429	\$48,124,511	\$66,407,058		
Notes:	(1) Total capital expenditure includes past projects, projects included in the 2021 - 2031 Long Term Plan, and projects identified under clause 1(2) of Schedule 13 of the Local Government Act 2002 with a growth component (2) Other capital expenditure includes Waka Kotahi (NZTA) funded expenditure and capital expenditure not allocated to growth, backlog, or renewal (3) Other sources of funding includes rates, financial contributions, and external funding. No capital expenditure is funded by financial contributions in the 2021 - 2031 Long Term Plan						

Table A1.2 Schedule of Assets for which development contributions will be required

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Community Infrastructure									
Cemeteries Burial Beams Development	\$2,000,000	LTP	District Wide	100		78.38	21.62	\$1,567,682	\$14.72
Cemeteries Development of New Assets	\$980,000	LTP	District Wide	100		78.38	21.62	\$768,164	\$7.15
Delivery Package Cemetery Development	\$418,477	In Progress	District Wide	100		78.38	21.62	\$328,020	\$3.25
Diamond Harbour Cemetery Development	\$300,000	LTP	District Wide	100		78.38	21.62	\$235,152	\$2.22
Duvauchelle Cemetery Development	\$400,000	LTP	District Wide	100		78.38	21.62	\$313,536	\$2.97
Land Purchases for Cemeteries Development	\$5,900,000	LTP	District Wide	100		78.38	21.62	\$4,624,663	\$44.28
Lyttelton Catholic Cemetery Extension Development	\$304,000	LTP	District Wide	100		78.38	21.62	\$238,288	\$2.28
Memorial Cemetery Development	\$1,335,800	LTP	District Wide	100		78.38	21.62	\$1,047,055	\$9.73
Memorial Cemetery Development	\$293,064	LTP	District Wide	100		78.38	21.62	\$229,716	\$2.32
Templeton Cemetery Development	\$9,638,990	LTP	District Wide	100		78.38	21.62	\$7,555,438	\$71.80
Botanic Gardens Play Landscape Project	\$2,351	LTP	District Wide	100		10.00	90.00	\$235	\$0.01
Delivery Package FY17 - Neighbourhood Parks - Play and Recreation (New)	\$99,186	Complete	District Wide	100		40.00	60.00	\$39,674	\$1.14
Governors Bay Community Centre & Pool Reserve - Play and Recreation Facilities (New)	\$170,330	Complete	District Wide	100		20.00	80.00	\$34,066	\$0.94
Seager Park Playground	\$55,958	Complete	District Wide	100		60.00	40.00	\$33,575	\$0.90

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Waitikiri Square Playground	\$142,112	Complete	District Wide	100		40.00	60.00	\$56,845	\$1.63
Canterbury Agricultural Park Toilet and Changing Rooms	\$892,610	Complete	District Wide	100		97.05	2.95	\$866,279	\$25.25
Halswell Skate Park	\$391,745	Complete	District Wide	100		40.00	60.00	\$156,698	\$4.39
Belfast Cemetery Extension	\$1,697,677	In Progress	District Wide	100		78.38	21.62	\$1,330,709	\$13.70
Cemetery Beams	\$841,424	In Progress	District Wide	100		78.38	21.62	\$659,543	\$6.64
New Library to support population growth	\$12,150,000	Draft	District Wide	100		69.24	30.76	\$8,412,556	\$0.00
Hornby Development Contributions	\$1,800,000	LTP	District Wide	100		48.34	51.66	\$870,039	\$8.29
Hornby Library, Customer Services and South West Leisure Centre	\$35,411,625	In Progress	District Wide	100		48.34	51.66	\$17,116,392	\$162.74
Te Pou Toetoe Linwood Pool	\$23,922,161	In Progress	District Wide	100		48.34	51.66	\$11,562,900	\$111.91
Metro Sports Facility Equipment	\$4,163,778	LTP	District Wide	100		23.58	76.42	\$981,819	\$9.43
Metro Sport Facility	\$152,401,290	In Progress	District Wide	100		23.58	76.42	\$35,936,224	\$351.84
Total	\$255,712,578							\$94,965,268	

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Garden and Heritage Parks									
Botanic Gardens Entry Pavilion	\$13,781,643	Complete	District Wide	100		21.50	78.50	\$2,963,076	\$46.96
Garden & Heritage Parks Green Assets Delivery package FY17	\$48,282	In Progress	District Wide	100		80.00	20.00	\$38,626	\$0.78
Botanic Gardens Access & Carparks Development	\$4,025,412	LTP	District Wide	100		30.00	70.00	\$1,207,624	\$15.98
Botanic Gardens Buildings Development	\$571,403	LTP	District Wide	100		20.00	80.00	\$114,281	\$1.47

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Botanic Gardens Childrens Garden Development Project	\$3,399,646	LTP	District Wide	100		80.00	20.00	\$2,719,717	\$44.29
Botanic Gardens Planned Buildings Development	\$1,695,456	LTP	District Wide	100		10.00	90.00	\$169,546	\$2.26
Botanic Gardens Planned Exhibitions, Collections & Signs Development	\$1,705,000	LTP	District Wide	100		10.00	90.00	\$170,500	\$5.53
Botanic Gardens Planned Services Development	\$3,513,642	LTP	District Wide	100		20.00	80.00	\$702,728	\$23.09
Total	\$28,740,484							\$8,086,098	

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Neighbourhood Parks									
Awatea Rd, New Parks Planting	\$139,190	Complete	District Wide	100		100.00	0.00	\$139,190	\$1.43
Delivery Package FY17 - NP Sports Facilities (New)	\$17,695	Complete	District Wide	100		90.00	10.00	\$15,926	\$0.43
Scott Park Ferrymead Planting Project	\$25,471	Complete	Suburban	100		20.00	80.00	\$5,094	\$1.11
Waitikiri Square Planting	\$20,921	Complete	Banks Peninsula	100		100.00	0.00	\$20,921	\$34.76
Delivery Package Detailed Design Landscape Plans	\$473,749	Complete	District Wide	100		80.00	20.00	\$378,999	\$3.87
Delivery Package FY17 - NP Furniture (New)	\$43,368	Complete	District Wide	100		40.00	60.00	\$17,347	\$0.47
Delivery Package New Furniture Neighbourhood Parks	\$23,052	Complete	District Wide	100		40.00	60.00	\$9,221	\$0.27
Land Development Neighbourhood Parks (Catchment 3 Greenfields)	\$24,447,715	LTP	Growth	100		100.00	0.00	\$24,447,715	\$415.85

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Neighbourhood Reserve Purchases	\$771,483	Complete	District Wide	100		100.00	0.00	\$771,483	\$20.72
New FY18 Delivery Package - Neighbourhood Parks - Furniture (New)	\$44,312	Complete	District Wide	100		60.00	40.00	\$26,588	\$0.27
Programme - Neighbourhood Parks - Furniture (New)	\$21,237	In Progress	District Wide	100		40.00	60.00	\$8,495	\$0.28
Bays Skate and Scooter Park	\$463,399	LTP	Medium Density	100		41.00	59.00	\$189,994	\$12.78
CP Development New Assets	\$1,591,387	LTP	Suburban	100		40.00	60.00	\$636,555	\$51.23
CP Planned Development	\$13,667,589	LTP	District Wide	100		20.00	80.00	\$2,733,518	\$29.12
Little River Play and Recreation Develop	\$311,688	LTP	Banks Peninsula	100		20.00	80.00	\$62,338	\$4.62
DC fund Land in Lieu N/hd Parks Central	\$6,105,000	LTP	Central	100		30.00	70.00	\$1,831,500	\$62.17
Land Dev-DC funded-Neighbourhood Parks-Catchment 2-Suburban	\$8,750,000	LTP	Suburban	100		70.00	30.00	\$6,125,000	\$426.16
Land Dev-DC funded-Neighbourhood Parks-Catchment 4-BP	\$2,650,000	LTP	Banks Peninsula	100		20.00	80.00	\$530,000	\$40.33
Total	\$59,567,256							\$37,949,884	

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Regional Parks									
Groynes/ Roto Kohatu/ Otukaikino Development	\$1,991,712	LTP	District Wide	100		70.00	30.00	\$1,394,198	\$18.33
Regional Parks Coastal & Plains New Development	\$3,693,700	LTP	District Wide	100		80.00	20.00	\$2,954,960	\$48.88
Regional Parks Port Hills & Banks Peninsula New Development	\$6,386,000	LTP	District Wide	100		40.00	60.00	\$2,554,400	\$33.86
Total	\$12,071,412							\$6,903,558	

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Sports Parks									
Bexley Dog Park	\$85,673	Complete	District Wide	100		20.00	80.00	\$17,135	\$0.32
Delivery Package for Sports Parks Structures New	\$17,840	Complete	District Wide	100		80.00	20.00	\$14,272	\$0.47
Delivery Package FY17 - Sports Park Structures (New)	\$110,770	Complete	District Wide	100		20.00	80.00	\$22,154	\$0.45
FY18 Delivery Package - Sports Parks Structures (New)	\$165,700	Complete	District Wide	100		10.00	90.00	\$16,572	\$0.38
Halswell Domain Car Park	\$1,158,437	Complete	District Wide	100		80.00	20.00	\$926,750	\$16.78
Roto Kohatu Reserve (ex landfill site)	\$343,138	Complete	District Wide	100		50.00	50.00	\$171,569	\$2.15
Ferrymead Park Development	\$243,119	Complete	District Wide	100		50.00	50.00	\$121,560	\$1.65
Ferrymead Park Development	\$102,289	Complete	District Wide	100		50.00	50.00	\$51,144	\$0.72
Washington Reserve	\$3,418,858	Complete	District Wide	100		50.00	50.00	\$1,709,429	\$42.84
CP Dev Carrs Reserve services relocation	\$3,676,470	LTP	District Wide	100		100.00	0.00	\$3,676,470	\$47.88
CP Development Bexley Park	\$805,410	LTP	District Wide	100		20.00	80.00	\$161,082	\$7.06

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
CP Planned Buildings Development	\$1,150,000	LTP	District Wide	100		60.00	40.00	\$690,000	\$9.33
CP Planned Sports Field Development	\$9,091,845	LTP	District Wide	100		50.00	50.00	\$4,545,922	\$147.35
Hagley Park Services Development	\$230,000	LTP	District Wide	100		10.00	90.00	\$23,000	\$0.72
CP Development Lancaster Park redevelopment	\$7,565,474	LTP	District Wide	100		60.00	40.00	\$4,539,284	\$59.07
Total	\$28,165,023							\$16,686,343	

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Active Travel									
Central City Projects - Colombo St (Bealey to Kilmore)	\$812,428	In Progress	District Wide	100	5.00	9.50	90.50	\$77,181	\$4.40
Central City Projects - Ferry Rd (St Asaph to Fitzgerald)	\$4,760,151	In Progress	District Wide	100	5.00	9.50	90.50	\$452,214	\$25.63
Central City Projects - Worcester St (Fitzgerald Ave to Madras St)	\$4,000,000	LTP	District Wide	100	5.00	9.50	90.50	\$380,000	\$21.76
AAC Colombo St (Bealey-Kilmore)	\$541,200	LTP	Metro Zone	100	5.00	9.50	90.50	\$51,414	\$3.15
Cycle Connections: Central City	\$550,000	LTP	Metro Zone	100		10.00	90.00	\$55,000	\$3.17
Cycle Connections: Heathcote Expressway	\$1,100,000	LTP	Metro Zone	100		10.00	90.00	\$110,000	\$6.62
Cycle Connections: Nor'West Arc	\$1,360,000	LTP	Metro Zone	100		10.00	90.00	\$136,000	\$7.68
Cycle Connections - Opawaho River Route	\$550,000	LTP	Metro Zone	100	13.00	8.70	91.30	\$47,850	\$2.92
Cycle Connections - Ōtākaro-Avon Route	\$979,000	LTP	Metro Zone	100		10.00	90.00	\$97,900	\$5.74
Cycle Connections: Quarryman's Trail	\$247,500	LTP	Metro Zone	100		10.00	90.00	\$24,750	\$1.44

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Cycle Connections: Southern Lights	\$220,000	LTP	Metro Zone	100		10.00	90.00	\$22,000	\$1.33
Cycle Connections: South Express	\$495,000	LTP	Metro Zone	100		10.00	90.00	\$49,500	\$2.90
Cycle Connections - Uni-Cycle	\$836,000	LTP	Metro Zone	100	13.00	8.70	91.30	\$72,732	\$2.19
Cycle Connections: Wheels to Wings	\$148,500	LTP	Metro Zone	100		10.00	90.00	\$14,850	\$0.89
Cycle facilities and connection improvement	\$765,554	LTP	Metro Zone	100		10.00	90.00	\$76,555	\$4.26
Cycleway Improvement Reseal Support Program	\$1,400,000	LTP	Metro Zone	100		10.00	90.00	\$140,000	\$8.21
Local Cycle Network: Avon - Ōtākaro	\$77,000	LTP	Metro Zone	100	13.00	8.70	91.30	\$6,699	\$0.41
Local Cycle Network: Avonside & Wainoni	\$2,720,500	LTP	Metro Zone	100		10.00	90.00	\$272,050	\$15.88
Local Cycle Network: Bishopdale & Casebrook	\$220,000	LTP	Metro Zone	100		10.00	90.00	\$22,000	\$1.34
Local Cycle Network: Burnside to Villa	\$514,000	LTP	Metro Zone	100		10.00	90.00	\$51,400	\$3.14
Local Cycle Network: Eastern Outer Orbit	\$442,200	LTP	Metro Zone	100	13.00	8.70	91.30	\$38,471	\$2.36
Local Cycle Network: Ferrymead	\$1,705,000	LTP	Metro Zone	100		10.00	90.00	\$170,500	\$10.42
Local Cycle Network: Greers Rd	\$1,046,000	LTP	Metro Zone	100		10.00	90.00	\$104,600	\$6.16
Local Cycle Network - Halswell to Hornby	\$880,000	LTP	Metro Zone	100	5.00	9.50	90.50	\$83,600	\$4.90
Local Cycle Network: Inner Western Arc	\$605,000	LTP	Metro Zone	100		10.00	90.00	\$60,500	\$3.54
Local Cycle Network: Northern Mid Orbiter	\$715,000	LTP	Metro Zone	100		10.00	90.00	\$71,500	\$4.18
Local Cycle Network: North-West Outer Orbit	\$2,117,500	LTP	Metro Zone	100		10.00	90.00	\$211,750	\$12.95
Local Cycle Network: Northwood	\$2,200,000	LTP	Metro Zone	100		10.00	90.00	\$220,000	\$13.39
Local Cycle Network: Opawa & St Martins	\$330,000	LTP	Metro Zone	100		10.00	90.00	\$33,000	\$1.99

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Local Cycle Network - Opawa, Waltham & Sydenham	\$704,000	LTP	Metro Zone	100		10.00	90.00	\$70,400	\$4.25
Local Cycle Network: South-West Outer Orbit	\$165,000	LTP	Metro Zone	100	13.00	8.70	91.30	\$14,355	\$0.88
Local Cycle Network: Springs Rd	\$550,000	LTP	Metro Zone	100		10.00	90.00	\$55,000	\$3.36
Local Cycle Network: The Palms to Heathcote	\$561,000	LTP	Metro Zone	100		10.00	90.00	\$56,100	\$3.28
Local Cycleway: Development Connections	\$478,500	LTP	Metro Zone	100		10.00	90.00	\$47,850	\$2.79
Local Cycleway: Development Connections	\$1,052,500	LTP	Metro Zone	100		10.00	90.00	\$105,250	\$6.18
Local Cycleway: Development Connections	\$2,156,000	LTP	Metro Zone	100		10.00	90.00	\$215,600	\$12.63
Local Cycleway: Northern Arterial Link Cranford to Rutland Reserve	\$2,132,899	In Progress	Metro Zone	100	13.00	8.70	91.30	\$185,562	\$5.31
Major Cycleway - Heathcote Expressway Route (Section 1b) Charles St to Tannery	\$11,089,126	In Progress	Metro Zone	100	13.00	8.70	91.30	\$964,754	\$40.75
Major Cycleway - Opawaho River Route (Section 1) Princess Margaret Hospital to Corson Ave	\$10,011,176	LTP	Metro Zone	100	13.00	8.70	91.30	\$870,972	\$32.33
Major Cycleway - Opawaho River Route (Section 2) Corson to Waltham	\$5,353,455	LTP	Metro Zone	100	13.00	8.70	91.30	\$465,751	\$17.21
Major Cycleway - Opawaho River Route (Section 3) Waltham to Ferrymead Bridge	\$33,384,304	LTP	Metro Zone	100	13.00	8.70	91.30	\$2,904,434	\$107.02
Major Cycleway - Ōtākaro-Avon Route (Section 2) Swanns Road Bridge to Anzac Dr Bridge (OARC)	\$9,999,862	LTP	Metro Zone	100	13.00	8.70	91.30	\$869,988	\$32.26

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Major Cycleway - Ōtākaro-Avon Route (Section 3) Anzac Drive Bridge to New Brighton (OARC)	\$9,999,869	LTP	Metro Zone	100	13.00	8.70	91.30	\$869,989	\$32.29
Major Cycleway - Wheels to Wings Route (Section 1) Harewood to Greers	\$7,031,996	In Progress	Metro Zone	100	13.00	8.70	91.30	\$611,784	\$22.56
Major Cycleway - Wheels to Wings Route (Section 2) Greers to Wooldridge	\$9,366,809	LTP	Metro Zone	100	13.00	8.70	91.30	\$814,912	\$30.05
Major Cycleway - Wheels to Wings Route (Section 3) Wooldridge to Johns Rd Underpass	\$4,389,769	LTP	Metro Zone	100	13.00	8.70	91.30	\$381,910	\$14.14
MCR Avon - Ōtākaro Route - Section 1 - Fitzgerald Ave to Swanns Rd Bridge	\$7,308,891	In Progress	Metro Zone	100	13.00	8.70	91.30	\$635,874	\$23.61
MCR Little River Link - Section 1 - Moorhouse Ave to Edinburgh St, Barrington	\$6,736,979	LTP	Metro Zone	100	13.00	8.70	91.30	\$586,117	\$23.06
MCR Little River Link - Section 2 - Wigram Magdela Link	\$151,872	Complete	Metro Zone	100	13.00	8.70	91.30	\$13,213	\$0.61
MCR Little River Link - Section 3 - Little River Township	\$782,394	Complete	Metro Zone	100	13.00	8.70	91.30	\$68,068	\$3.06
MCR Papanui Parallel - Section 1 - Grassmere to Tomes	\$1,728,363	Complete	Metro Zone	100	13.00	8.70	91.30	\$150,368	\$6.91
MCR Papanui Parallel - Section 2 - Bealey Ave to Trafalgar St	\$11,050,480	Complete	Metro Zone	100	13.00	8.70	91.30	\$961,392	\$41.38
MCR Papanui Parallel - Section 4 - Grassmere to Sawyers Arms Rd	\$3,418,380	Complete	Metro Zone	100	13.00	8.70	91.30	\$297,399	\$13.06
MCR Quarryman's Trail - Section 1a - Hoon Hay Rd to Roker/Strickland St	\$17,507,483	Complete	Metro Zone	100	13.00	7.02	92.98	\$1,228,552	\$52.22

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
MCR Quarryman's Trail - Section 2 - Halswell to Victors Rd	\$6,144,029	Complete	Metro Zone	100	13.00	8.70	91.30	\$534,531	\$22.28
MCR Rapanui - Shag Rock Cycleway - Section 1 - Worcester St to Linwood Ave	\$9,160,323	Complete	Metro Zone	100	13.00	8.70	91.30	\$796,948	\$34.22
MCR Rapanui - Shag Rock Cycleway - Section 2 - Aldwins Rd to Dyers Rd	\$7,142,084	Complete	Metro Zone	100	13.00	8.70	91.30	\$621,361	\$26.38
MCR Southern Lights - Section 1 - Strickland St to Tennyson St	\$3,965,849	In Progress	Metro Zone	100	13.00	8.70	91.30	\$345,029	\$12.85
MCR Uni-Cycle - Section 1 - Matai St East	\$3,074,869	Complete	Metro Zone	100	13.00	8.70	91.30	\$267,514	\$12.48
MCR Uni-Cycle - Section 2 - Hagley Park to Riccarton Bush	\$3,271,512	Complete	Metro Zone	100	13.00	8.70	91.30	\$284,622	\$12.55
MCR Uni-Cycle - Section 3 - Ngahere St to Dovedale Ave	\$4,200,489	Complete	Metro Zone	100	13.00	8.70	91.30	\$365,443	\$15.67
MCR Uni-Cycle - Section 4 - Railway Line Crossing	\$291,967	Complete	Metro Zone	100	13.00	8.70	91.30	\$25,401	\$1.10
Total	\$226,699,762							\$19,840,459	

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Public Transport									
Bus interchange upgrades	\$1,950,000	LTP	District Wide	100	5.00	9.50	90.50	\$185,250	\$11.68
Bus lane priority programme	\$47,199,257	LTP	Metro Zone	100	5.00	9.50	90.50	\$4,483,929	\$277.57
Core PT Route & Facilities: North (Papanui & Belfast)	\$999,959	In Progress	Metro Zone	100	37.80	6.22	93.78	\$62,197	\$2.63
Core PT Route & Facilities: Orbiter - Southwest Projects	\$176,049	LTP	Metro Zone	100	37.60	6.24	93.76	\$10,985	\$0.54

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Core PT Route & Facilities: South (Colombo St)	\$6,275,239	In Progress	Metro Zone	100	38.00	6.20	93.80	\$389,065	\$16.77
Core Public Transport Route & Facilities: Orbiter - Northwest	\$611,141	In Progress	Metro Zone	100	37.60	6.24	93.76	\$38,135	\$1.61
Core Public Transport Route & Facilities - South-West Lincoln Rd (Phase 1)	\$4,827,011	In Progress	Metro Zone	100	36.00	6.40	93.60	\$308,929	\$12.60
Delivery Package - Public Transport Bus Priority Electronic Installations	\$852,443	LTP	Metro Zone	100	46.00	5.40	94.60	\$46,032	\$2.63
Eastgate Public Transport Hub Passenger Facilities Upgrade	\$1,066,441	LTP	Metro Zone	100		10.00	90.00	\$106,644	\$6.14
Lincoln Rd PT Priority - Whiteleigh to Wrights	\$1,800,000	LTP	Metro Zone	100	26.00	7.40	92.60	\$133,200	\$7.94
Orbiter Public Transport Route - Ensors Rd Priority	\$366,206	In Progress	Metro Zone	100		10.00	90.00	\$36,621	\$1.40
Programme - Public Transport Intelligent Transport System (ITS) Installations	\$543,060	LTP	Metro Zone	100	46.00	5.40	94.60	\$29,325	\$1.80
Programme - Public Transport Stops, Shelters and Seating Installation - Category 1	\$4,650,000	LTP	Metro Zone	100	46.00	5.40	94.60	\$251,100	\$15.22
Programme - Transitional PT Infrastructure to Support Hubs & Spokes	\$27,986	Complete	Metro Zone	100		10.00	90.00	\$2,799	\$0.14
Public Transport Improvement Programme (Brougham & Moorhouse Area)	\$500,000	LTP	Metro Zone	100		10.00	90.00	\$50,000	\$3.16
Public Transport ITS Installations	\$688,473	LTP	Metro Zone	100	46.00	5.40	94.60	\$37,178	\$2.15
Public Transport Minor Works Programme	\$156,293	Complete	Metro Zone	100	37.10	6.29	93.71	\$9,831	\$0.44

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Public Transport Stops, Shelters and Seating Installation Delivery Package	\$2,471,567	LTP	Metro Zone	100	46.00	5.40	94.60	\$133,465	\$7.76
The Palms Public Transport Facilities	\$1,269,017	In Progress	Metro Zone	100	38.00	6.20	93.80	\$78,679	\$2.67
Central City Transport Interchange	\$22,944,268	Complete	Metro Zone	100	26.00	7.40	92.60	\$1,697,876	\$75.69
Lincoln Rd Passenger Transport Improvements (Curletts to Wrights)	\$9,414,702	In Progress	Metro Zone	100	27.00	6.12	93.88	\$576,032	\$20.23
Route 3: Queenspark-City	\$2,475,042	Complete	Metro Zone	100	5.00	9.50	90.50	\$235,129	\$10.57
Passenger Transport Infrastructure	\$17,878	Complete	Metro Zone	100	5.00	9.50	90.50	\$1,698	\$0.08
Total	\$111,282,032							\$8,904,099	

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Road Network									
AAC Cashel St (Cambridge-Montreal)	\$1,320,000	LTP	Central City	100	15.00	8.50	91.50	\$112,200	\$7.34
AAC Central City: Wayfinding	\$5,936,489	In Progress	District Wide	100	15.00	8.50	91.50	\$504,602	\$9.39
AAC Colombo St (St Asaph-Moorhouse)	\$5,390,000	LTP	Central City	100	15.00	8.50	91.50	\$458,150	\$30.15
AAC Gloucester St (Madras-Manchester)	\$3,118,068	LTP	Central City	100	15.00	8.50	91.50	\$265,036	\$17.85
AAC Hereford St (Manchester-Cambridge)	\$5,465,956	LTP	Central City	100	38.00	6.20	93.80	\$338,889	\$21.72
AAC High St (Hereford-St Asaph)	\$4,356,279	In Progress	District Wide	100	5.00	9.50	90.50	\$413,847	\$7.58

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
AAC Madras St (Kilmore-Lichfield)	\$6,720,000	LTP	District Wide	100	15.00	8.50	91.50	\$571,200	\$11.03
AAC Madras St - Stages1-3	\$5,000,000	LTP	Central City	100	15.00	8.50	91.50	\$425,000	\$28.59
AAC Salisbury St and Kilmore St	\$22,606,123	In Progress	Central City	100	5.00	9.50	90.50	\$2,147,582	\$146.18
Central City Projects - Antigua St (Tuam to Moorhouse)	\$135,989	In Progress	District Wide	100	15.00	8.50	91.50	\$11,559	\$0.24
Central City Projects - Armagh St (Montreal to Park)	\$273,139	LTP	Central City	100	15.00	8.50	91.50	\$23,217	\$1.61
Central City Projects - Bealey Ave	\$5,308,450	LTP	Central City	100	15.00	8.50	91.50	\$451,218	\$31.33
Central City Projects - Cambridge Tce (Montreal to Rolleston)	\$2,320,000	LTP	District Wide	100	15.00	8.50	91.50	\$197,200	\$3.79
Central City Projects - Chester St (Cranmer to Park)	\$375,000	LTP	Central City	100	15.00	8.50	91.50	\$31,875	\$2.19
Central City Projects - Chester St (Durham to Cranmer)	\$450,000	LTP	Central City	100	15.00	8.50	91.50	\$38,250	\$2.63
Central City Projects - Gloucester St (Manchester to Colombo)	\$3,250,000	LTP	District Wide	100	15.00	8.50	91.50	\$276,250	\$5.07
Central City Projects - Gloucester St (Oxford to Montreal)	\$2,805,000	LTP	Central City	100	15.00	8.50	91.50	\$238,425	\$15.85
Central City Projects - Lichfield St (Madras to Manchester)	\$3,165,005	LTP	District Wide	100	5.00	9.50	90.50	\$300,675	\$5.50
Central City Projects - Montreal St (Tuam to St Asaph)	\$2,652,000	LTP	Central City	100	15.00	8.50	91.50	\$225,420	\$15.16
Central City Projects - Oxford Tce (Kilmore to Madras)	\$632,000	LTP	Central City	100	15.00	8.50	91.50	\$53,720	\$3.62
Central City Projects - Rolleston Ave (Hereford to Armagh)	\$4,440,000	LTP	Central City	100	15.00	8.50	91.50	\$377,400	\$24.75
Central City Projects - St Asaph St (Ferry to Antigua)	\$5,694,534	In Progress	Central City	100	15.00	8.50	91.50	\$484,035	\$32.43
Central City Projects - Victoria St	\$10,902,265	In Progress	Central City	100	26.00	7.40	92.60	\$806,768	\$53.37

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Carriageway Smoothing Improvement AC>40mm	\$49,684,341	In Progress	District Wide	100	46.00	5.40	94.60	\$2,682,954	\$50.94
Programme - Carriageway Smoothing	\$29,033,553	LTP	District Wide	100	46.00	5.40	94.60	\$1,567,812	\$29.92
Delivery Package - Traffic Signals Renewals	\$14,554,550	In Progress	District Wide	100	46.00	5.40	94.60	\$785,946	\$14.41
Programme - Traffic Signals Renewals	\$34,691,566	LTP	District Wide	100	46.00	5.40	94.60	\$1,873,345	\$36.06
Traffic Signal Cabinets Safety Improvements	\$5,960,472	LTP	District Wide	100	46.00	5.40	94.60	\$321,865	\$5.83
A2 Marine Parade and A4 Oram Ave open space link	\$1,000,000	LTP	Medium Density	100	3.00	9.70	90.30	\$97,000	\$6.62
Bishopdale Village Mall Revitalisation - Car parking reconfiguration and intersection safety	\$20,000	LTP	Medium Density	100	8.00	9.20	90.80	\$1,840	\$0.13
Bishopdale Village Mall Revitalisation - Property Purchase	\$20,000	LTP	Medium Density	100	8.00	9.20	90.80	\$1,840	\$0.13
Bishopdale Village Mall Revitalisation - Safer pedestrian access and paving renewals	\$20,000	LTP	Medium Density	100	8.00	9.20	90.80	\$1,840	\$0.13
Cashel Mall upgrade	\$20,000	LTP	District Wide	100		10.00	90.00	\$2,000	\$0.04
Cathedral Sq improvements northern side	\$5,000,000	LTP	District Wide	100		10.00	90.00	\$500,000	\$9.85
Cathedral Sq Improvements - Worcester Bvd East and West	\$1,500,000	LTP	District Wide	100		10.00	90.00	\$150,000	\$2.95
Edgware Village Masterplan - A1	\$2,151,843	LTP	Medium Density	100	3.00	9.70	90.30	\$208,729	\$14.26
Ferry Rd & Estuary Edge Intersection Improvements (FM3) (Coastal Pathway)	\$967,319	In Progress	Medium Density	100		10.00	90.00	\$96,732	\$6.62
Ferry Rd & Humphreys Dr Crossings Masterplan	\$247,697	In Progress	Medium Density	100	8.00	9.20	90.80	\$22,788	\$1.56

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Ferry Rd Masterplan - project WL1	\$2,809,639	In Progress	Medium Density	100	3.00	9.70	90.30	\$272,535	\$18.90
FM5 Ferrymead Towpath Connection	\$20,000	LTP	Medium Density	100	3.00	9.70	90.30	\$1,940	\$0.14
Heathcote & Oak Streetscape Improvements (WL2)	\$49,674	LTP	Medium Density	100	3.00	9.70	90.30	\$4,818	\$0.34
Linwood Village Streetscape Enhancements (S1)	\$1,869,154	In Progress	Medium Density	100	5.00	9.50	90.50	\$177,570	\$11.57
London St Paving - Lyttelton (M4)	\$20,528	LTP	Lyttelton Harbour	100	5.00	9.50	90.50	\$1,950	\$3.79
Lyttelton Pedestrian Linkages (M3)	\$16,127	LTP	Lyttelton Harbour	100	3.00	9.70	90.30	\$1,564	\$3.39
Marriner Streetscape Enhancements (Sumner) (P1.4.1)	\$20,000	LTP	Medium Density	100	3.00	9.70	90.30	\$1,940	\$0.14
McCormacks Bay Streetscape Improvements (Main Road) (M6)	\$20,000	LTP	Medium Density	100	3.00	9.70	90.30	\$1,940	\$0.14
Moncks Bay Parking & Bus Stop Enhancements (M7)	\$428,397	LTP	Medium Density	100	8.00	9.20	90.80	\$39,413	\$2.56
New Brighton Public Realm Improvements	\$15,393,713	LTP	Medium Density	100		10.00	90.00	\$1,539,371	\$103.66
Programme - Main Rd Masterplan	\$93,281	LTP	Suburban	100	3.00	9.70	90.30	\$9,048	\$0.84
Redcliffs Village Streetscape Enhancements (M2)	\$33,704	LTP	Medium Density	100	3.00	9.70	90.30	\$3,269	\$0.23
Selwyn St Masterplan - S1	\$798,883	In Progress	Medium Density	100	3.00	9.70	90.30	\$77,492	\$5.08
Suburban Masterplan: Sydenham Programme	\$20,000	LTP	Medium Density	100	3.00	9.70	90.30	\$1,940	\$0.14
Sumner Shared Space & Viewing Platform (Burgess Street) (P1.3.1 & P1.3.2)	\$20,000	LTP	Medium Density	100	3.00	9.70	90.30	\$1,940	\$0.14
The Esplanade Open Space Enhancements & Viewing Platform (Sumner) (P1.2.3)	\$20,000	LTP	Medium Density	100	3.00	9.70	90.30	\$1,940	\$0.14

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
The Esplanade Streetscape Enhancements (Sumner) (P1.2.1)	\$20,000	LTP	Medium Density	100	3.00	9.70	90.30	\$1,940	\$0.14
WL6 Heathcote St Pocket Park and Pedestrian Project	\$20,565	LTP	Suburban	100	3.00	9.70	90.30	\$1,995	\$0.19
Active Transport Improvement (Brougham & Moorhouse Area)	\$200,000	LTP	Medium Density	100	27.00	7.30	92.70	\$14,600	\$1.05
Active Transport Level of Service Enhancements	\$11,600,000	LTP	District Wide	100	27.00	7.30	92.70	\$846,800	\$16.33
Aidanfield Dr Underpass	\$4,385,309	Complete	Growth	100	27.00	41.61	58.39	\$1,824,727	\$121.31
Awatea & Carrs Intersection Improvement	\$84,566	LTP	Growth	100	27.00	26.01	73.99	\$21,999	\$1.27
Awatea Route Upgrade	\$1,881,393	Complete	Growth	100	27.00	21.77	78.23	\$409,559	\$24.15
Belfast Park Cycle & Pedestrian Rail Crossing	\$4,143,179	LTP	Growth	100	27.00	65.70	34.30	\$2,722,069	\$160.61
Canterbury Multi-Use Arena Support Package	\$4,999,735	LTP	District Wide	100		10.00	90.00	\$499,974	\$9.19
Carrs Rd Cycle & Pedestrian Bridge	\$411,521	LTP	Growth	100		35.64	64.36	\$146,650	\$9.74
Central City Active Travel Area	\$20,000,000	LTP	District Wide	100	27.00	7.30	92.70	\$1,460,000	\$28.34
Central City Projects - Cathedral Sq & Colombo (Hereford to Armagh St)	\$14,799,836	LTP	District Wide	100	27.00	7.30	92.70	\$1,080,388	\$20.71
Central City Projects - Central City Transport Interchange Extension	\$1,400,000	LTP	District Wide	100	27.00	7.30	92.70	\$102,200	\$1.90
Clyde, Riccarton & Wharenui Intersection Improvements	\$693,763	LTP	Suburban	100	27.00	7.30	92.70	\$50,645	\$4.60
Commercial Improvements (Brougham & Moorhouse Area)	\$800,000	LTP	Medium Density	100	27.00	7.30	92.70	\$58,400	\$3.98
Delivery Package - New Retaining Wall	\$5,381,383	In Progress	District Wide	100	13.00	8.70	91.30	\$468,180	\$8.62

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Diamond Harbour Village Improvements	\$533,000	LTP	Lyttelton Harbour	100	27.00	7.30	92.70	\$38,909	\$77.74
Downstream of Christchurch Northern Corridor (Project 1)	\$14,783,140	LTP	Medium Density	100	27.00	7.30	92.70	\$1,079,169	\$79.46
Downstream of Christchurch Northern Corridor (Project 2)	\$11,083,463	LTP	Medium Density	100	27.00	7.30	92.70	\$809,093	\$59.41
Durey, Memorial, Orchard & Orchard South Intersection Improvement	\$100,000	LTP	Growth	100	27.00	7.30	92.70	\$7,300	\$0.39
Electric Vehicle Charging At City Council Off Street Parking Buildings & Facilities	\$3,750,000	LTP	District Wide	100	27.00	7.30	92.70	\$273,750	\$5.20
Ferry & Moorhouse Rd Widening (Aldwins to Fitzgerald)	\$727,196	In Progress	Medium Density	100	27.00	7.30	92.70	\$53,085	\$1.98
Hawkins, Hills & Prestons Intersection Improvement	\$2,872,329	LTP	Growth	100	27.00	65.70	34.30	\$1,887,120	\$95.74
Hawkins & Radcliffe Intersection Improvement	\$1,665,000	LTP	Growth	100	27.00	65.70	34.30	\$1,093,905	\$55.27
Inner Harbour Rd Improvement (Lyttelton to Diamond Harbour)	\$3,273,333	In Progress	Lyttelton Harbour	100	27.00	7.30	92.70	\$238,953	\$500.89
Intersection Improvement: Blakes / Radcliffe	\$279,364	In Progress	Growth	100	27.00	24.18	75.82	\$67,553	\$3.75
Intersection Improvement: Burwood / Mairehau	\$1,225,506	In Progress	Growth	100	27.00	5.29	94.71	\$64,843	\$3.26
Intersection Improvement: Cashmere/ Hoon Hay/ Worsleys	\$1,376,300	In Progress	Growth	100	27.00	7.30	92.70	\$100,470	\$5.35
Intersection Improvement: Lower Styx / Marshland	\$4,765,291	In Progress	Growth	100	27.00	6.88	93.12	\$327,826	\$16.66
Intersection Improvement: Mairehau / Marshland	\$2,517,855	Complete	Growth	100	27.00	19.31	80.69	\$486,116	\$29.48
Intersection Improvement: Marshland / Prestons	\$3,742,898	Complete	Growth	100	42.00	16.82	83.18	\$629,539	\$40.08

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Intersection Improvement: Milns / Sparks / Sutherlands	\$543,071	LTP	Growth	100	27.00	65.70	34.30	\$356,798	\$18.24
Intersection Improvements: Augustine/ Halswell	\$3,342,957	Complete	Growth	100	27.00	25.98	74.02	\$868,384	\$51.60
Intersection Improvements: Cranford / Main North	\$26,520	LTP	Suburban	100	27.00	7.30	92.70	\$1,936	\$0.08
Intersection Improvements: Curries/ Tanner	\$76,309	In Progress	Suburban	100	27.00	7.30	92.70	\$5,571	\$0.23
Intersection Improvements: Dunbars/Wigram & Wigram/Hayton	\$858,081	LTP	Suburban	100	27.00	65.70	34.30	\$563,759	\$17.16
Intersection Improvements: Moorhouse / Stewart	\$4,000,000	LTP	District Wide	100	27.00	7.30	92.70	\$292,000	\$5.36
Intersection Improvement: Sockburn Roundabout	\$905,000	LTP	Suburban	100	27.00	7.30	92.70	\$66,065	\$5.85
Intersection Upgrade (Brougham & Moorhouse Area)	\$3,500,000	LTP	Medium Density	100	27.00	7.30	92.70	\$255,500	\$17.25
Network Management Improvements: Main North Rd Corridor	\$4,585,369	LTP	District Wide	100	27.00	3.24	96.76	\$148,419	\$1.38
Network Management Improvements: McLeans Island Rd & Pound Rd	\$2,004,944	In Progress	Growth	100	27.00	65.70	34.30	\$1,317,248	\$68.58
Network Management Improvements: Prestons	\$371,878	LTP	Growth	100	27.00	20.65	79.35	\$76,807	\$4.72
Network Management Improvements: RONS Downstream	\$2,611,230	LTP	Growth	100	27.00	7.30	92.70	\$190,620	\$9.54
Network Management Improvements: Shands Rd	\$1,505,817	LTP	Growth	100	27.00	65.70	34.30	\$989,322	\$51.02
Network Management Improvements: Sparks Rd	\$1,009,965	LTP	Growth	100	27.00	65.70	34.30	\$663,547	\$34.80

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Network Management Improvements: Waterloo Park	\$868,652	In Progress	Growth	100	27.00	26.01	73.99	\$225,974	\$13.09
New Connection: Cranford St	\$3,133,556	LTP	Growth	100	27.00	65.70	34.30	\$2,058,746	\$104.54
New Link: Carrs Reserve	\$1,000,000	LTP	Growth	100	27.00	65.70	34.30	\$657,000	\$60.96
New Link: Main South to South-West Hornby	\$1,245,789	LTP	Growth	100	27.00	65.70	34.30	\$818,483	\$41.84
Northern Arterial Extension (Cranford - QEII)	\$2,540,671	In Progress	Suburban	100	27.00	7.30	92.70	\$185,469	\$8.22
Northern Arterial Extension including Cranford St Upgrade	\$52,434,039	In Progress	Suburban	100	27.00	7.30	92.70	\$3,827,685	\$118.08
Pedestrian Link Health Precinct Antigua St	\$150,000	LTP	Central City	100	27.00	7.30	92.70	\$10,950	\$0.71
Pound and Ryan Rd Corridor Improvements	\$6,992,364	LTP	Growth	100	27.00	7.30	92.70	\$510,443	\$45.17
Pound & Ryans Intersection Improvement	\$4,981,671	LTP	Growth	100	27.00	7.30	92.70	\$363,662	\$19.02
Programme - Corridor Optimisation	\$2,000,000	LTP	District Wide	100	27.00	7.30	92.70	\$146,000	\$2.85
Programme - Transport Corridor Optimisation Works	\$4,741,869	In Progress	District Wide	100	27.00	7.30	92.70	\$346,156	\$3.17
Residential Improvements (Brougham & Moorhouse Area)	\$300,000	LTP	Medium Density	100	27.00	7.30	92.70	\$21,900	\$1.49
RONS Downstream Intersection Improvements : Cranford St Downstream	\$16,740,533	In Progress	Medium Density	100	27.00	7.30	92.70	\$1,222,059	\$51.85
Route Improvement - Gardiners Rd, New Footpath	\$900,000	LTP	Growth	100		90.00	10.00	\$810,000	\$72.69
Route Improvement: Innes Rd	\$626,706	LTP	Central City	25		10.00	90.00	\$62,671	\$3.25
Route Improvement: Innes Rd	\$1,253,412	LTP	Growth	50		10.00	90.00	\$125,341	\$6.34
Route Improvement: Innes Rd	\$626,706	LTP	Suburban	25		10.00	90.00	\$62,671	\$1.96

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Route Improvement: Mairehau Rd (Burwood to Marshland)	\$2,071,780	LTP	Growth	100		90.00	10.00	\$1,864,602	\$98.31
Route Improvement - Memorial Ave, Clyde to Greers	\$200,000	LTP	Suburban	100		10.00	90.00	\$20,000	\$1.90
Route Improvement: Northcote Rd	\$13,082,570	In Progress	Growth	100		6.31	93.69	\$826,039	\$41.20
Route Improvement: Quaifes Rd	\$839,425	LTP	Growth	100		90.00	10.00	\$755,482	\$38.78
Route Improvement - Radcliffe Rd	\$2,345,000	LTP	Growth	100		90.00	10.00	\$2,110,500	\$184.74
Route Improvement: Worsley Rd (Dalwenty to Holmcroft)	\$586,912	LTP	Growth	100		35.64	64.36	\$209,152	\$12.50
Roydvale, Wairakei & Wooldridge Intersection Improvement	\$849,179	In Progress	Growth	100	27.00	17.70	82.30	\$150,270	\$7.57
Safety Interventions (Brougham & Moorhouse Area)	\$1,250,000	LTP	Medium Density	100	27.00	7.30	92.70	\$91,250	\$5.99
Wigram Magdala Link	\$31,083,221	Complete	Growth	100	49.00	18.17	81.83	\$5,649,182	\$337.43
Wigram Rd Extension: Halswell Junction to Marshs	\$3,327,579	In Progress	Growth	100	27.00	26.01	73.99	\$865,647	\$52.34
Wigram Rd Upgrade	\$1,608,815	Complete	Growth	100	27.00	26.01	73.99	\$418,522	\$25.49
Copy of Subdivisions (Transport Infrastructure) - FY 2022+	\$6,206,644	In Progress	Growth	100		35.64	64.36	\$2,211,802	\$103.30
Culvert Improvement: Blakes Rd	\$588,155	LTP	Growth	100	27.00	26.01	73.99	\$153,004	\$8.87
New Link - Northwood/Johns/Groynes	\$850,000	LTP	Growth	100	27.00	65.70	34.30	\$558,450	\$48.30
Oxford Tce Bollards at Hereford Street	\$769,161	LTP	District Wide	100	27.00	7.30	92.70	\$56,149	\$1.06
Subdivisions (Transport Infrastructure) - FY 2001-2021	\$21,081,005	In Progress	Growth	100		35.64	64.36	\$7,512,434	\$475.34
Crime Camera Installation	\$886,646	In Progress	District Wide	100	27.00	7.30	92.70	\$64,725	\$1.18
Intersection Improvement: Belfast / Marshland	\$1,666,026	In Progress	Growth	100	27.00	7.30	92.70	\$121,620	\$6.13

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Intersection Improvement: Greers / Northcote / Sawyers Arms	\$5,471,628	LTP	Suburban	100	27.00	6.40	93.60	\$350,013	\$13.06
Intersection Safety: Barrington / Lincoln / Whiteleigh	\$1,455,972	In Progress	Medium Density	100	27.00	6.02	93.98	\$87,678	\$4.06
Intersection Safety: Gasson/ Madras/ Moorhouse -1	\$724,890	In Progress	Medium Density	100	27.00	7.30	92.70	\$52,917	\$3.76
Kāinga Ora Regeneration Projects	\$20,000	LTP	Suburban	100		10.00	90.00	\$2,000	\$0.19
Major Safety Intervention: Dickey's Rd/ Main North Rd intersection	\$1,550,000	LTP	Growth	100	27.00	7.30	92.70	\$113,150	\$10.10
Major Safety Intervention: Disraeli St/ Harman St/ Selwyn St intersection	\$850,000	LTP	Medium Density	100	27.00	7.30	92.70	\$62,050	\$4.24
Major Safety Intervention: Marshlands Rd corridor - Prestons Rd to Old Waimakariri Bridge	\$1,465,000	LTP	Growth	100	27.00	7.30	92.70	\$106,945	\$9.19
Marshs & Springs Intersection Improvements	\$1,756,448	LTP	Growth	100	27.00	7.30	92.70	\$128,221	\$6.77
Pedestrian/Cycle Safety Improvements - Dyers Pass route	\$3,089,803	In Progress	Suburban	100	27.00	7.30	92.70	\$225,556	\$19.62
Programme - Minor Road Safety Improvements	\$38,000,000	LTP	District Wide	100	27.00	7.30	92.70	\$2,774,000	\$52.47
Programme: Minor Safety Intervention	\$3,000,000	LTP	District Wide	100	27.00	7.30	92.70	\$219,000	\$4.11
RON'S Downstream Intersection Safety: Main North/ Marshland/ Spencerville (Chaney's Corner) (4)	\$915,192	In Progress	Growth	100	27.00	7.30	92.70	\$66,809	\$3.36
Safety Improvements: Guardrails - Dyers Pass route	\$10,275,837	In Progress	Suburban	100	27.00	7.30	92.70	\$750,136	\$64.79

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
School Safety Programme	\$3,900,000	LTP	District Wide	100		10.00	90.00	\$390,000	\$7.21
University Crossings	\$1,366,735	Complete	Suburban	100	27.00	7.30	92.70	\$99,772	\$4.52
Banks Peninsula: Tourist Interpretation Signage	\$165,340	Complete	Banks Peninsula	100		10.00	90.00	\$16,534	\$84.42
Programme - Traffic Signs & Markings Installation	\$2,659,990	LTP	District Wide	100	27.00	7.30	92.70	\$194,179	\$3.73
Road markings and signs	\$2,902,038	LTP	District Wide	100	27.00	7.30	92.70	\$211,849	\$3.96
Intersection Improvement - Prestons Rd/Main North Rd	\$605,636	LTP	Growth	100	27.00	65.70	34.30	\$397,903	\$34.83
Palmers Rd (Bowhill-New Brighton)	\$4,332,628	In Progress	Suburban	100		10.00	90.00	\$433,263	\$39.29
Marshland Rd Bridge Renewal	\$7,670,690	In Progress	District Wide	100	27.00	4.78	95.22	\$366,729	\$4.36
R109 Fitzgerald Ave Twin Bridge Renewal	\$24,840,067	LTP	District Wide	100	27.00	7.30	92.70	\$1,813,325	\$35.45
Intersection Improvement - Prestons Rd/Grimseys, upgrade from priority to signals	\$1,199,956	LTP	Growth	100	27.00	65.70	34.30	\$788,371	\$68.59
Major Safety Intervention: Amyes / Awatea / Springs intersection	\$1,400,000	LTP	Central City	100	27.00	7.30	92.70	\$102,200	\$6.70
Programme - Crime Prevention Cameras	\$836,482	LTP	District Wide	100	27.00	7.30	92.70	\$61,063	\$1.15
Halswell Junction Rd Extension	\$11,745,448	In Progress	Growth	100	27.00	26.01	73.99	\$3,055,497	\$163.32
City Lanes/Blocks Land Purchases	\$383,447	In Progress	District Wide	100	27.00	7.30	92.70	\$27,992	\$0.55
Lichfield St AAC works stage 2	\$1,000,093	LTP	District Wide	100	27.00	7.30	92.70	\$73,007	\$1.33
Lichfield St Two Way Conversion (TP10)	\$5,835,361	In Progress	Central City	100	27.00	7.30	92.70	\$425,981	\$32.36
Tuam St AAC works stage 2	\$1,000,093	LTP	District Wide	100		10.00	90.00	\$100,009	\$1.80
Tuam St One Way Conversion (Durham to Barbadoes) (TP9)	\$7,337,111	In Progress	Central City	100		10.00	90.00	\$733,711	\$55.81
Akaroa School Carpark	\$8,330	Complete	Banks Peninsula	100	5.00	9.50	90.50	\$791	\$4.08

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Blenheim Rd Deviation	\$13,023,747	Complete	Medium Density	100	5.00	9.50	90.50	\$1,237,256	\$118.94
Jubilee St Extension	\$540,492	Complete	District Wide	100	5.00	9.50	90.50	\$51,347	\$1.15
Barbadoes/Moorhouse/Waltham	\$125,069	Complete	Medium Density	100	18.50	8.15	91.85	\$10,193	\$0.74
Ensors Rd @ Fifield Rd	\$36,651	Complete	Suburban	100	5.00	9.50	90.50	\$3,482	\$0.17
Fitzgerald Ave	\$30,719	Complete	Central City	100	5.00	9.50	90.50	\$2,918	\$0.34
Gasson/Madras/Moorhouse	\$42,018	Complete	Medium Density	100	18.50	8.15	91.85	\$3,424	\$0.25
Hagley Crossings	\$513,981	Complete	Medium Density	100	5.00	9.50	90.50	\$48,828	\$3.22
Kerb Cutdowns	\$28,539	Complete	District Wide	100	5.00	9.50	90.50	\$2,711	\$0.05
Burnside High/CTK	\$135,999	Complete	Suburban	100	5.00	9.50	90.50	\$12,920	\$0.65
Barnes Rd	\$27,962	Complete	District Wide	100	5.00	9.50	90.50	\$2,656	\$0.05
Amyes/Goulding/Shands	\$794,335	Complete	Suburban	100	5.00	7.27	92.73	\$57,742	\$1.63
Clarence/Riccarton/Straven	\$1,154,679	Complete	Suburban	100	5.00	7.62	92.38	\$87,999	\$2.50
Fendalton Rd Reconstruction	\$3,110,321	Complete	Suburban	100	5.00	7.01	92.99	\$218,081	\$6.55
Opawa Rd Stage 2	\$1,779,459	Complete	Medium Density	100	5.00	8.78	91.22	\$156,282	\$8.16
Woolston-Burwood Stage 1	\$1,446,276	Complete	Suburban	100	5.00	7.78	92.22	\$112,508	\$3.38
Gloucester/Linwood Signalisation	\$344,495	Complete	Growth	100	5.00	7.78	92.22	\$26,795	\$2.33
Linwood/Dyers Signalisation	\$59,594	Complete	Suburban	100	5.00	7.54	92.46	\$4,494	\$0.23
Travis Rd Traffic Management	\$239,257	Complete	Growth	100	5.00	7.84	92.16	\$18,752	\$1.79
Pages Rd Bridge Renewal (OARC)	\$20,040,000	In Progress	District Wide	100	5.00	9.50	90.50	\$1,903,800	\$34.83
Evans Pass Rd and Reserve Tce Remedial Works	\$26,237,058	LTP	Suburban	100	26.00	7.40	92.60	\$1,941,542	\$171.54
Sumner Rd Zone 3B Risk Mitigation - HI CSA funded	\$1,758,337	In Progress	Suburban	100	26.00	7.40	92.60	\$130,117	\$11.28
Total	\$826,739,093							\$97,228,150	

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Water Supply									
Mains Renewal - Riccarton Rd - Hanson	\$4,753,159	LTP	North West	100		42.15	57.85	\$2,003,521	\$215.75
Scruttons Rd Pump Station to Lyttelton Rd Tunnel & St Andrews Hill Rd Mains Renewal	\$2,953,395	LTP	Lyttelton Harbour	100		22.78	77.22	\$672,920	\$1,292.24
Akaroa Water Upgrade	\$12,169,738	Complete	Akaroa Harbour	100		5.26	94.74	\$640,349	\$10,414.62
Little River Increased Supply	\$6,150,971	Complete	Rest of Banks Peninsula	100		9.66	90.34	\$593,981	\$5,904.69
Carters PS supply to Dyers PS	\$1,400,000	LTP	Lyttelton Harbour	35		19.20	80.80	\$268,833	\$483.98
Carters PS supply to Dyers PS	\$2,600,000	LTP	Woolston - Sumner	65		19.20	80.80	\$499,261	\$418.01
Gardiners New Pump Station	\$6,244,621	Complete	North West	100		48.51	51.49	\$3,029,031	\$330.84
Land Purchase for Pump Stations	\$6,002,500	Complete	District Wide	100		83.33	16.67	\$5,002,129	\$108.36
Metro Wells and Pump Station	\$9,329,448	LTP	Central North	100		100.00	0.00	\$9,329,448	\$409.29
Prestons Pump Station	\$7,946,027	Complete	Marshlands	100		100.00	0.00	\$7,946,027	\$3,745.96
Programme - New Pump Stations for Growth	\$11,769,211	Complete	District Wide	100		100.00	0.00	\$11,769,211	\$183.36
Programme - New Wells for Growth	\$8,410,852	In Progress	District Wide	100		100.00	0.00	\$8,410,852	\$130.82
SCIRT Wilmers Rd Pump Station	\$7,574,241	Complete	West	100		100.00	0.00	\$7,574,241	\$568.88
Extension to Charteris Bay	\$3,552,218	Complete	Lyttelton Harbour	100		44.54	55.46	\$1,582,256	\$2,791.84
Halswell Junction from McTeigues Rd to Springs Rd	\$2,162,586	Complete	West	100		58.46	41.54	\$1,264,226	\$119.42
Hickory Pl - New WS Main from Halswell Junction Rd to Connaught Dr	\$73,834	Complete	West	100		27.77	72.23	\$20,502	\$1.69
Highfield Water Supply Mains	\$3,016,434	Complete	North West	100		92.27	7.73	\$2,783,346	\$245.81
Highsted New Mains	\$390,560	Complete	North West	100		91.92	8.08	\$359,018	\$38.82
Highsted Water Supply Main	\$452,626	LTP	North West	100		94.74	5.26	\$428,804	\$46.09
Link Mains Upper Styx Harewood	\$50,000	Complete	North West	100		34.81	65.19	\$17,404	\$1.92

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Metro PS Antigua St Link Main	\$1,135,990	LTP	Central North	100		100.00	0.00	\$1,135,990	\$52.75
Prestons Infrastructure Provision Agreement	\$350,044	Complete	Marshlands	100		100.00	0.00	\$350,044	\$167.45
Prestons Marshlands Rd Link Main	\$1,348,389	Complete	Marshlands	100		36.41	63.59	\$490,925	\$279.46
Programme - Reticulation New Mains	\$8,456,640	Complete	District Wide	100		100.00	0.00	\$8,456,640	\$140.29
SE Halswell Water Supply Mains	\$1,224,000	In Progress	West	100		92.84	7.16	\$1,136,376	\$111.40
Subdivisions Additional Infrastructure for Development	\$1,799,053	Complete	North West	35		100.00	0.00	\$1,799,053	\$179.92
Subdivisions Additional Infrastructure for Development	\$3,341,098	Complete	West	65		100.00	0.00	\$3,341,098	\$243.83
Wilkinsons Rd Gardiners Link Main	\$721,006	Complete	North West	100		45.11	54.89	\$325,277	\$31.31
Jeffreys Rd Pump Station Suction Tank Renewal (PS1076)	\$6,486,021	In Progress	North West	100		38.81	61.19	\$2,517,171	\$272.30
SCIRT Victoria Reservoirs 2 and 3 Replacement	\$2,136,372	Complete	Central South	100		29.13	70.87	\$622,323	\$130.33
Belfast New Well	\$205,968	Complete	North West	100		57.20	42.80	\$117,814	\$15.95
Grampian New Well	\$54,149	Complete	North West	100		43.00	57.00	\$23,284	\$3.59
Thompsons PS	\$845,693	Complete	North West	100		53.00	47.00	\$448,217	\$62.96
Ben Rarere Pump Station Bexley Earthquake Replacement	\$6,513,495	In Progress	Central North	100		44.22	55.78	\$2,880,216	\$141.09
Total	\$131,620,339							\$87,839,788	

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Wastewater Collection									
Belfast PS62 Capacity Upgrade Stage 2	\$1,974,090	LTP	North	100		97.70	2.30	\$1,928,624	\$1,143.49
Belfast Pump Station Capacity Renewal (PS62)	\$64,039	Complete	North	100		100.00	0.00	\$64,039	\$29.75
Programme - New Pump Stations for Growth	\$3,087,723	LTP	District Wide	100		90.44	9.56	\$2,792,688	\$55.64
Pump Station 60 Stage 2	\$2,437,814	LTP	South West	100		52.63	47.37	\$1,283,050	\$183.45
Avonhead Rd Main Renewal	\$5,484,564	In Progress	West	100		80.13	19.87	\$4,394,593	\$574.62
Fendalton Duplication	\$13,193,007	Complete	West	100		2.37	97.63	\$312,466	\$39.16
Hayton Rd Wastewater Main Upgrade	\$4,854,535	LTP	West	100		76.46	23.54	\$3,711,819	\$624.66
Programme - Provision of Waste Water Infrastructure for the South West Area Growth	\$1,538,614	Complete	South West	100		100.00	0.00	\$1,538,614	\$194.37
Riccarton Interceptor (Upper Riccarton)	\$7,687,257	In Progress	West	100		84.53	15.47	\$6,497,862	\$689.88
Riccarton Trunk Main Project	\$15,662,201	In Progress	West	100		14.58	85.42	\$2,284,071	\$277.45
SCIRT Croydon St upgrade	\$95,291	Complete	City	100		51.00	49.00	\$48,598	\$3.30
SCIRT Wairakei Diversion	\$8,281,376	Complete	North West	100		20.36	79.64	\$1,686,077	\$305.64
SCIRT Wigram PM & PS 105	\$38,618,003	Complete	South West	100		76.47	23.53	\$29,531,414	\$3,468.70
SE Halswell Sewer	\$11,899,890	Complete	South West	100		90.89	9.11	\$10,815,235	\$1,202.22
Wainui Sewer Reticulation & Wastewater Treatment Plant	\$4,582,387	In Progress	Akaroa Harbour	100		2.43	97.57	\$111,246	\$1,847.17
WI Future Stages	\$1,747,059	Complete	South	4		14.43	85.57	\$252,109	\$59.20
WI Future Stages	\$30,136,773	Complete	South West	69		14.43	85.57	\$4,348,882	\$539.89
WI Future Stages	\$11,792,650	Complete	West	27		14.43	85.57	\$1,701,736	\$215.36
Belfast Northern Pump Station-Stage1	\$500,000	LTP	North	100		100.00	0.00	\$500,000	\$241.77
North Awatea Growth	\$324,493	Complete	South West	100		81.91	18.09	\$265,789	\$30.82

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
PS123 Awatea Pump Station	\$1,543,402	Complete	South West	100		88.18	11.82	\$1,361,000	\$166.70
Belfast Area Growth - New WW Main - Richill St to Belfast Rd	\$2,264,184	Complete	North	100		88.19	11.81	\$1,996,884	\$611.24
Copper Ridge PDA	\$399,090	LTP	South West	100		100.00	0.00	\$399,090	\$72.08
Extension to Charteris Bay	\$8,064,220	Complete	Lyttelton Harbour	100		44.54	55.46	\$3,592,027	\$5,766.94
Highfield Connection to Northcote Collector	\$1,807,051	Complete	North West	100		100.00	0.00	\$1,807,051	\$287.83
Highsted Pressure Sewer System Main	\$219,553	Complete	North West	100		93.49	6.51	\$205,266	\$35.91
Infra New Wastewater Reticulation - Groyes Park	\$4,333,113	Complete	North West	100		100.00	0.00	\$4,333,113	\$911.65
New Mains Programme	\$9,994,485	In Progress	District Wide	100		90.44	9.56	\$9,039,501	\$174.48
North West Belfast Infrastructure Agreement	\$99,999	In Progress	North	100		79.74	20.26	\$79,735	\$33.85
Prestons Infrastructure Agreement	\$3,633,341	Complete	North	100		93.83	6.17	\$3,409,297	\$1,042.31
Programme - WW New Reticulation Odour Control - Waste Gen O/H	\$5,383,482	LTP	District Wide	100		24.45	75.55	\$1,316,067	\$28.19
Subdivisions Additional Infrastructure	\$1,017,800	In Progress	North	20		100.00	0.00	\$1,017,800	\$257.13
Subdivisions Additional Infrastructure	\$4,071,202	In Progress	South West	80		100.00	0.00	\$4,071,202	\$404.00
Upper Styx Bio-filters	\$412,929	In Progress	North West	100		95.65	4.35	\$394,976	\$62.70
West Halswell Growth	\$398,061	Complete	South West	100		94.45	5.55	\$375,963	\$43.41
Worsleys Rd Gravity Main Upgrade	\$503,618	Complete	South	100		61.32	38.68	\$308,801	\$64.63
Worsleys Sewer (Lower Blocks 3&4)	\$342,104	Complete	South	100		28.57	71.43	\$97,744	\$21.43
Land Purchase PS62 Storage	\$294,601	Complete	North	100		82.86	17.14	\$244,097	\$78.88
PS 11 Surge & Transient Measures	\$264,113	Complete	South	26		20.36	79.64	\$53,781	\$14.15

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
PS 11 Surge & Transient Measures	\$538,385	Complete	South West	53		20.36	79.64	\$109,630	\$13.76
PS 11 Surge & Transient Measures	\$213,322	Complete	West	21		20.36	79.64	\$43,438	\$5.29
Pump Station 20 Upgrade	\$738,543	Complete	South	100		28.81	71.19	\$212,771	\$63.31
Pump Station 21 Upgrade	\$742,867	Complete	South	100		22.03	77.97	\$163,683	\$44.70
Belfast Area Growth	\$161,819	Complete	North	100		61.00	39.00	\$98,710	\$31.94
Belfast Pressure Main	\$7,764,393	Complete	North	100		13.11	86.89	\$1,017,879	\$357.01
Buchanans Rd Sewer	\$659,762	Complete	West	100		87.50	12.50	\$577,292	\$78.92
Fisher Ave & Tennyson St Overflows to Pump Station 21	\$262,580	Complete	South	100		13.33	86.67	\$35,011	\$9.57
New Pressure Main 20	\$2,180,741	Complete	South	100		24.66	75.34	\$537,741	\$172.67
New Pressure Main 21	\$1,222,758	Complete	South	100		21.76	78.24	\$266,029	\$74.88
New Pressure Main 22	\$362,529	Complete	South	100		18.99	81.01	\$68,862	\$22.05
No.11 Pressure Main Upgrade	\$1,261,124	Complete	South	26		3.32	96.68	\$41,820	\$11.75
No.11 Pressure Main Upgrade	\$2,570,754	Complete	South West	53		3.32	96.68	\$85,248	\$12.42
No.11 Pressure Main Upgrade	\$1,018,600	Complete	West	21		3.32	96.68	\$33,777	\$5.04
PS60/PM60 Pressure Main Stage 1	\$1,417,760	Complete	South West	100		37.02	62.98	\$524,885	\$72.50
Stage 1 Bass to Mathesons/ Fitzgerald	\$266,720	Complete	South	4		14.43	85.57	\$38,489	\$9.52
Stage 1 Bass to Mathesons/ Fitzgerald	\$4,600,920	Complete	South West	69		14.43	85.57	\$663,935	\$89.23
Stage 1 Bass to Mathesons/ Fitzgerald	\$1,800,360	Complete	West	27		14.43	85.57	\$259,801	\$37.18
Pump Station 11	\$2,176,061	Complete	South	26		39.68	60.32	\$863,415	\$222.99
Pump Station 11	\$4,435,816	Complete	South West	53		39.68	60.32	\$1,760,038	\$219.85
Pump Station 11	\$1,757,587	Complete	West	21		39.68	60.32	\$697,373	\$84.38
Pump Station 11 Tie-In	\$1,005,868	Complete	South	26		6.47	93.53	\$65,110	\$16.88
Pump Station 11 Tie-In	\$2,050,423	Complete	South West	53		6.47	93.53	\$132,723	\$18.08
Pump Station 11 Tie-In	\$812,432	Complete	West	21		6.47	93.53	\$52,588	\$7.31

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Total	\$249,030,238							\$116,522,555	

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Wastewater Treatment and Disposal									
Akaroa Reclaimed Water Treatment & Reuse Scheme	\$69,477,438	In Progress	Akaroa Harbour	100		3.86	96.14	\$2,678,698	\$33,111.68
Duvauchelle Treatment and Disposal Renewal	\$13,957,027	In Progress	Akaroa Harbour	100		5.38	94.62	\$750,378	\$8,945.47
Lyttelton Harbour Wastewater Scheme	\$53,702,419	In Progress	Christchurch	100		19.38	80.62	\$10,409,877	\$175.24
CWTP Biosolids Dewatering Renewal	\$2,692,642	Complete	Christchurch	100		18.28	81.72	\$492,236	\$8.70
Complete 11 kV Network	\$114,963	Complete	Christchurch	100		66.00	34.00	\$75,876	\$2.56
CWTP Ocean Outfall	\$82,506,119	Complete	Christchurch	100		18.18	81.82	\$15,001,113	\$343.81
Digesters 5 and 6	\$24,333,577	Complete	Christchurch	100		63.09	36.91	\$15,353,149	\$354.48
Expansion items 1999-2009	\$25,118,044	Complete	Christchurch	100		7.47	92.53	\$1,875,741	\$50.55
Total	\$271,902,229							\$46,637,068	

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Stormwater and Flood Protection									
Programme - Piped Systems - Pipe Drains (New)	\$3,803,937	In Progress	District Wide	100		11.00	89.00	\$418,433	\$6.61
Programme - Waterways & Wetlands Land Purchases	\$1,872,661	LTP	District Wide	100		80.00	20.00	\$1,498,129	\$30.08
Technical Equipment - New	\$659,153	In Progress	District Wide	100		11.00	89.00	\$72,507	\$2.01
Redwood Springs	\$192,814	LTP	Styx	100		75.00	25.00	\$144,610	\$40.44
95 Sutherlands Rd Waterway Enhancement	\$399,769	LTP	Heathcote	100		100.00	0.00	\$399,769	\$35.58
Cashmere Stream Enhancement - 564 Cashmere	\$1,527,137	LTP	Heathcote	100		70.00	30.00	\$1,068,996	\$110.90
Quarry Rd Drain Conveyance Improvements	\$3,184,171	LTP	Heathcote	100		90.00	10.00	\$2,865,754	\$230.10
Awatea Stormwater Spine Network Project	\$607,788	Complete	Halswell	100		100.00	0.00	\$607,788	\$157.22
Carrs Corridor (Stage 2)	\$1,320,444	In Progress	Halswell	100		10.00	90.00	\$132,044	\$42.13
Copper Ridge PDA	\$239,854	LTP	Halswell	100		100.00	0.00	\$239,854	\$98.19
Coxs - Quaifes Facility	\$10,834,501	In Progress	Halswell	100		96.30	3.70	\$10,433,624	\$2,490.65
Creamery Ponds	\$1,253,359	LTP	Halswell	100		90.00	10.00	\$1,128,023	\$368.62
Curletts Wetland	\$252,322	Complete	Heathcote	100		10.00	90.00	\$25,232	\$2.34
Eastman Sutherland and Hoon Hay Wetlands	\$27,057,722	In Progress	Heathcote	100		95.00	5.00	\$25,704,836	\$1,566.65
Estuary and Coastal SMP	\$24,100,003	LTP	Coastal	100		5.00	95.00	\$1,205,000	\$471.02
Greens Stormwater Facility	\$13,756,982	In Progress	Halswell	100		84.00	16.00	\$11,555,865	\$4,436.86
Highsted Infrastructure Agreement	\$2,643,230	Complete	Styx	100		100.00	0.00	\$2,643,230	\$581.84
Horners Kruses Land Purchase	\$7,070,895	LTP	Styx	100		10.00	90.00	\$707,090	\$152.34
Kāinga Basins	\$10,010,641	LTP	Styx	100		48.00	52.00	\$4,805,108	\$1,174.97
Lower Milns	\$356,747	Complete	Heathcote	100		50.00	50.00	\$178,374	\$17.30

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Otukaikino Stormwater Facility	\$7,834,632	LTP	Otukaikino	100		39.00	61.00	\$3,055,506	\$2,440.73
Owaka Basin	\$558,050	In Progress	Halswell	100		80.00	20.00	\$446,440	\$106.11
Owaka Corridor	\$3,770,815	In Progress	Halswell	100		80.00	20.00	\$3,016,652	\$737.89
Programme - South West SMP - Defined Projects - Waterways Detention and Treatment Facilities	\$5,173,716	LTP	Halswell	50		76.40	23.60	\$3,952,719	\$740.70
Programme - South West SMP - Defined Projects - Waterways Detention and Treatment Facilities	\$5,173,716	LTP	Heathcote	50		76.40	23.60	\$3,952,719	\$212.13
Quaifes Murphys Extended Detention Basin	\$725,000	LTP	Halswell	100		100.00	0.00	\$725,000	\$290.21
Rock Weir/Riffle Knights Stream	\$46,466	Complete	Halswell	100		100.00	0.00	\$46,466	\$12.62
Rossendale Infrastructure Agreement	\$7,437,619	In Progress	Halswell	100		97.00	3.00	\$7,214,490	\$1,642.83
Snellings Drain Enhancement at Prestons	\$1,399,144	LTP	Avon	100		100.00	0.00	\$1,399,144	\$59.09
Sparks Rd Development Drainage Works	\$4,091,425	In Progress	Heathcote	100		84.00	16.00	\$3,436,797	\$294.07
Spreydon Lodge Infrastructure Agreement	\$7,126,961	LTP	Heathcote	100		84.00	16.00	\$5,986,647	\$354.83
Treatment of Eastman Wetlands	\$320,667	Complete	Heathcote	100		90.00	10.00	\$288,600	\$20.91
Waterways & Wetlands Land Purchases Reactive Works	\$6,856,231	LTP	District Wide	100		50.00	50.00	\$3,428,116	\$79.44
Addington Brook and Riccarton Drain Filtration Devices	\$9,892,667	LTP	Avon	100		9.30	90.70	\$920,018	\$32.46
Blakes Rd Stormwater Facility (Works 1)	\$9,759,957	In Progress	Styx	100		95.00	5.00	\$9,271,959	\$1,966.95
Bullers Stream Naturalisation and Facility	\$2,572,199	Complete	Avon	100		95.20	4.80	\$2,448,733	\$106.23

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Delivery Package - Reactive Project for New Developments	\$25,287	In Progress	District Wide	100		100.00	0.00	\$25,287	\$0.53
Gardiners Stormwater Facility	\$6,101,210	In Progress	Styx	100		25.00	75.00	\$1,525,302	\$342.91
Guthries Thompson Basins	\$894,401	LTP	Styx	100		95.00	5.00	\$849,681	\$172.18
Highfield North Basins	\$3,062	LTP	Styx	100		90.01	9.99	\$2,756	\$0.70
Highsted Cavendish Stormwater Management System	\$487,007	Complete	Styx	100		50.00	50.00	\$243,504	\$50.45
Highsted Land Purchase & Construction of Waterways, Basins & Wetlands	\$6,639,655	In Progress	Styx	100		50.00	50.00	\$3,319,828	\$630.58
Highsted on Tulett IPA	\$1,795,953	Complete	Styx	100		98.50	1.50	\$1,769,014	\$372.49
Highsted Styx Mill Reserve Wetland	\$11,931,522	LTP	Styx	100		44.00	56.00	\$5,249,870	\$1,077.85
Highsted Wetland, Highams Basin & Styx Stream	\$13,777,336	LTP	Styx	100		44.00	56.00	\$6,062,028	\$1,259.39
Kirkwood Basin	\$126,004	Complete	Heathcote	100		100.00	0.00	\$126,004	\$7.90
Knights Basin	\$2,611,678	Complete	Halswell	100		100.00	0.00	\$2,611,678	\$704.83
Prestons/Clare Park Stormwater	\$8,158,815	Complete	Avon	100		78.00	22.00	\$6,363,876	\$378.56
Programme - Banks Peninsula Settlements SMP	\$1,930,908	LTP	Banks Peninsula	50		15.00	85.00	\$289,636	\$1,858.55
Programme - Banks Peninsula Settlements SMP	\$1,930,908	LTP	Lyttelton Harbour / Whakaraupō	50		15.00	85.00	\$289,636	\$470.56
Programme - Management Plan on Puharakekenui - Styx Waterway Detention and Treatment Facilities	\$39,733,325	In Progress	Styx	100		35.00	65.00	\$13,906,664	\$2,756.03
Programme - Opawaho - Heathcote Waterways Detention & Treatment Facilities	\$22,281,454	LTP	Heathcote	100		10.40	89.60	\$2,317,271	\$161.84
Programme - Open Water Systems - Open Drains Reactive	\$3,412,775	LTP	District Wide	100		11.00	89.00	\$375,405	\$5.94

Project Name	Gross Cost (ex inflation)	Project Status	Catchment (s)	% to Catchment (s)	% Waka Kotahi Funding	% DC Funded	% Non DC Funded	DC Funding (ex inflation)	DC Per HUE (ex gst)
Programme - Ōtākaro - Avon Waterway Detention & Treatment Facilities	\$21,157,716	LTP	Avon	100		9.30	90.70	\$1,967,668	\$69.69
Programme - Outer Christchurch Otukaikino SMP	\$1,627,217	LTP	Otukaikino	100		80.00	20.00	\$1,301,774	\$824.45
Quaiffes Murphys Basin & Wetland	\$3,862,269	In Progress	Halswell	100		100.00	0.00	\$3,862,269	\$783.12
Regents Park Close IPA	\$1,989,253	Complete	Styx	100		100.00	0.00	\$1,989,253	\$422.85
Spring Grove Stormwater Infrastructure	\$42,636	In Progress	Styx	100		100.00	0.00	\$42,636	\$9.61
Styx Centre Cost Share	\$2,500,000	LTP	Styx	100		50.00	50.00	\$1,250,000	\$272.24
Summerset at Highsted IPA	\$2,082,432	Complete	Styx	100		50.00	50.00	\$1,041,216	\$250.57
Worsleys Spur Stormwater Pipe and Drain System	\$2,456,968	In Progress	Heathcote	100		50.00	50.00	\$1,228,484	\$84.90
Carrs Rd S/W Facility	\$3,298,407	In Progress	Halswell	100		98.68	1.32	\$3,254,963	\$673.96
Waterway & Wetlands Purchases	\$20,025,884	Complete	District Wide	100		10.00	90.00	\$2,002,588	\$58.95
LDRP 526 Curletts Flood Storage	\$10,431,251	LTP	Heathcote	100		10.00	90.00	\$1,043,125	\$68.45
LDRP528 Eastman Wetlands	\$14,999,525	LTP	Heathcote	100		40.00	60.00	\$5,999,810	\$588.35
Heathcote Valley Drain Naturalisation	\$2,391,247	Complete	Heathcote	100		100.00	0.00	\$2,391,247	\$155.77
Total	\$392,589,500							\$188,126,745	

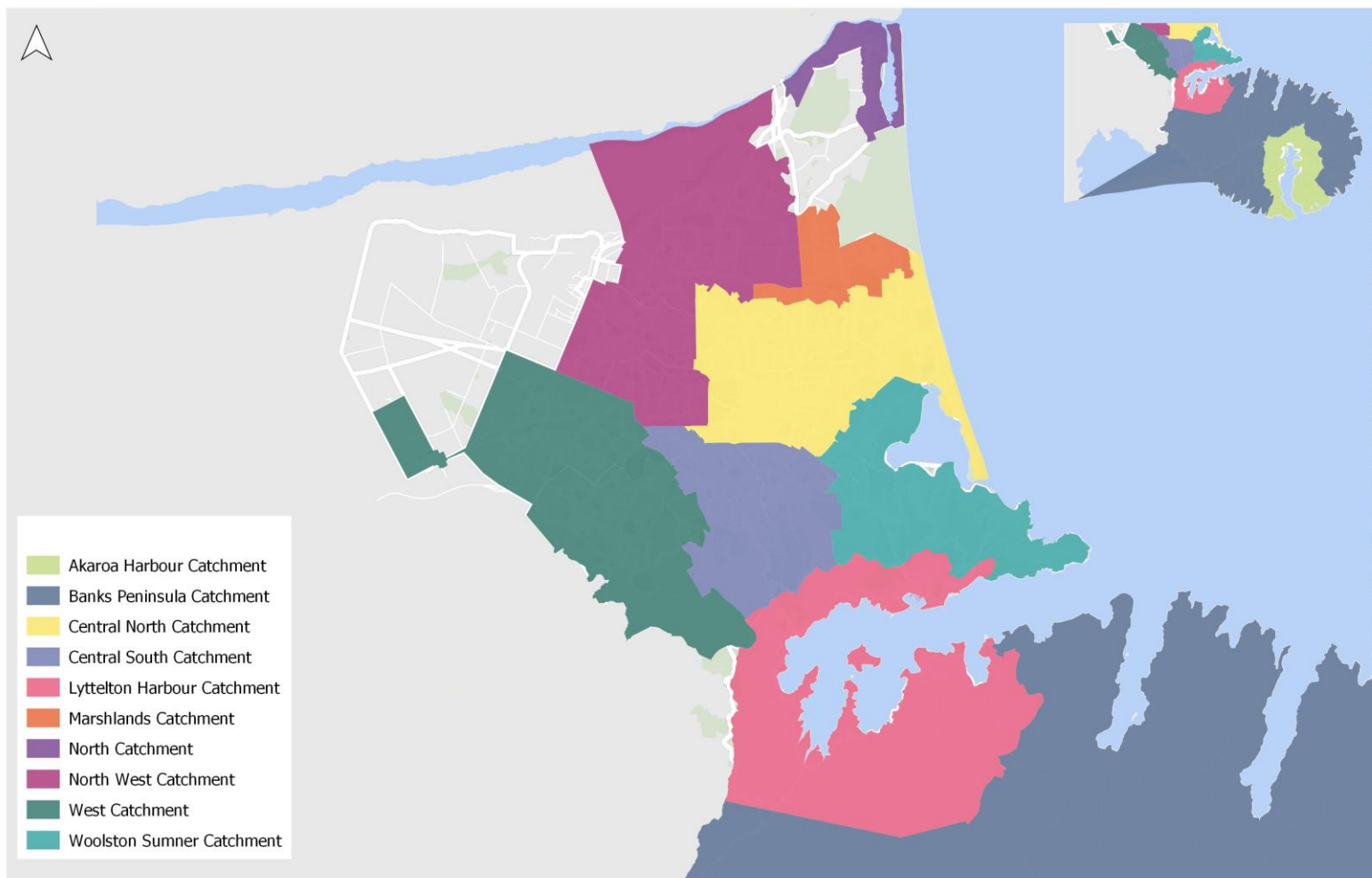
APPENDIX 2

CATCHMENT MAPS FOR DEVELOPMENT CONTRIBUTION ACTIVITIES

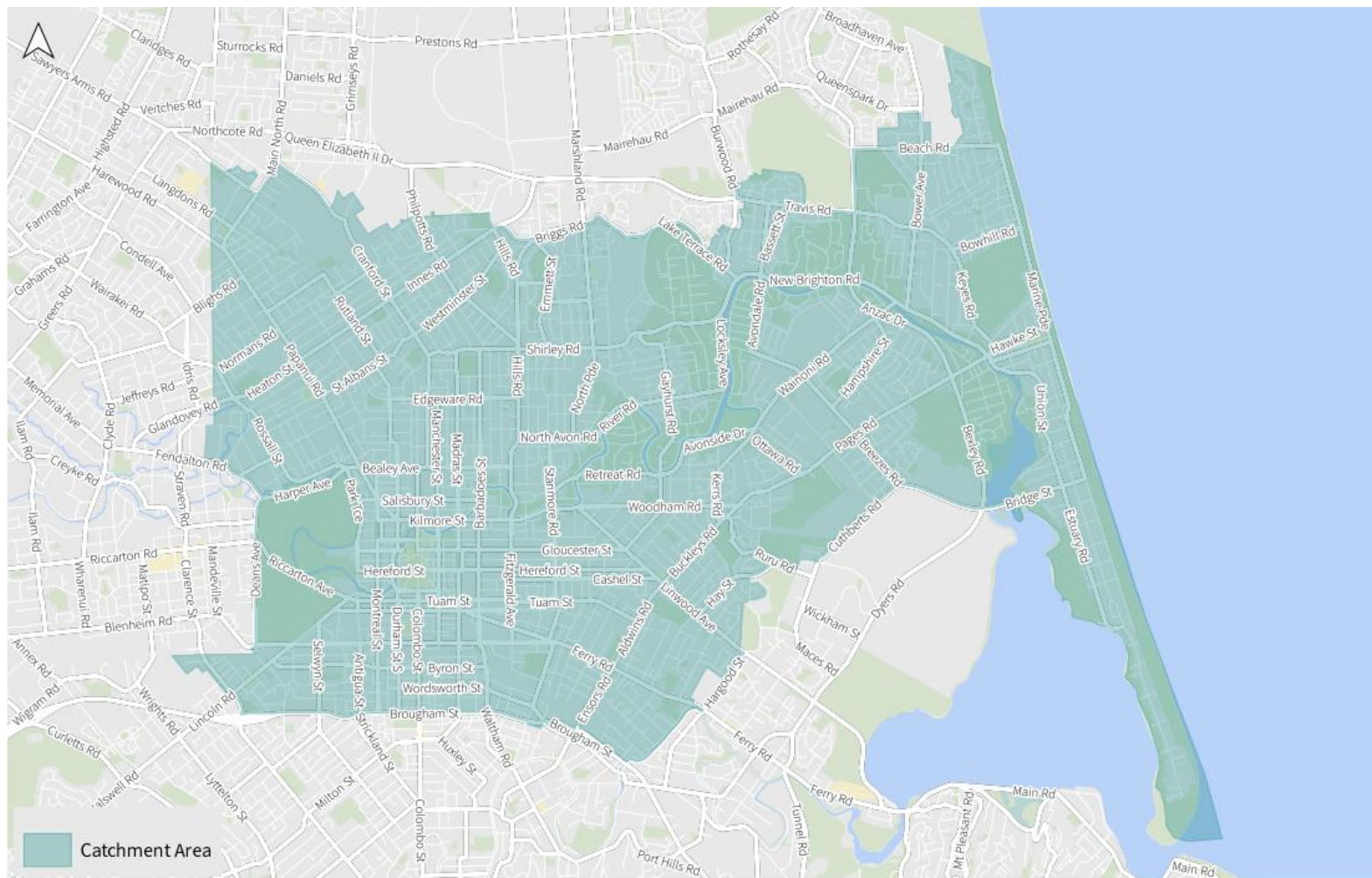
The following maps show the catchments for which development contributions are required for activities that use area specific catchments. For activities which use a district-wide catchment approach no map is provided – the catchment is all parts of the Christchurch City Council territorial local authority area.

The maps are also available online at www.ccc.govt.nz or in hard copy on request to the Council by phoning 03-941-8999 or emailing developmentcontributions@ccc.govt.nz.

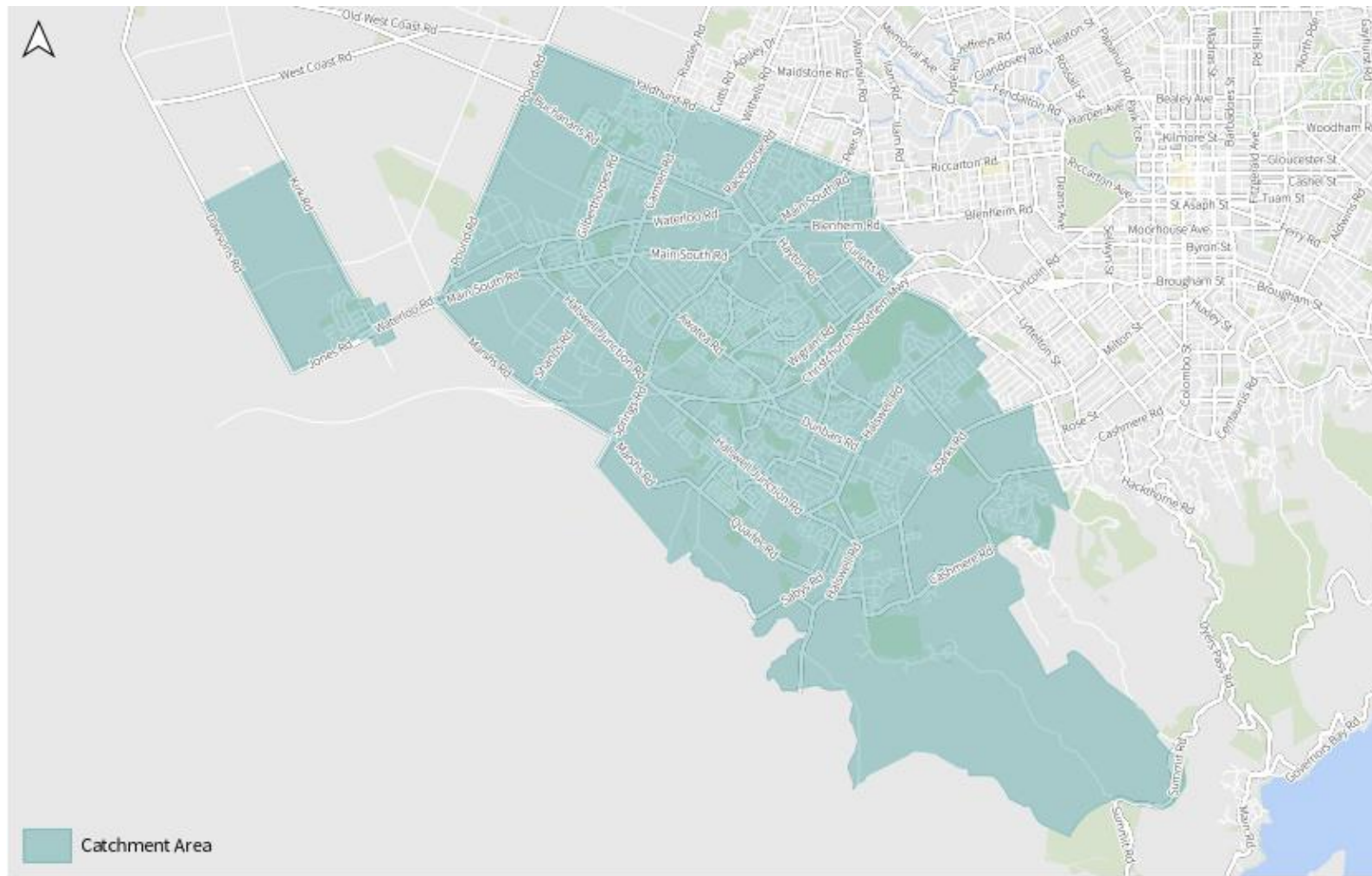
- Map 1 Water supply**
- Map 2 Wastewater collection**
- Map 3 Wastewater treatment and disposal**
- Map 4 Stormwater and Flood Protection**
- Map 5 Neighbourhood parks**
- Map 6 Road network**
- Map 7 Active Transport and Public Transport**



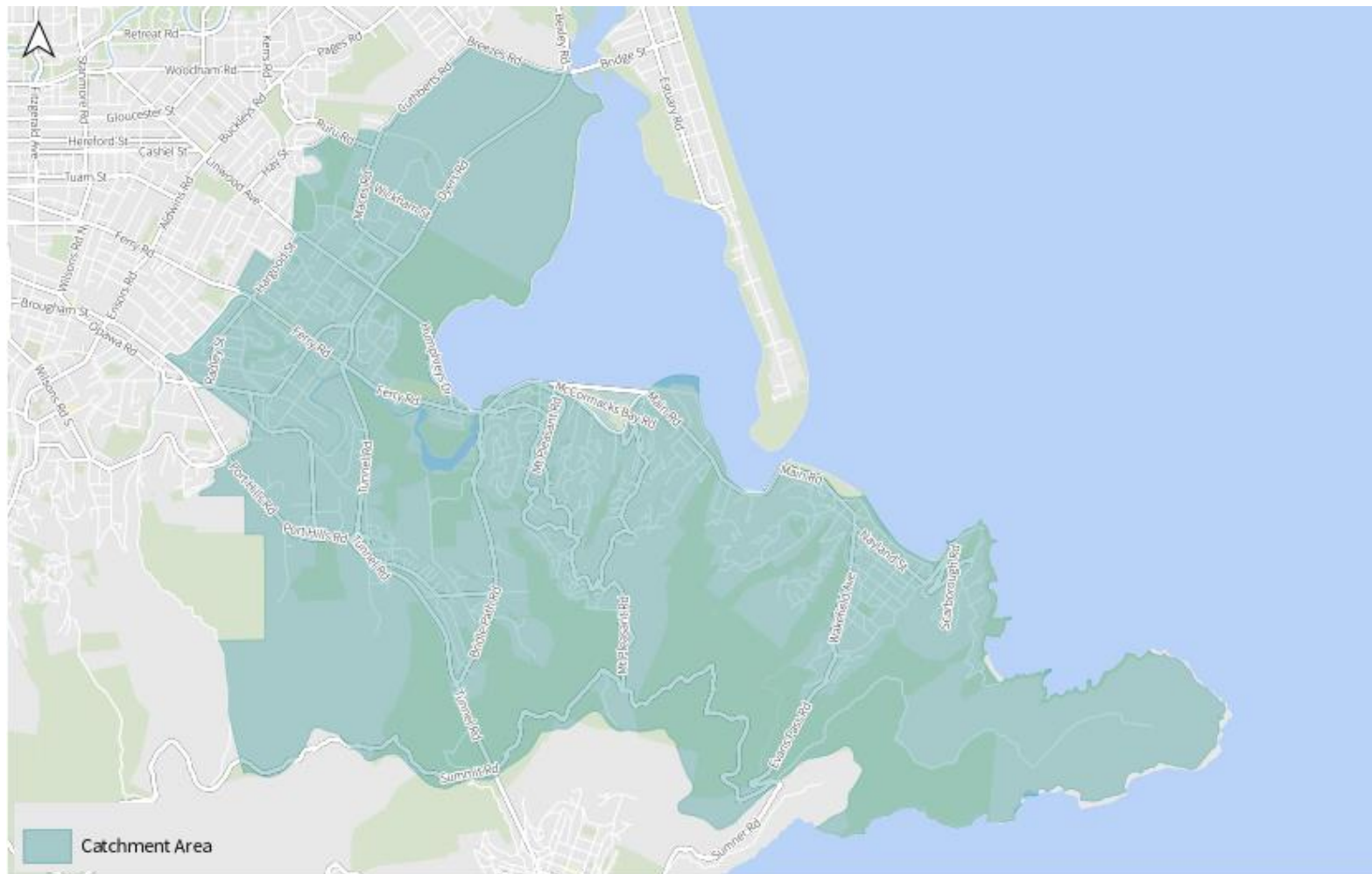
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Water Supply Catchments



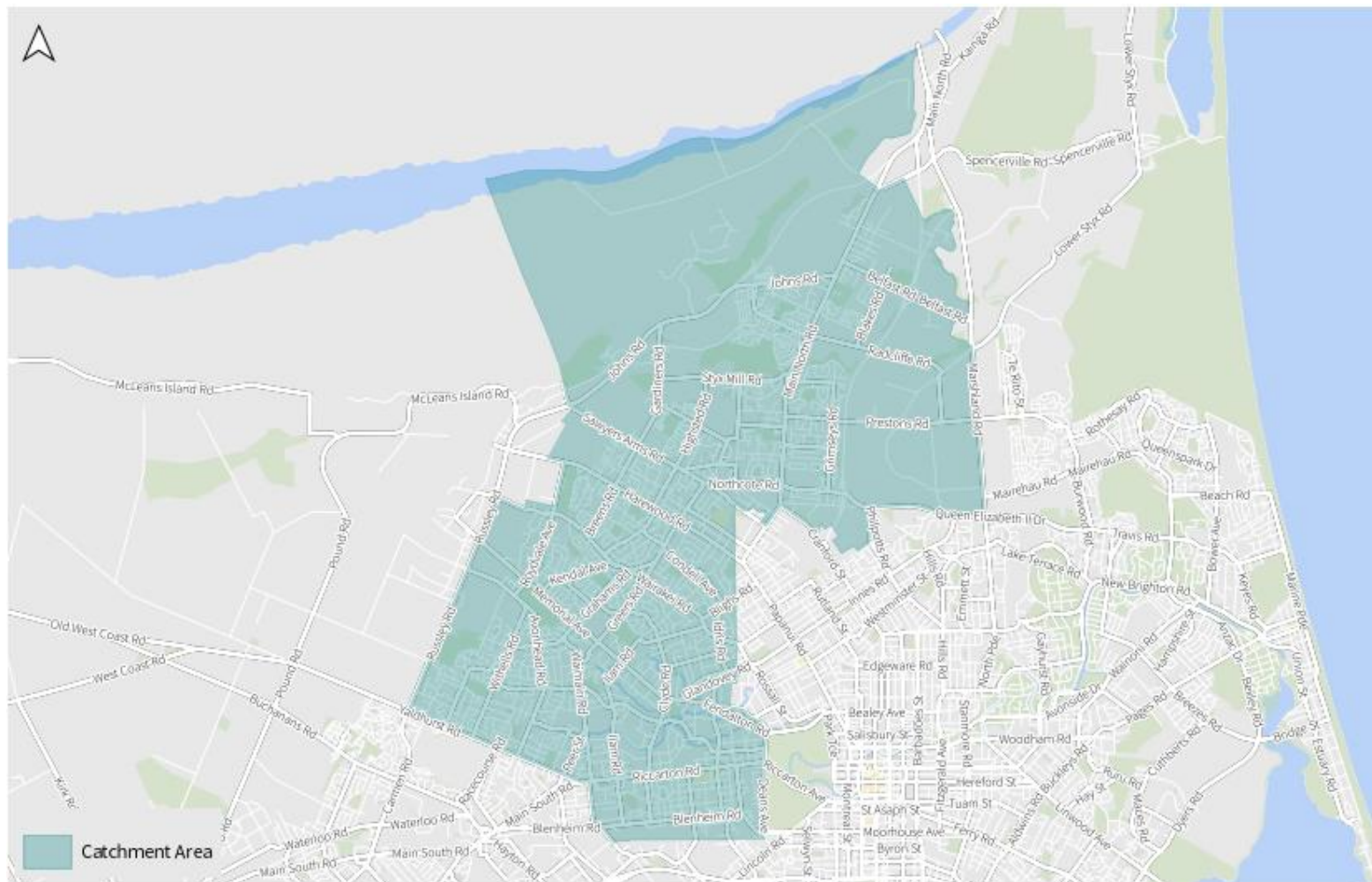
Development Contributions Policy 2021
Water Supply Catchments
Central North Catchment



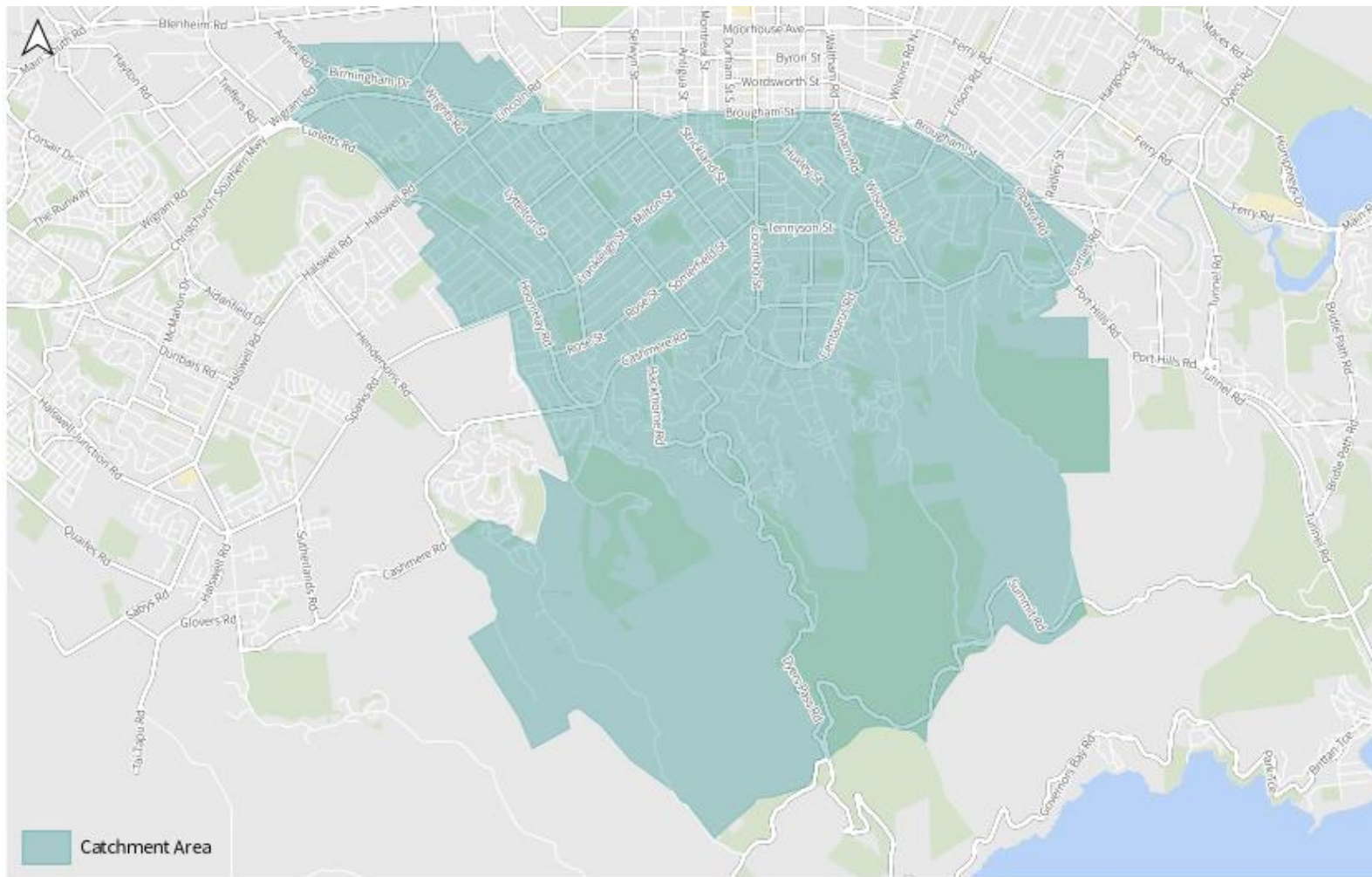
Development Contributions Policy 2021
Water Supply Catchments
West Catchment



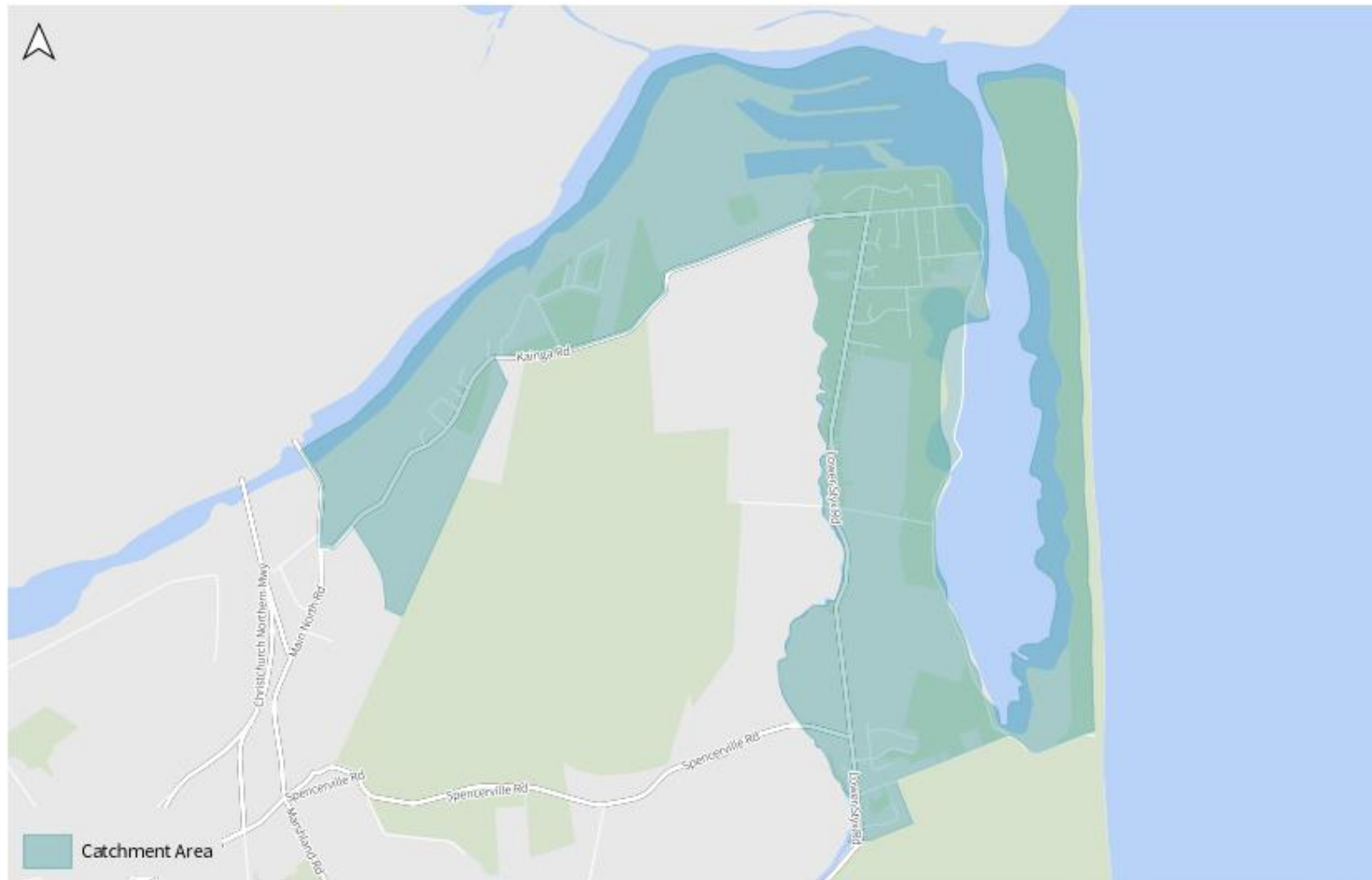
Development Contributions Policy 2021
Water Supply Catchments
Woolston Sumner Catchment



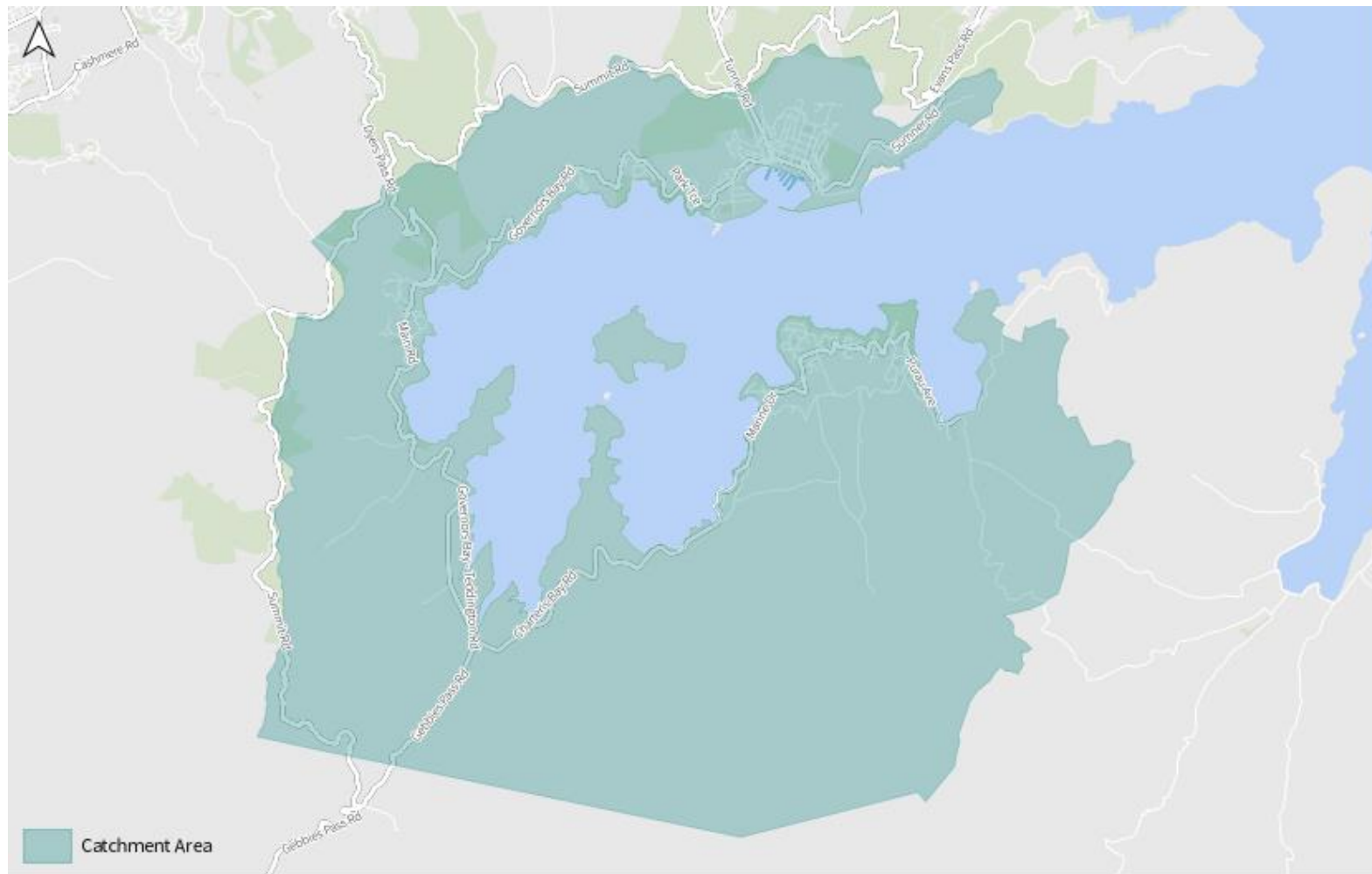
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Water Supply Catchments
North West Catchment



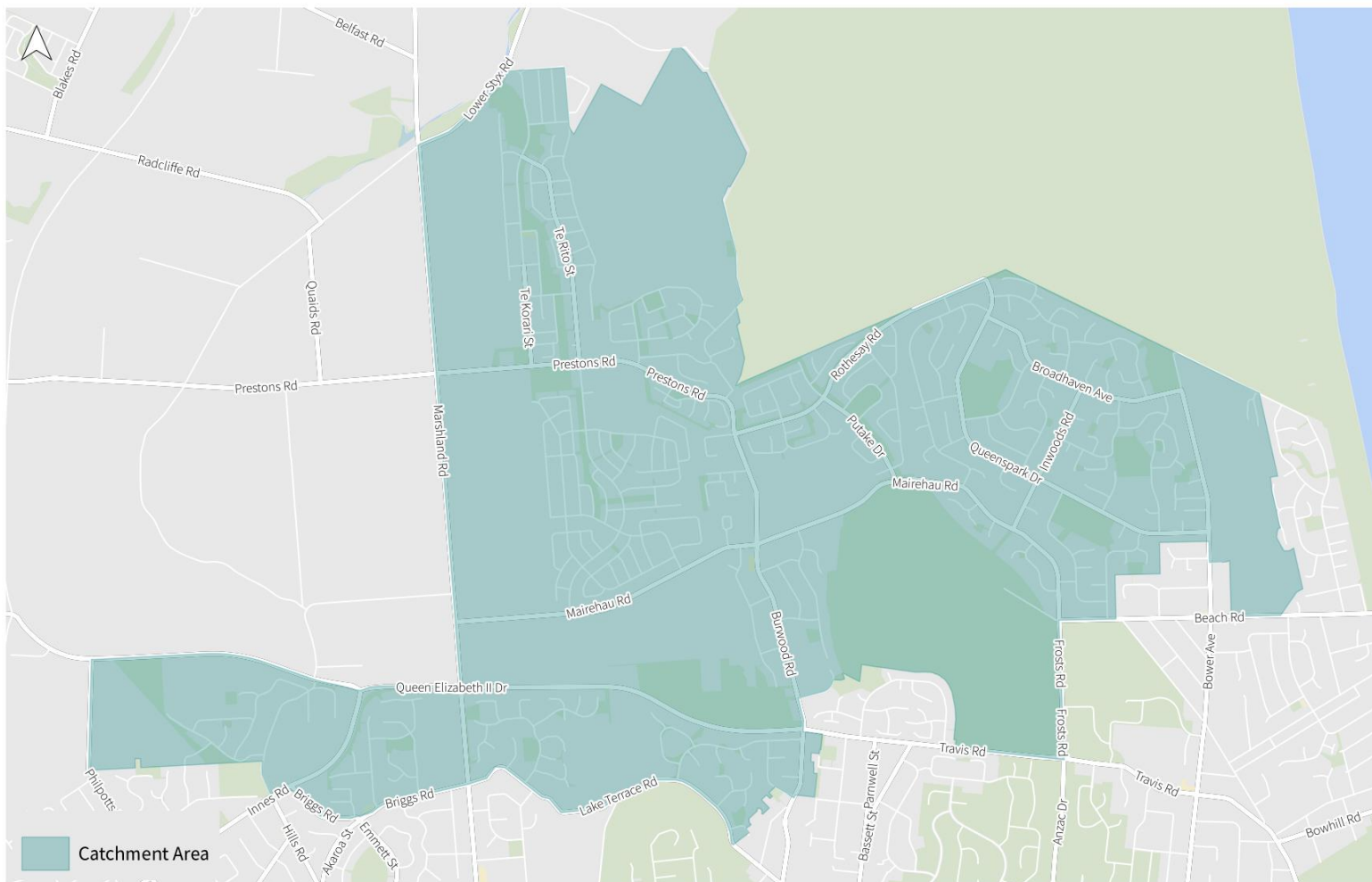
Development Contributions Policy 2021
Water Supply Catchments
Central South Catchment



Development Contributions Policy 2021
Water Supply Catchments
North Catchment



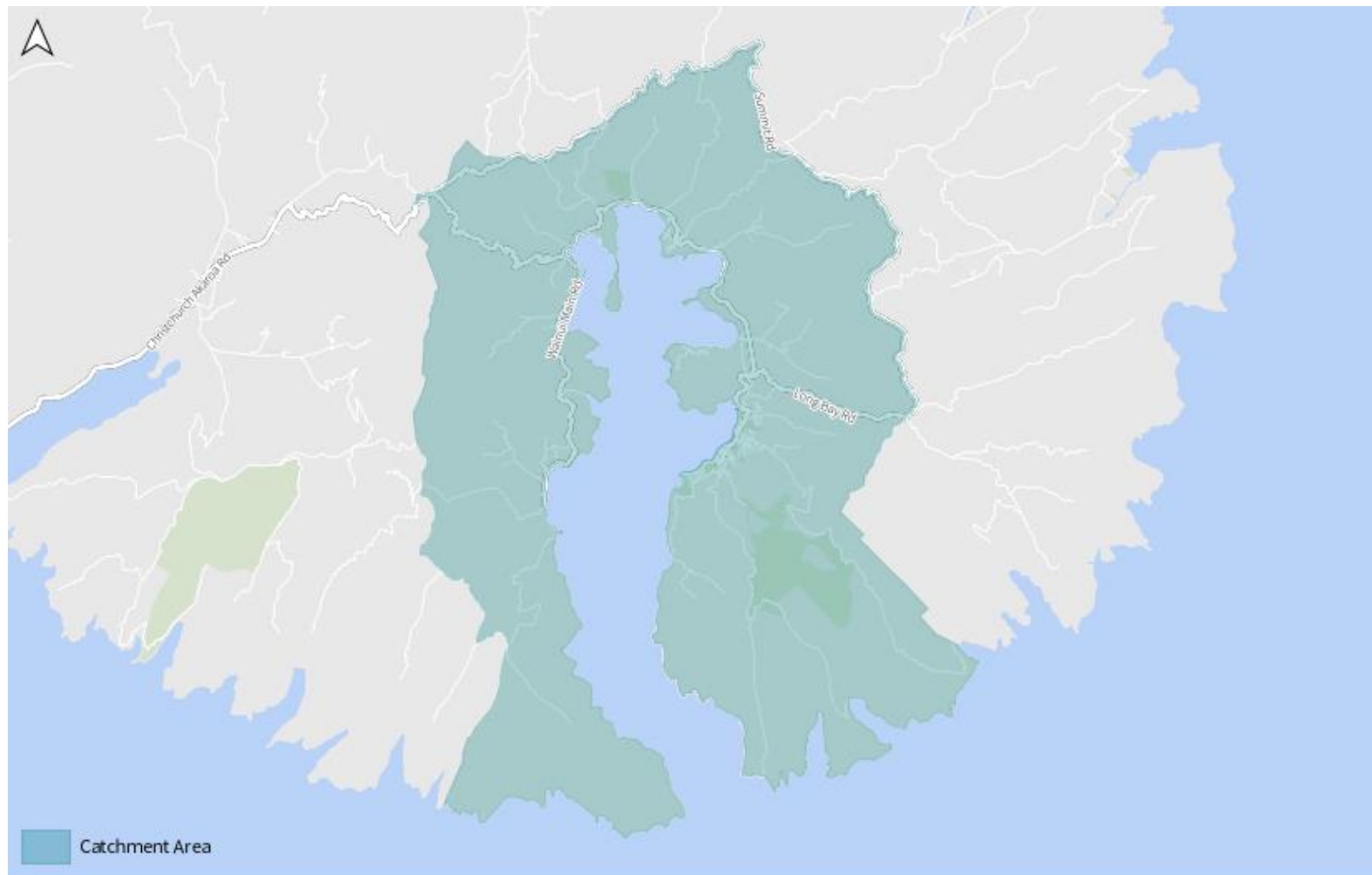
Development Contributions Policy 2021
Water Supply Catchments
Lyttelton Harbour Catchment



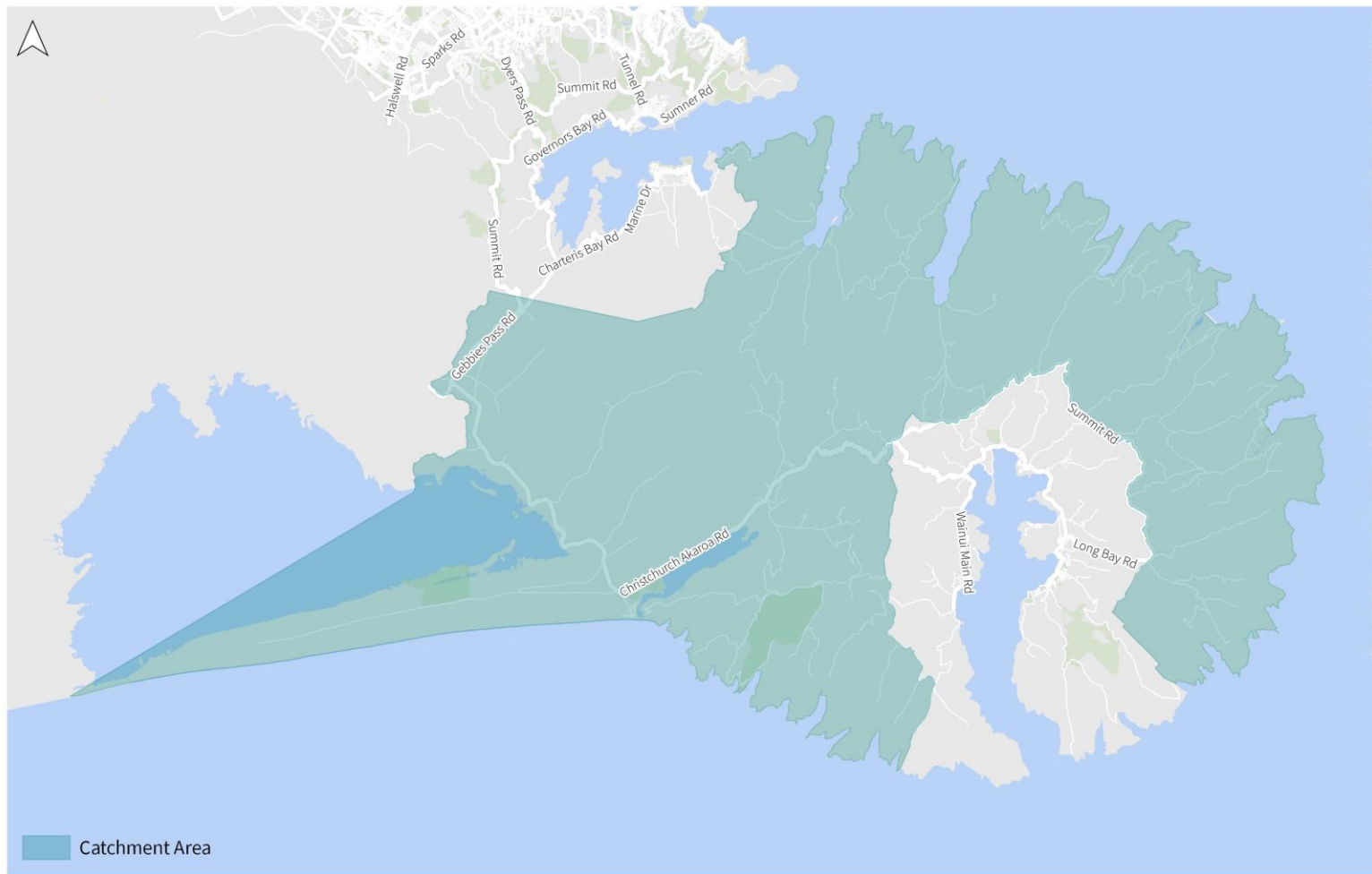
Development Contributions Policy 2021
Water Supply Catchments
Marshlands Catchment



Prepared by MRT, July 2021



Development Contributions Policy 2021
Water Supply Catchments
Akaroa Harbour Catchment

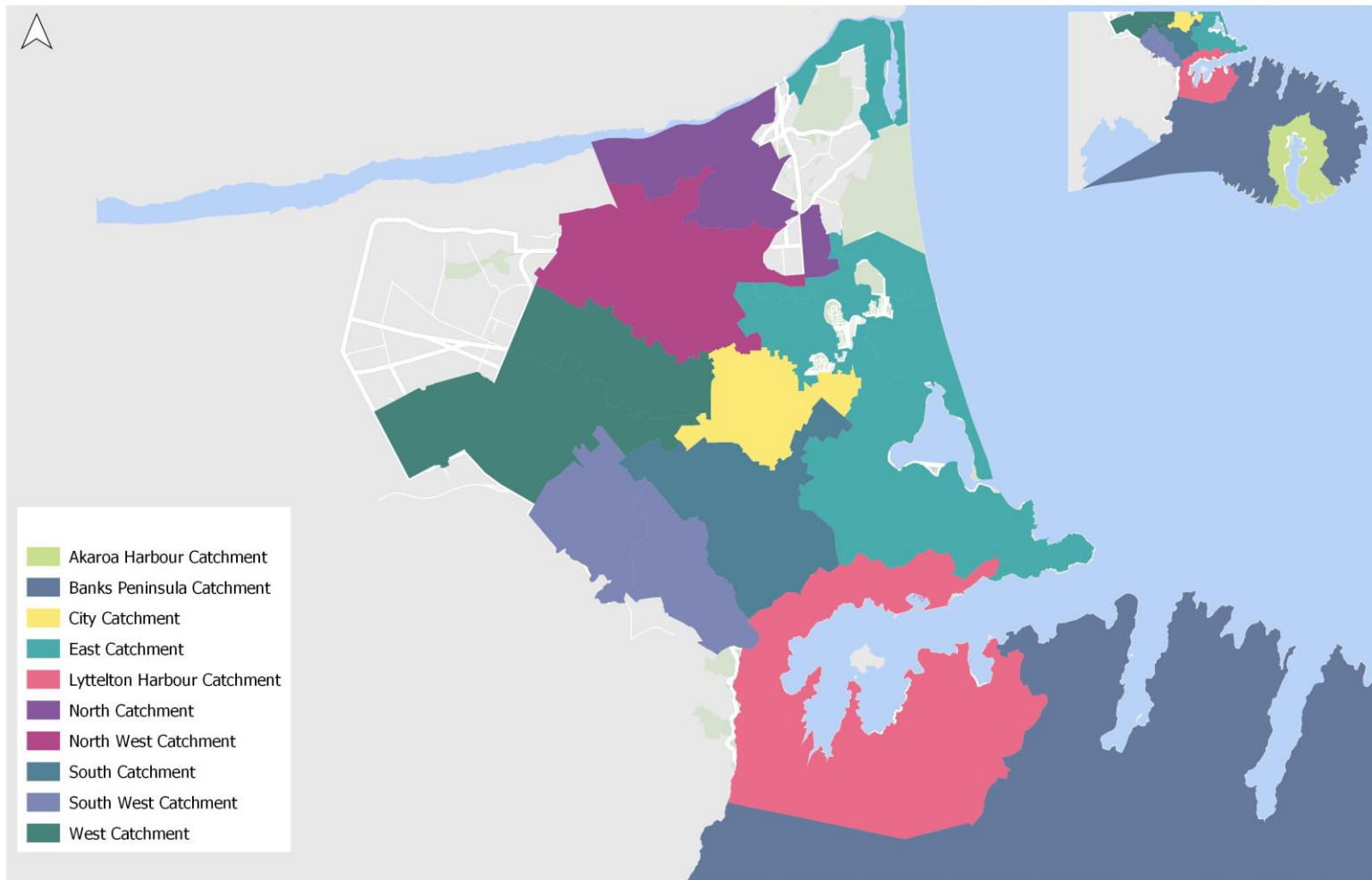


Development Contributions Policy 2021

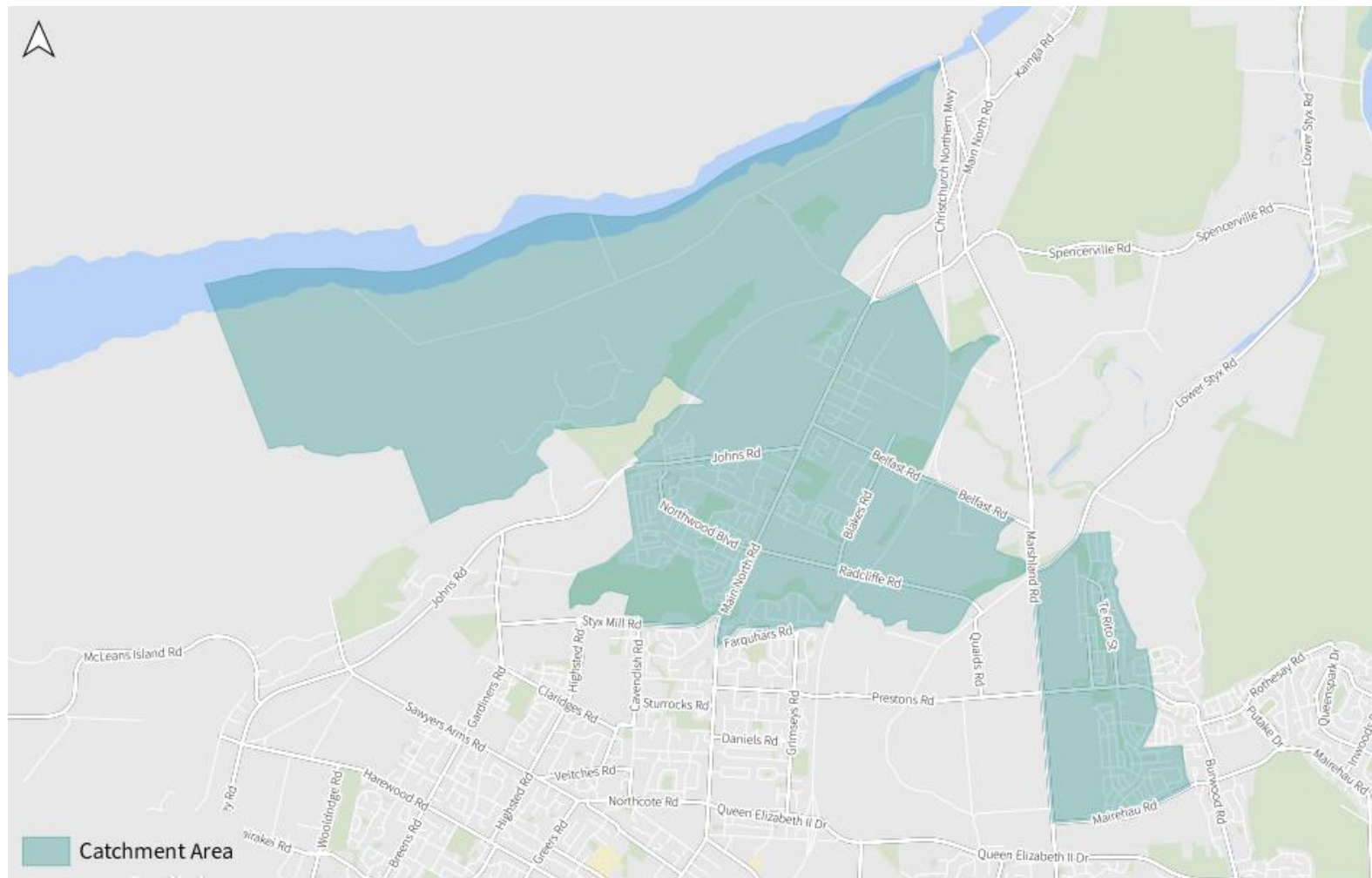
Water Supply Catchments
Banks Peninsula Catchment



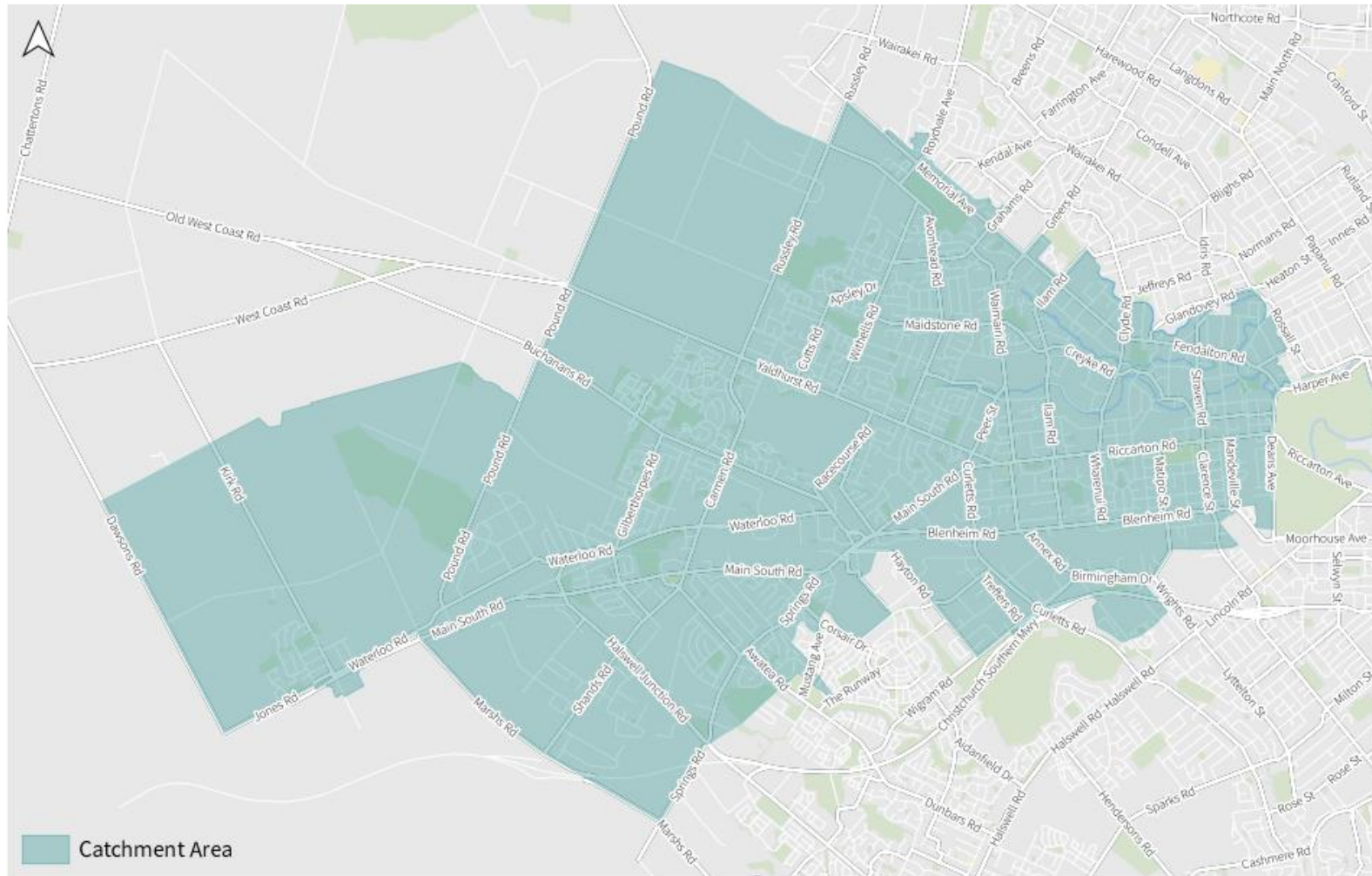
Prepared by MRT, July 2021



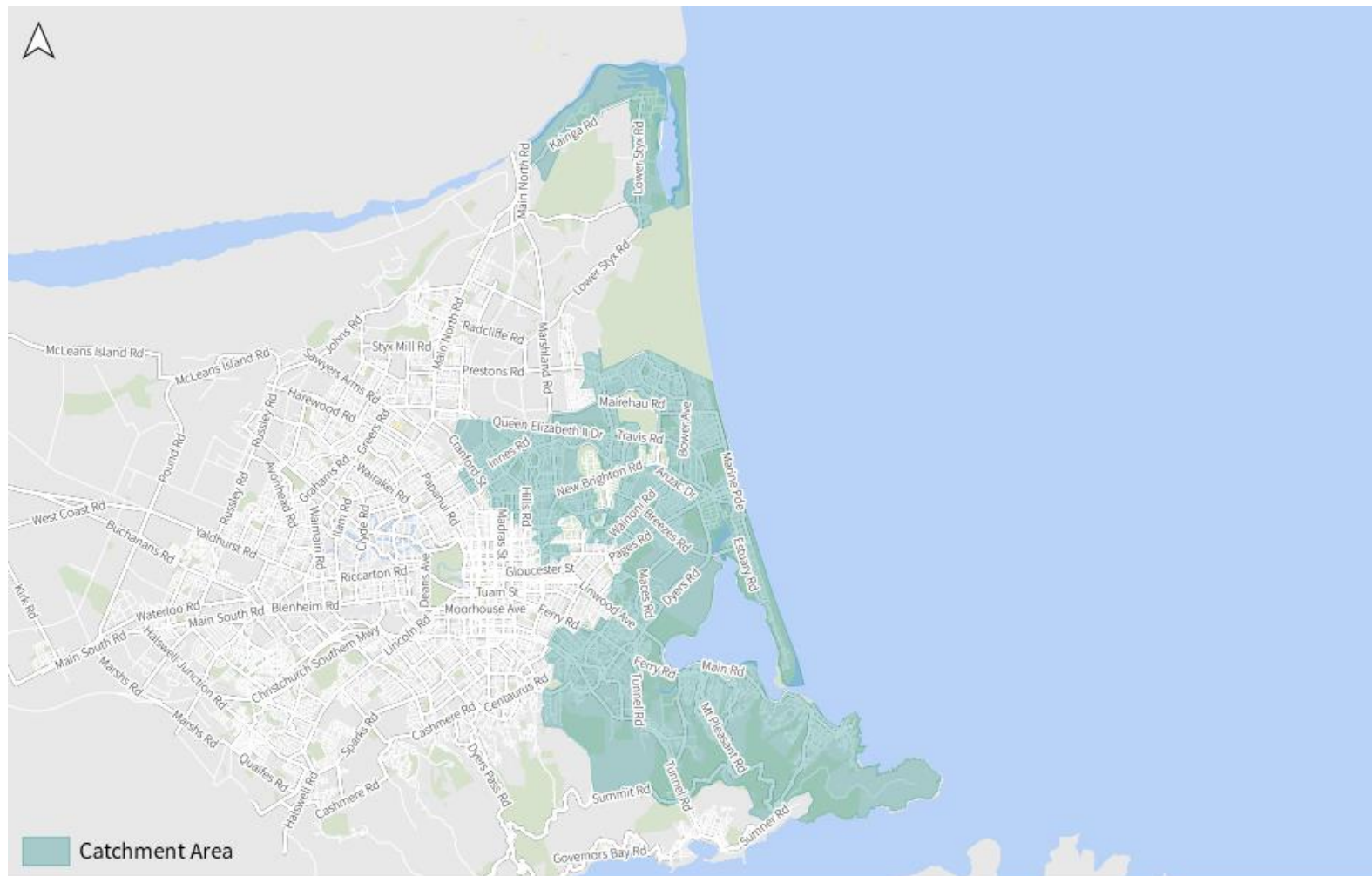
Development Contributions Policy 2021
Waste Water Collection Catchments



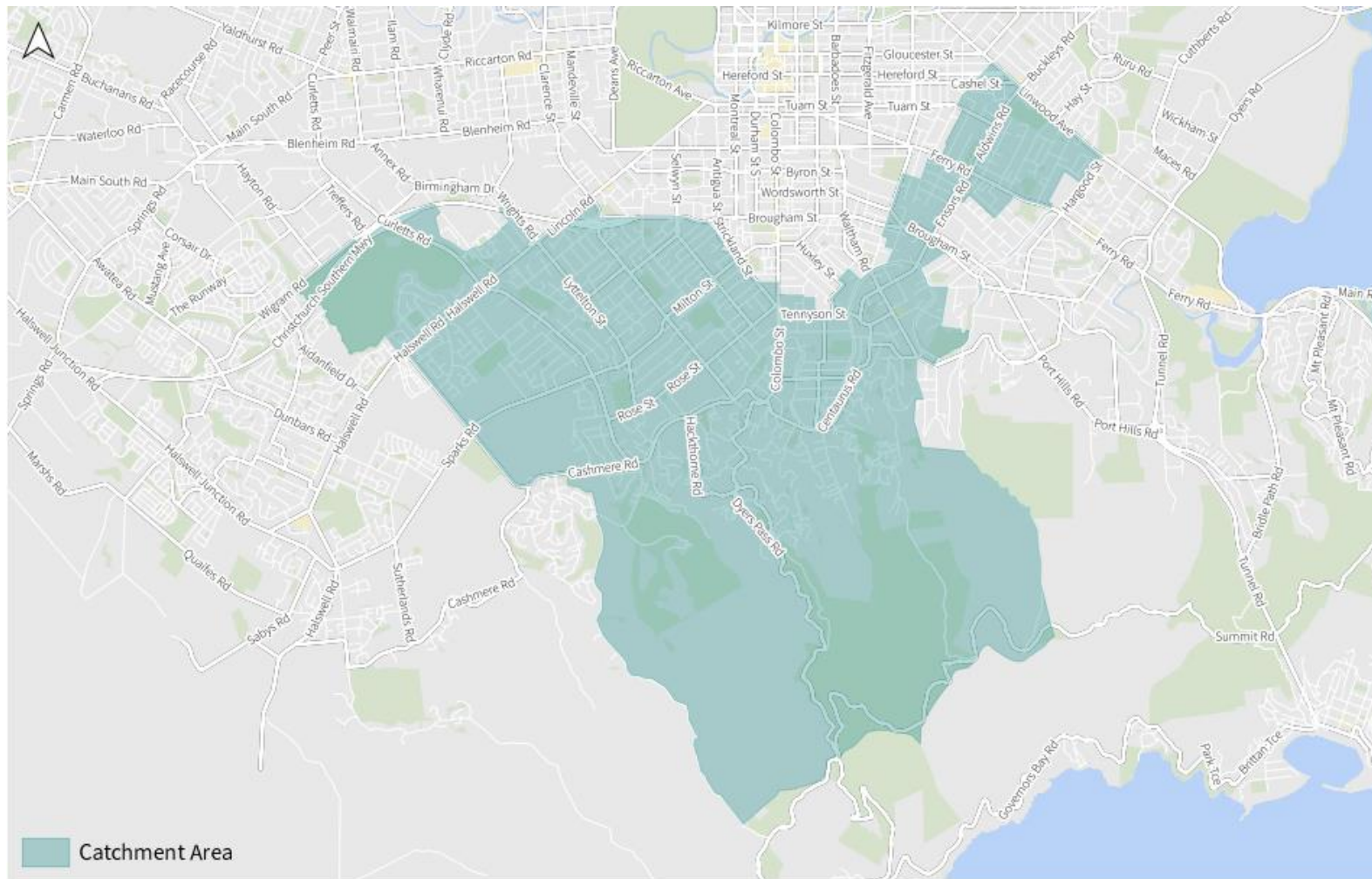
Development Contributions Policy 2021
Wastewater Collection Catchments
North Catchment



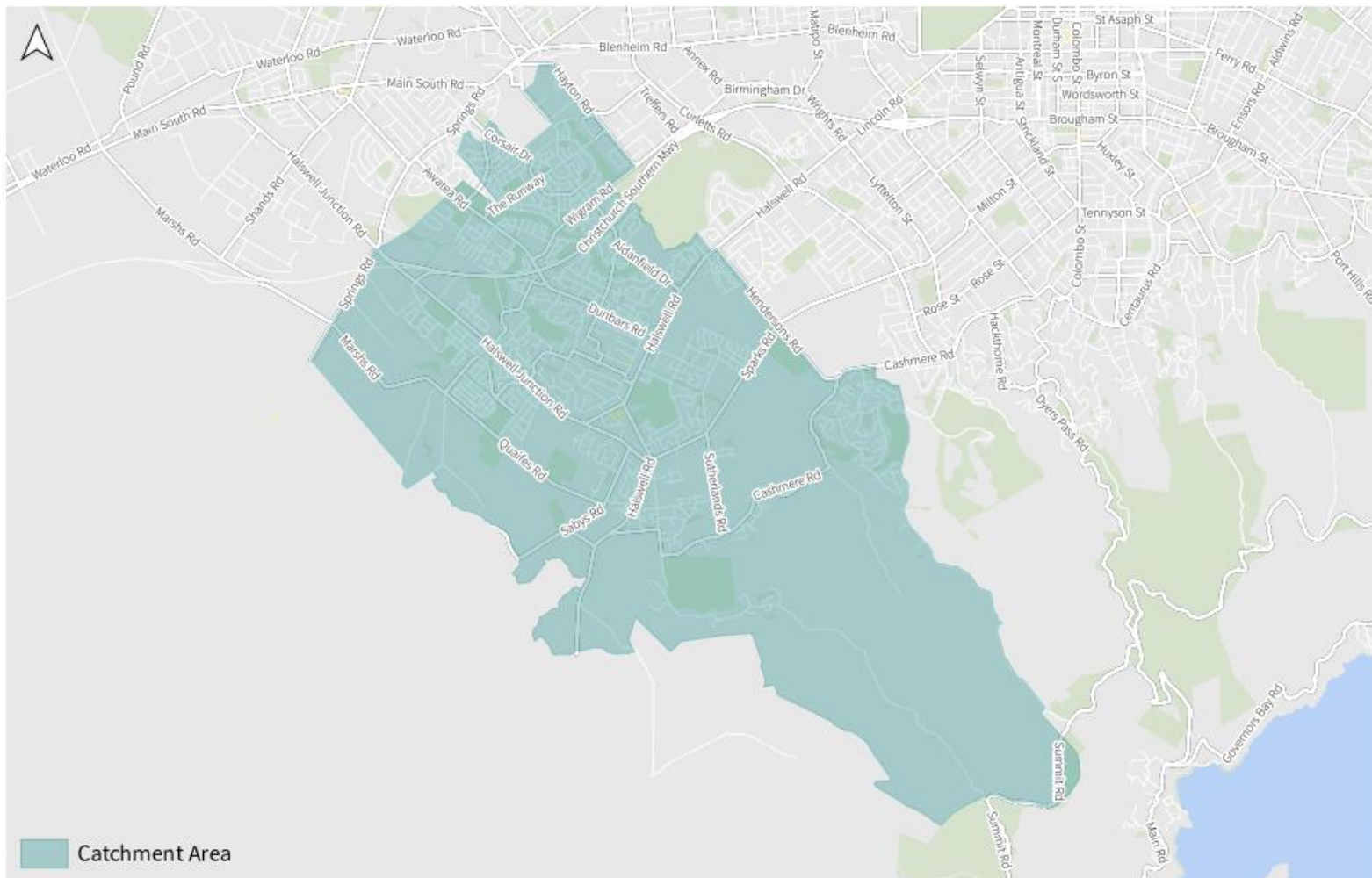
Development Contributions Policy 2021
Wastewater Collection Catchments
West Catchment



Development Contributions Policy 2021
Wastewater Collection Catchments
East Catchment



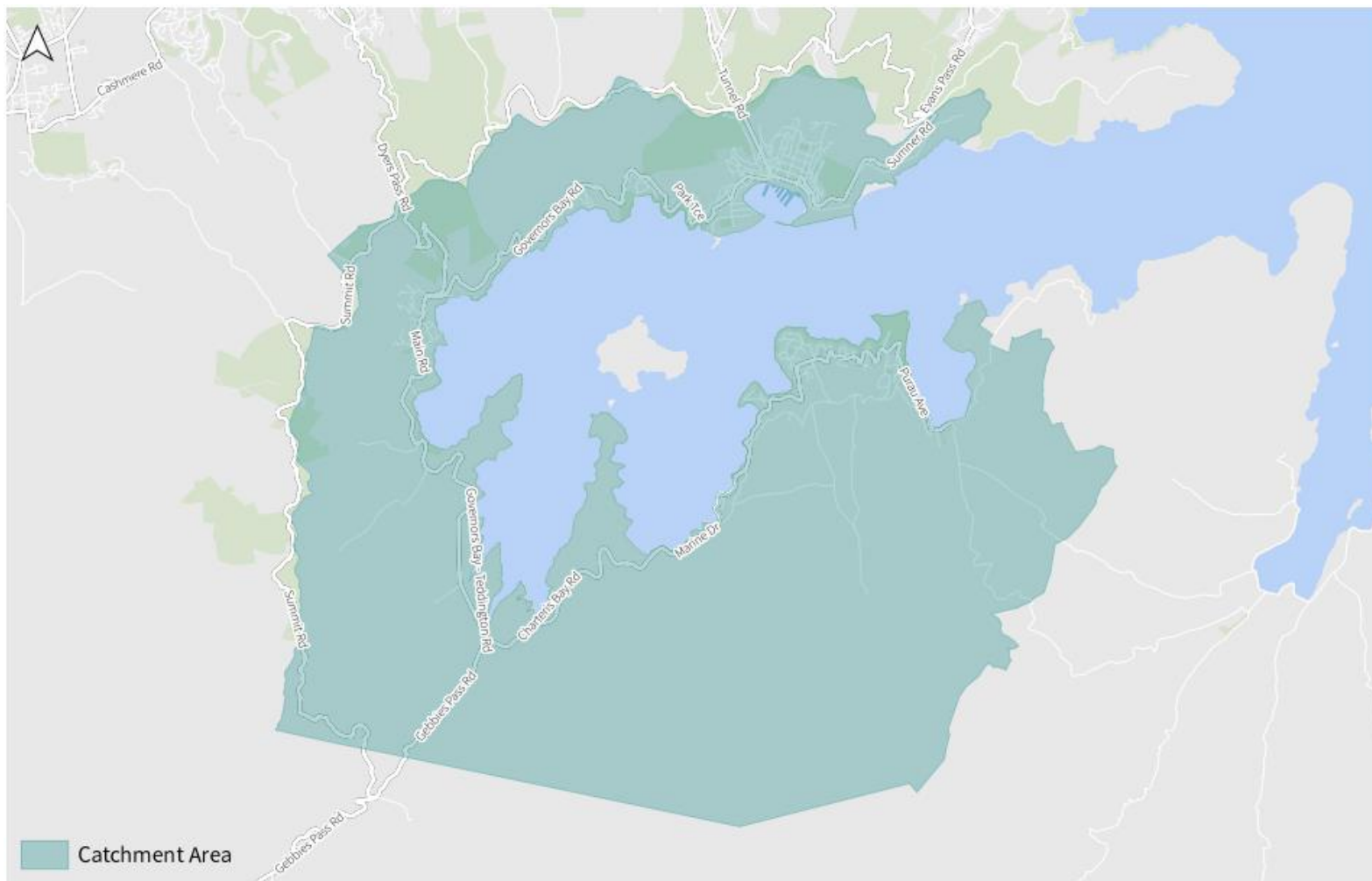
Development Contributions Policy 2021
Wastewater Collection Catchments
South Catchment



Development Contributions Policy 2021
Wastewater Collection Catchments
South West Catchment

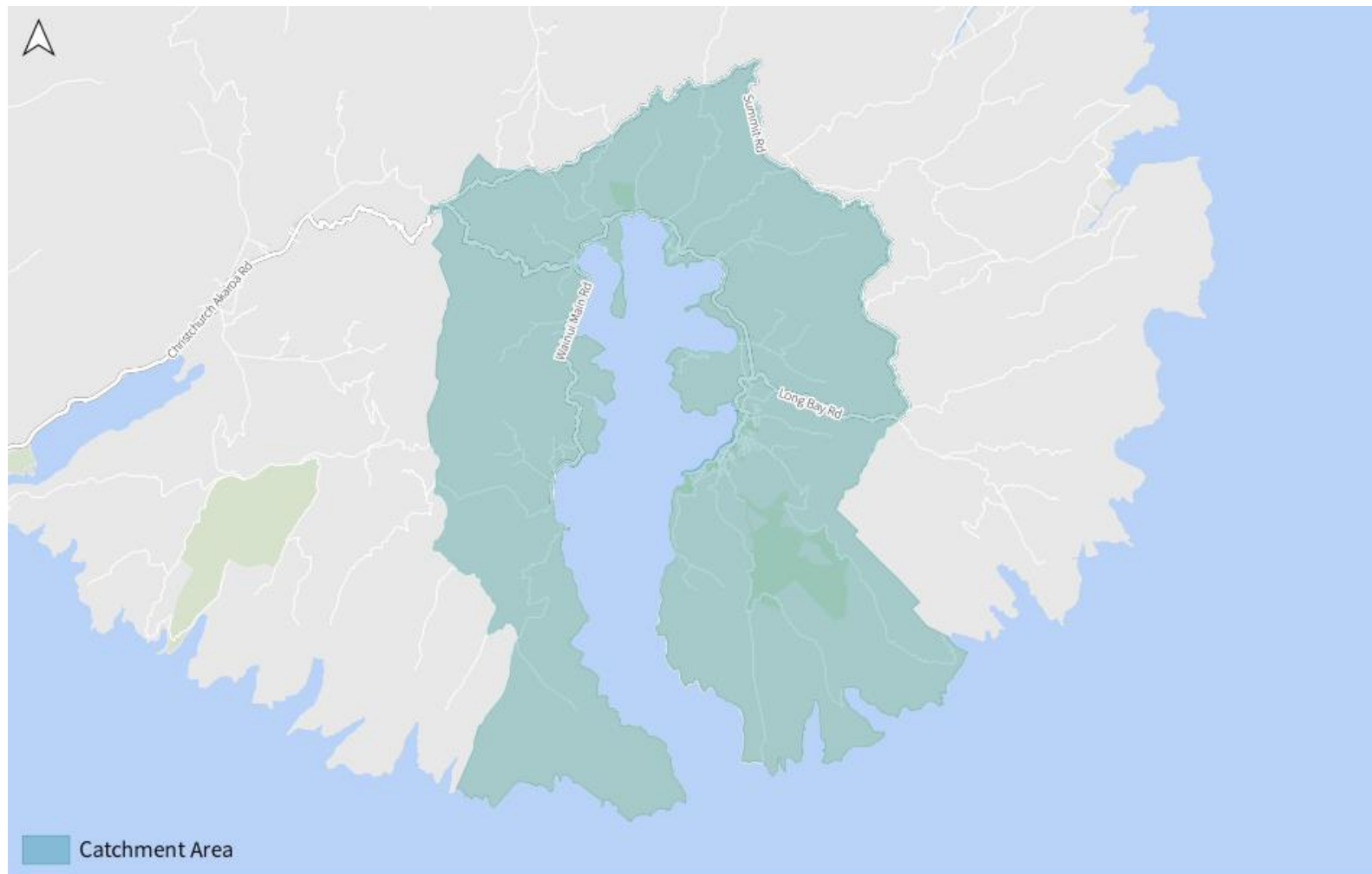


Prepared by MRT, July 2021

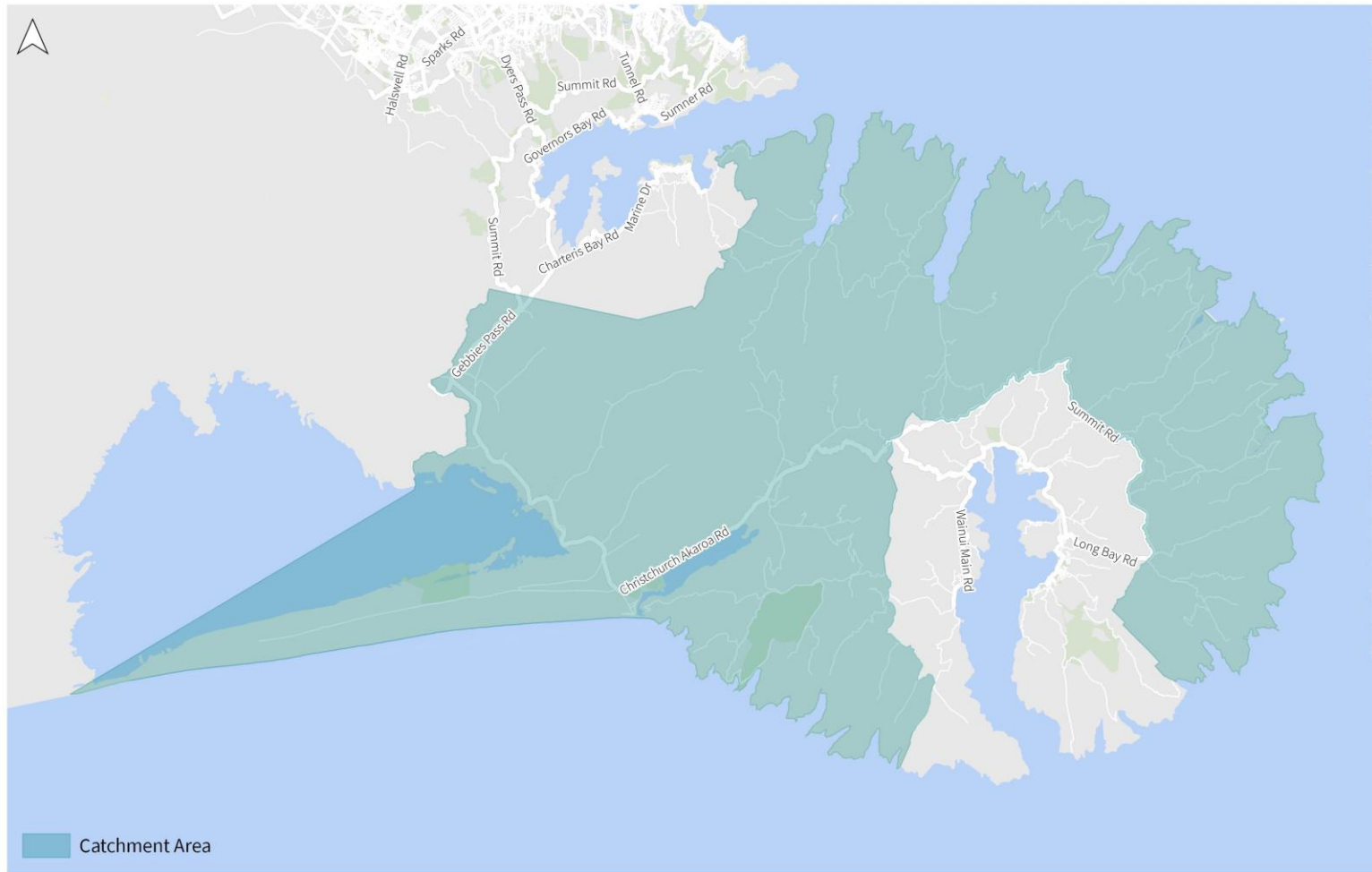


Development Contributions Policy 2021
Wastewater Collection Catchments
Lyttelton Harbour Catchment

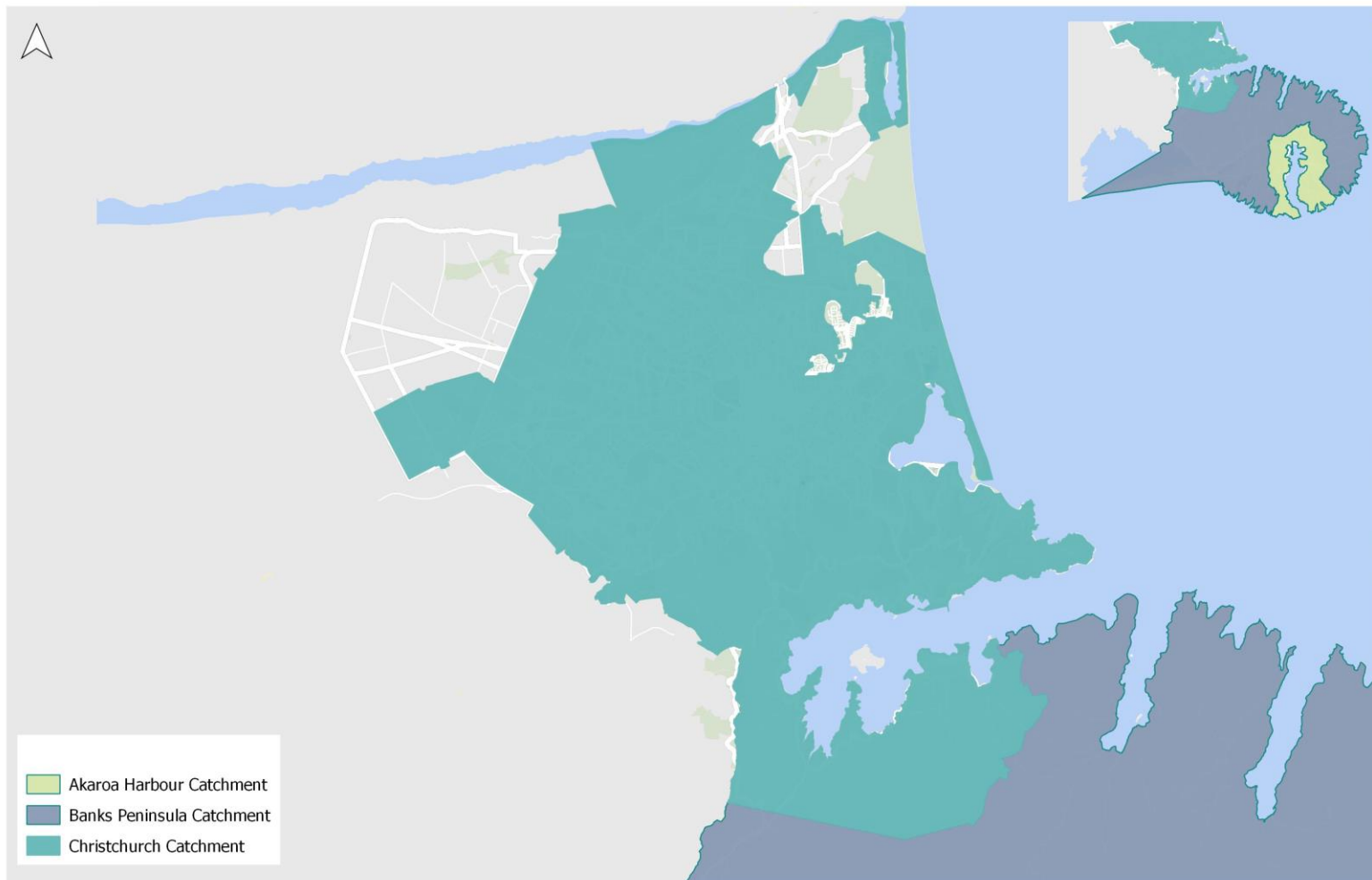




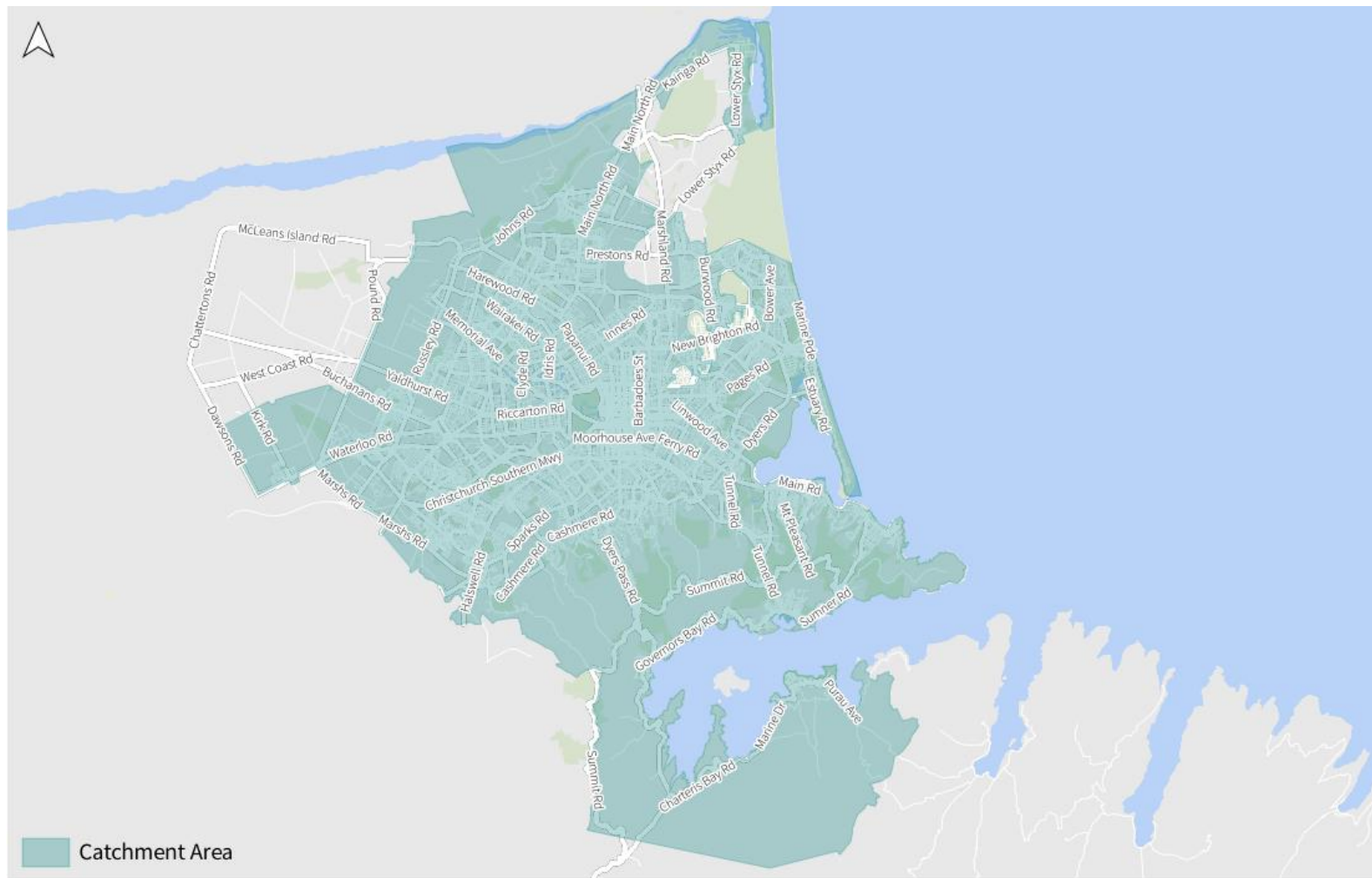
Development Contributions Policy 2021
Wastewater Collection Catchments
Akaroa Harbour Catchment



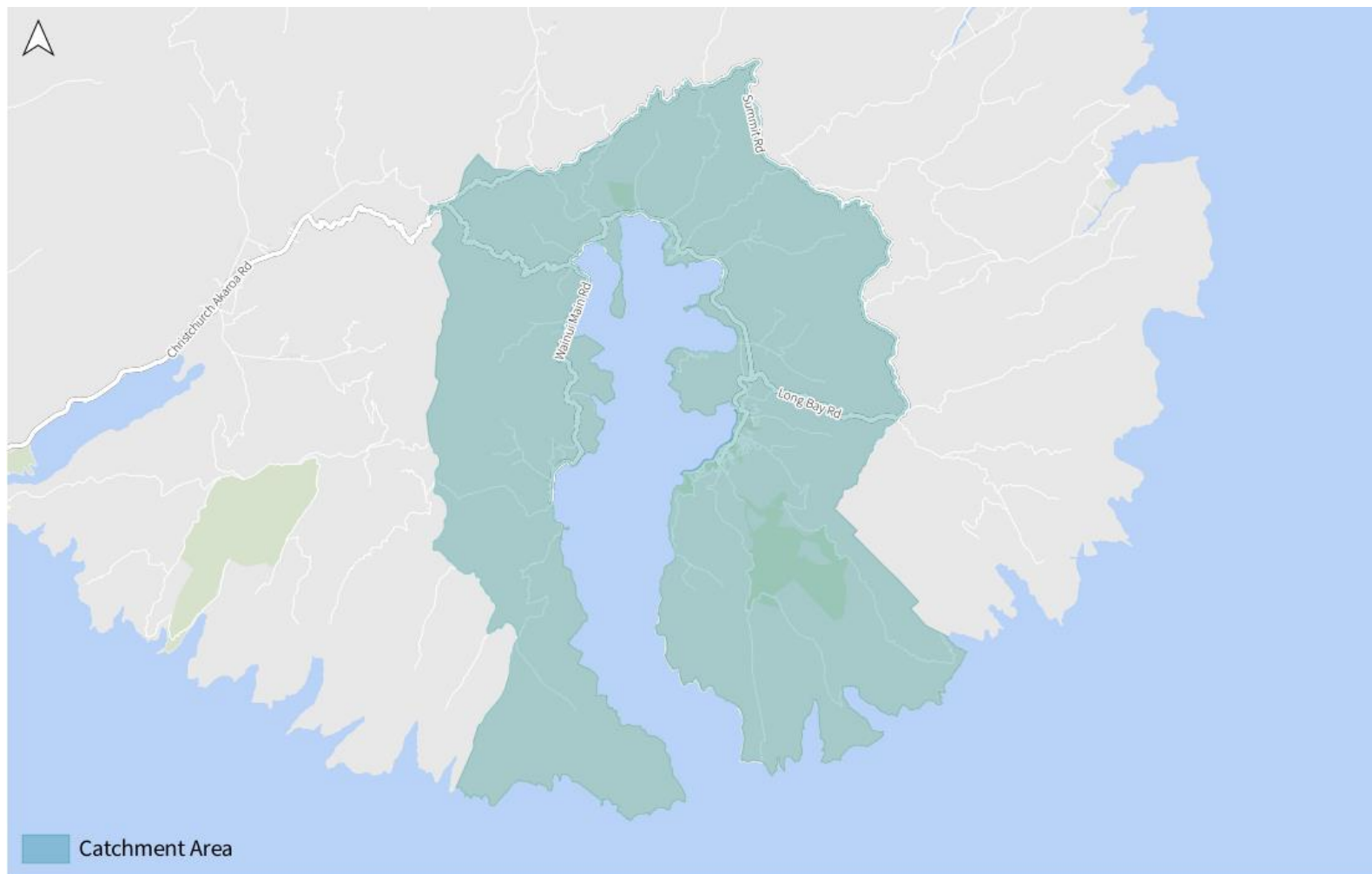
Development Contributions Policy 2021
Waste Water Collection Catchments
Banks Peninsula Catchment



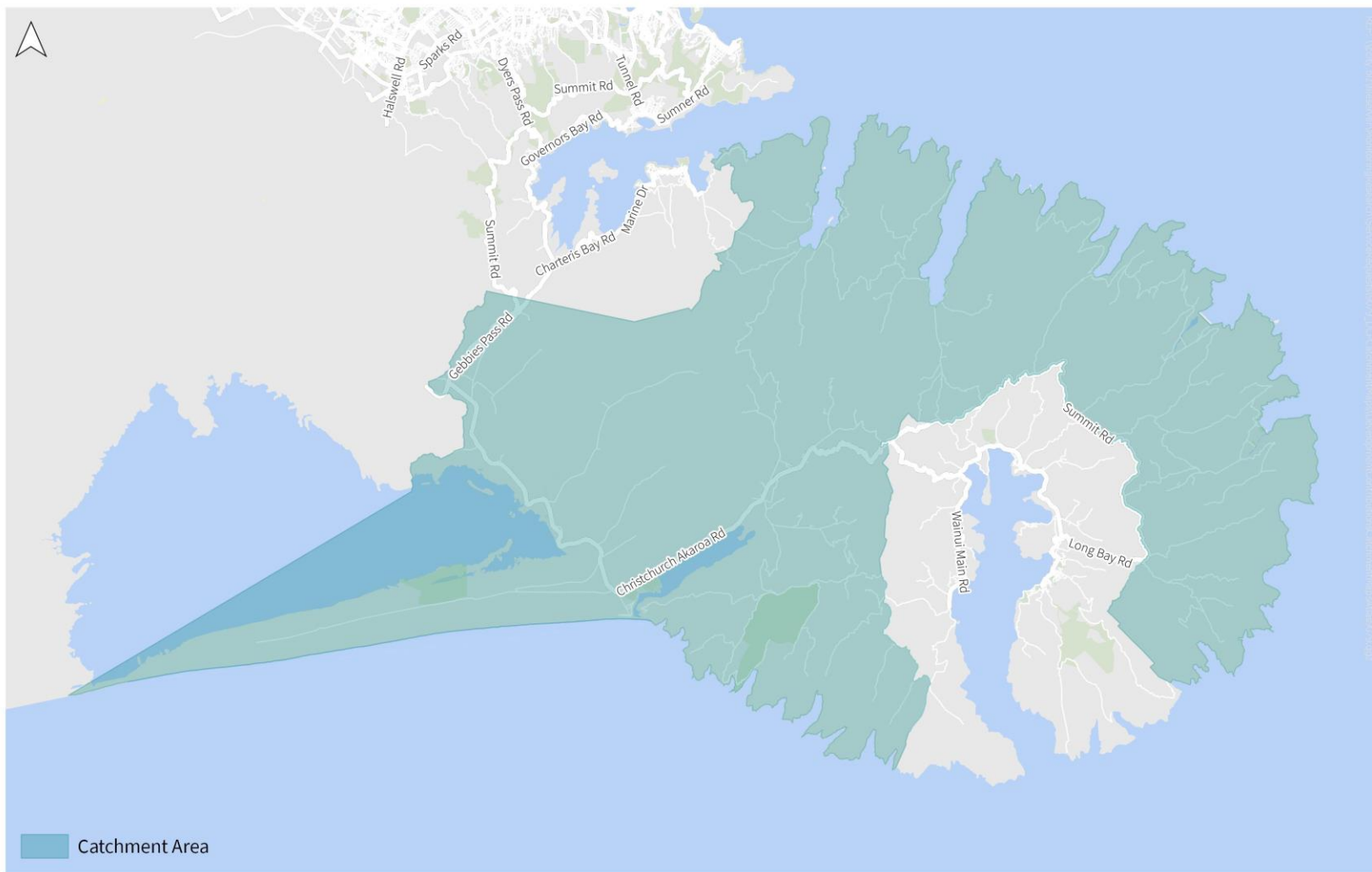
Development Contributions Policy 2021
Wastewater Treatment and Disposal Catchments



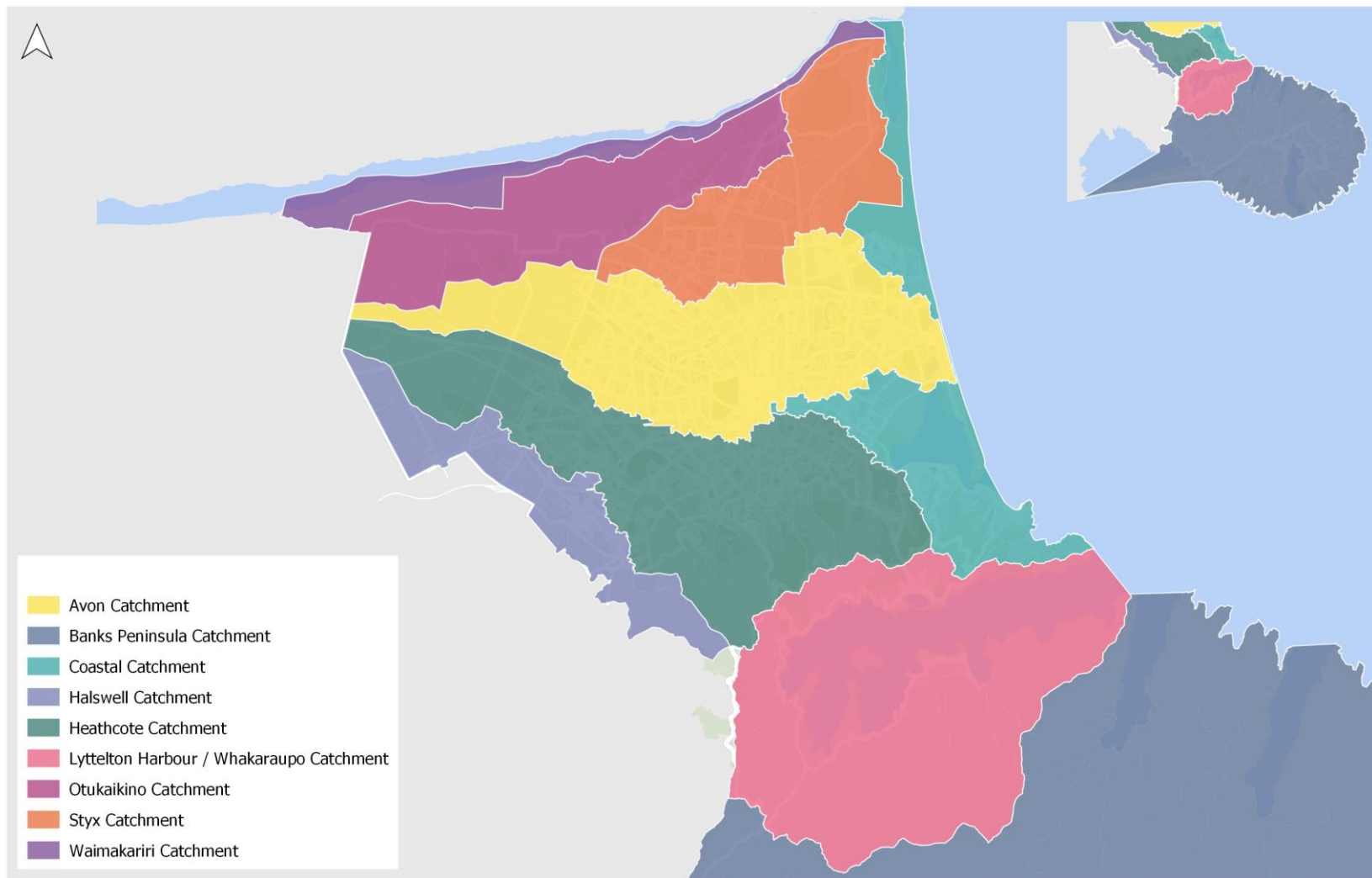
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Wastewater Treatment and Disposal Catchments
Christchurch Catchment



Development Contributions Policy 2021
Wastewater Treatment and Disposal Catchments
Akaroa Harbour Catchment



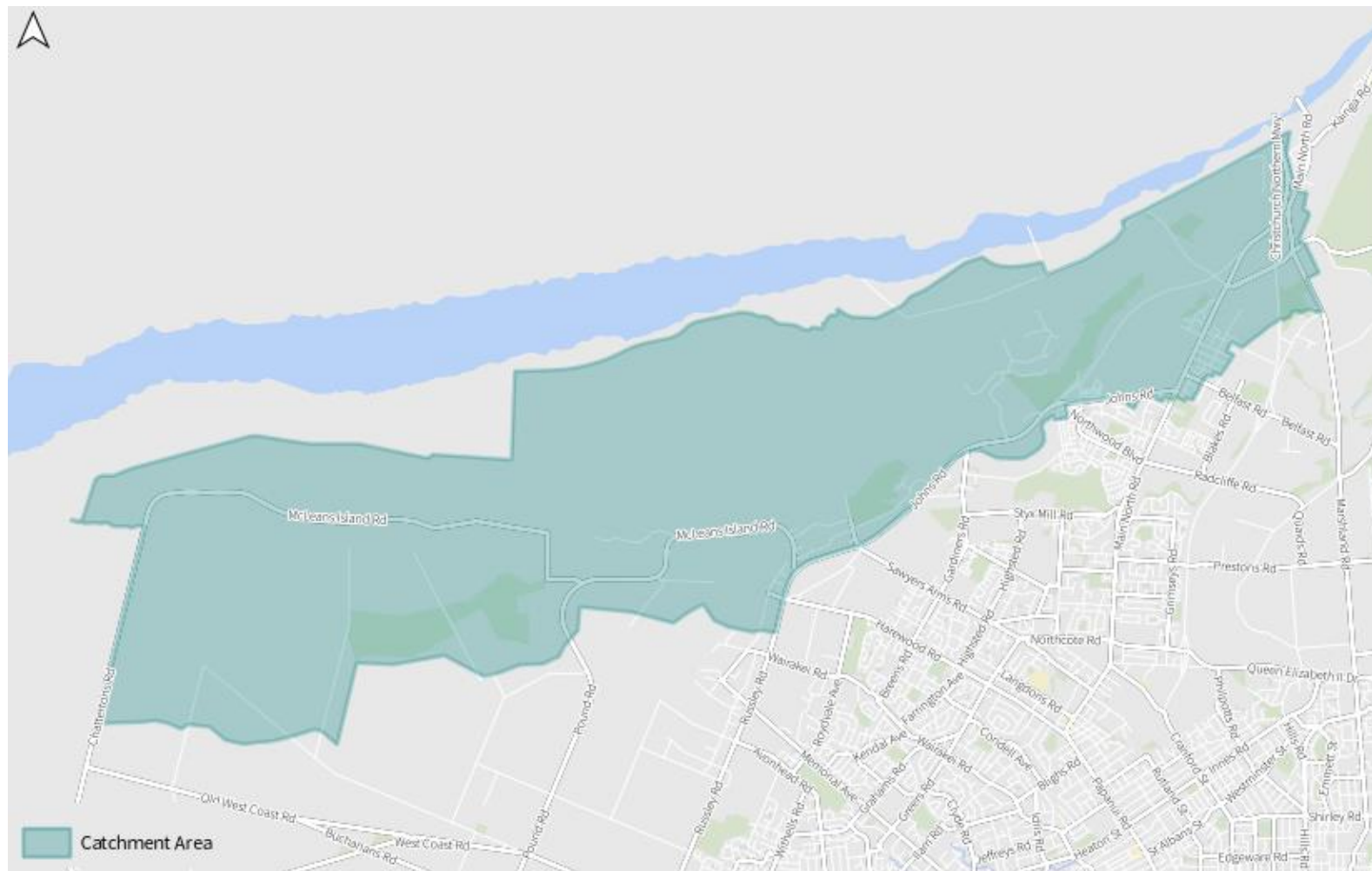
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Banks Peninsula Catchment



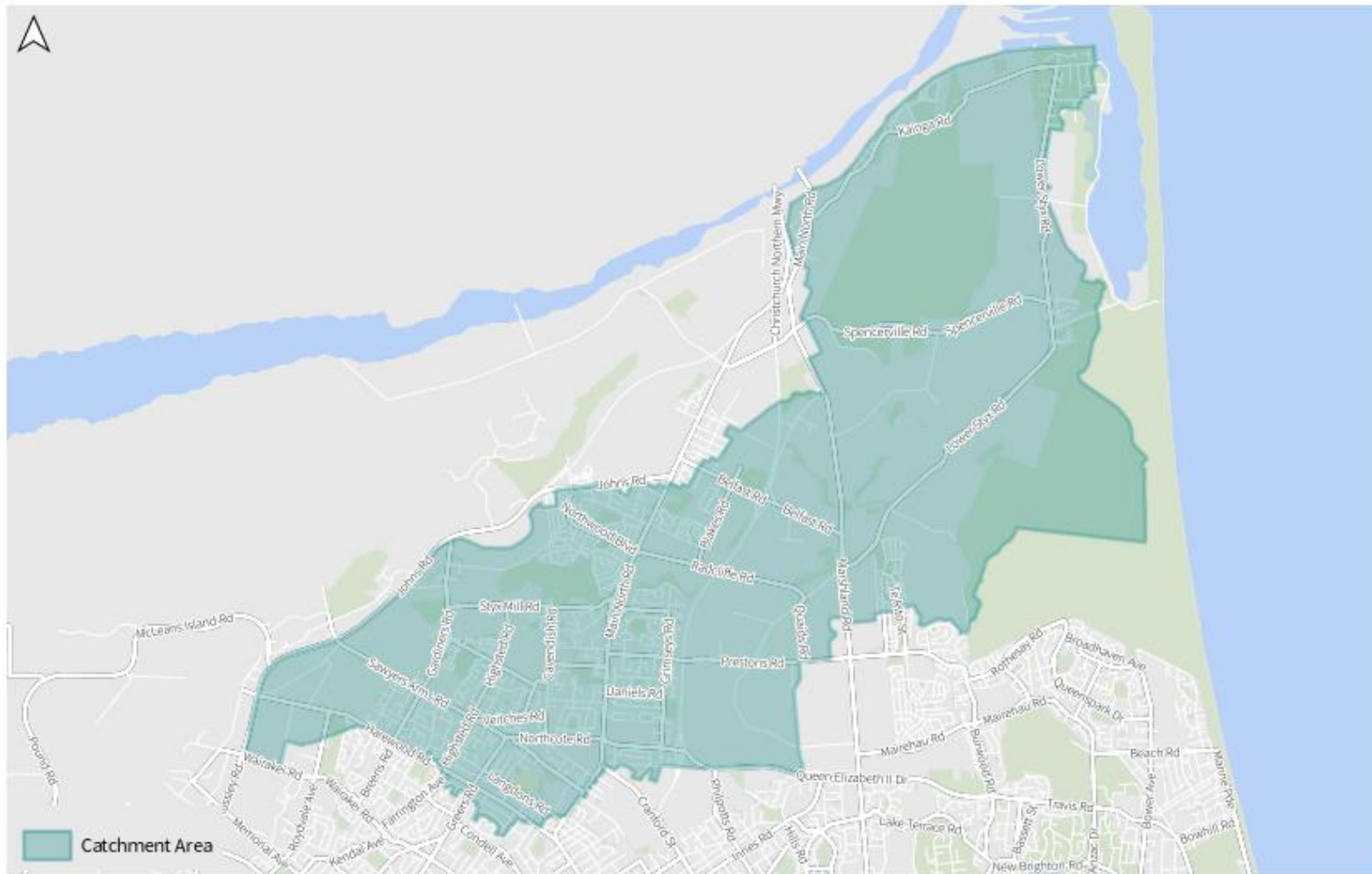
Development Contributions Policy 2021
Stormwater and Flood Protection Catchments



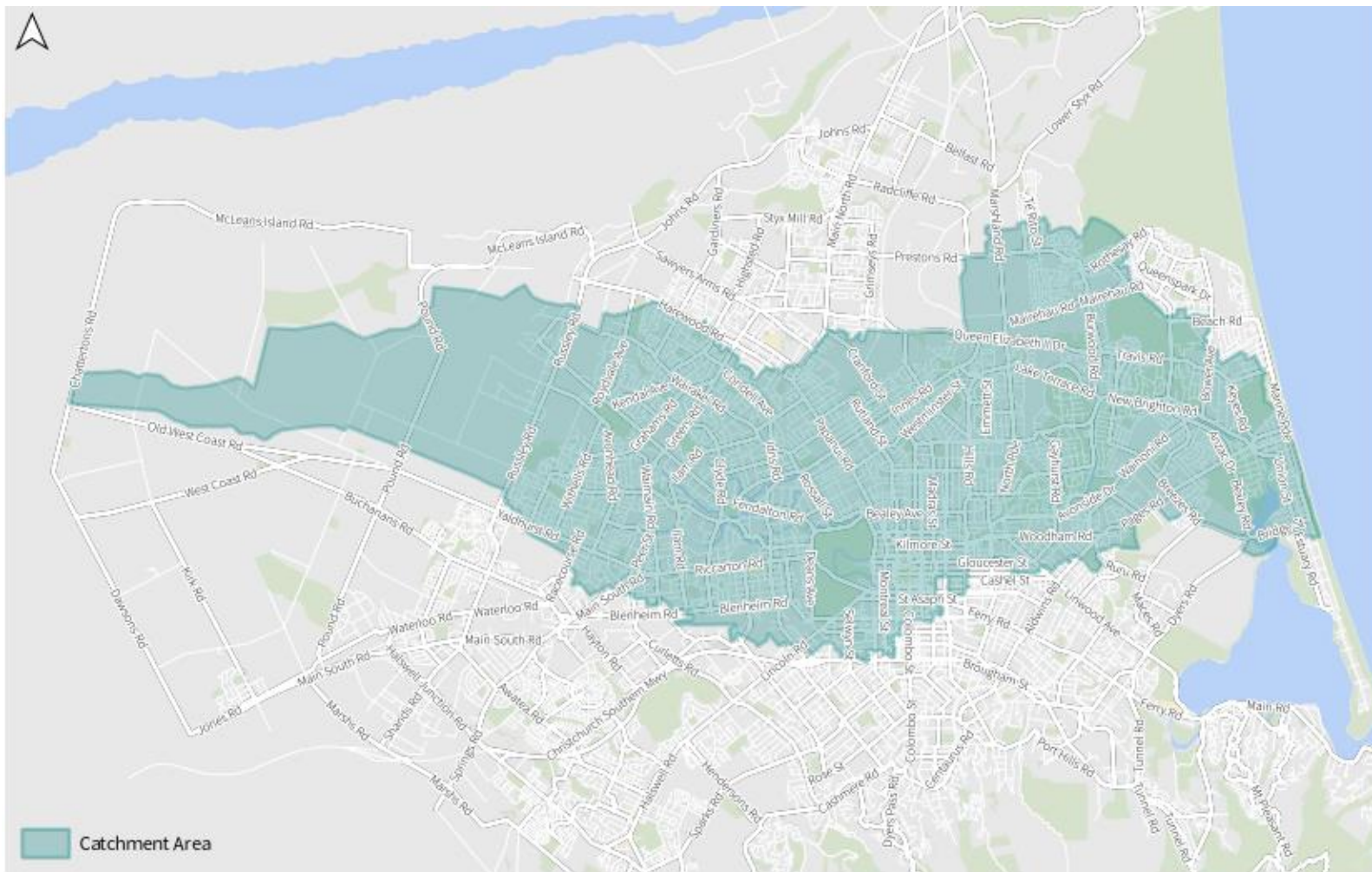
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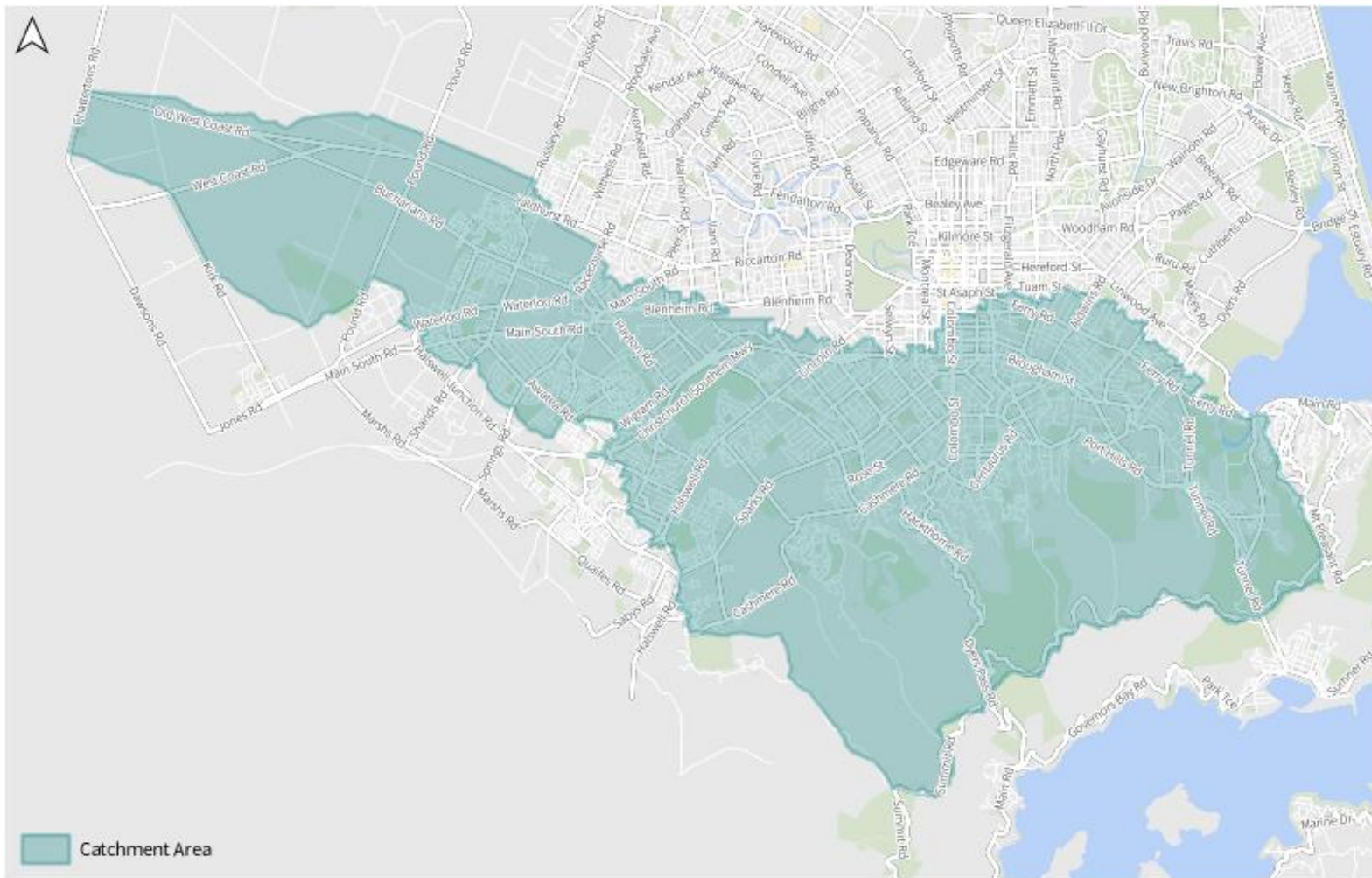
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Otukaikino Catchment



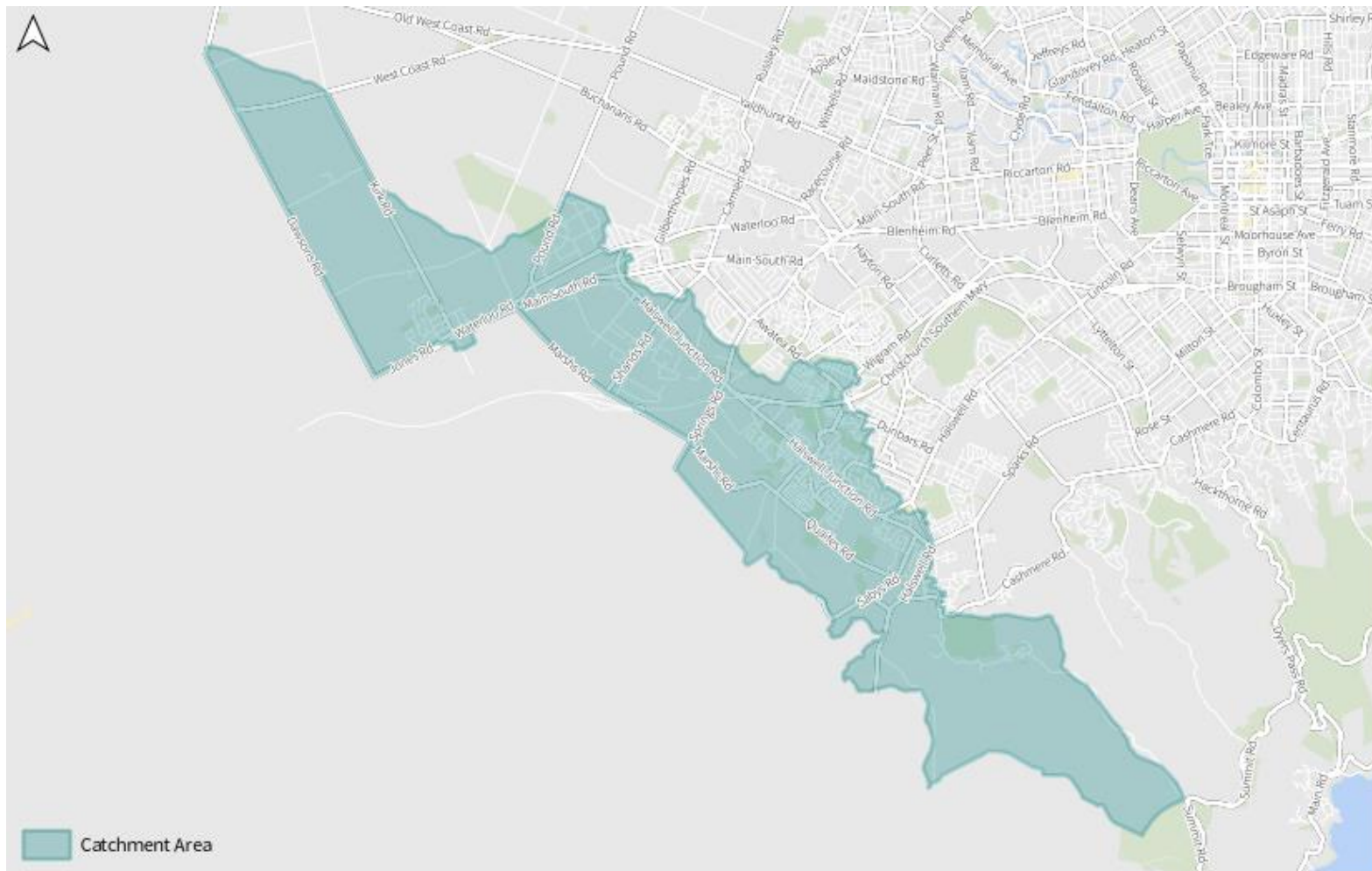
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Styx Catchment



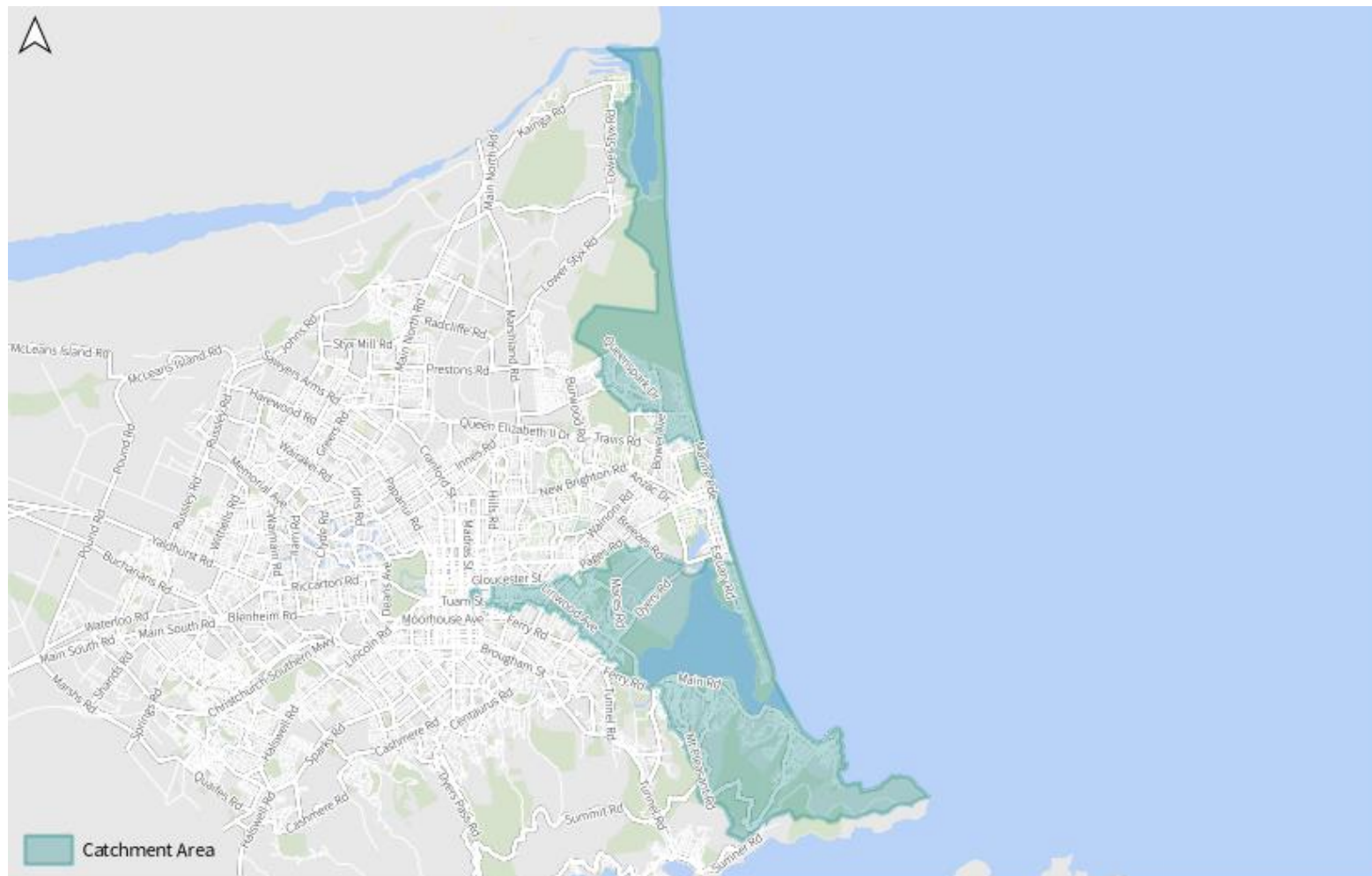
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Stormwater and Flood Protection Catchments
Avon Catchment



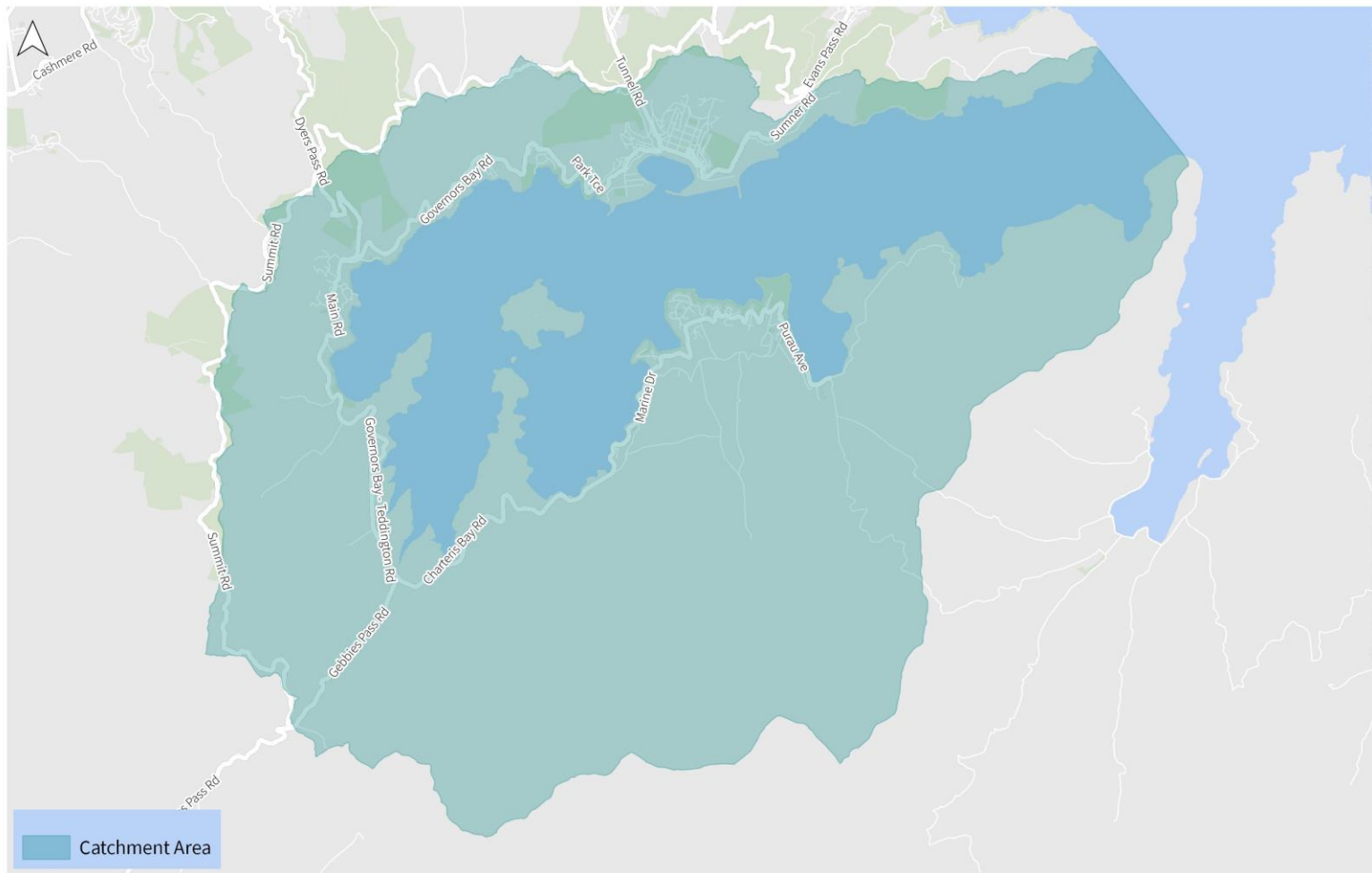
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Heathcote Catchment



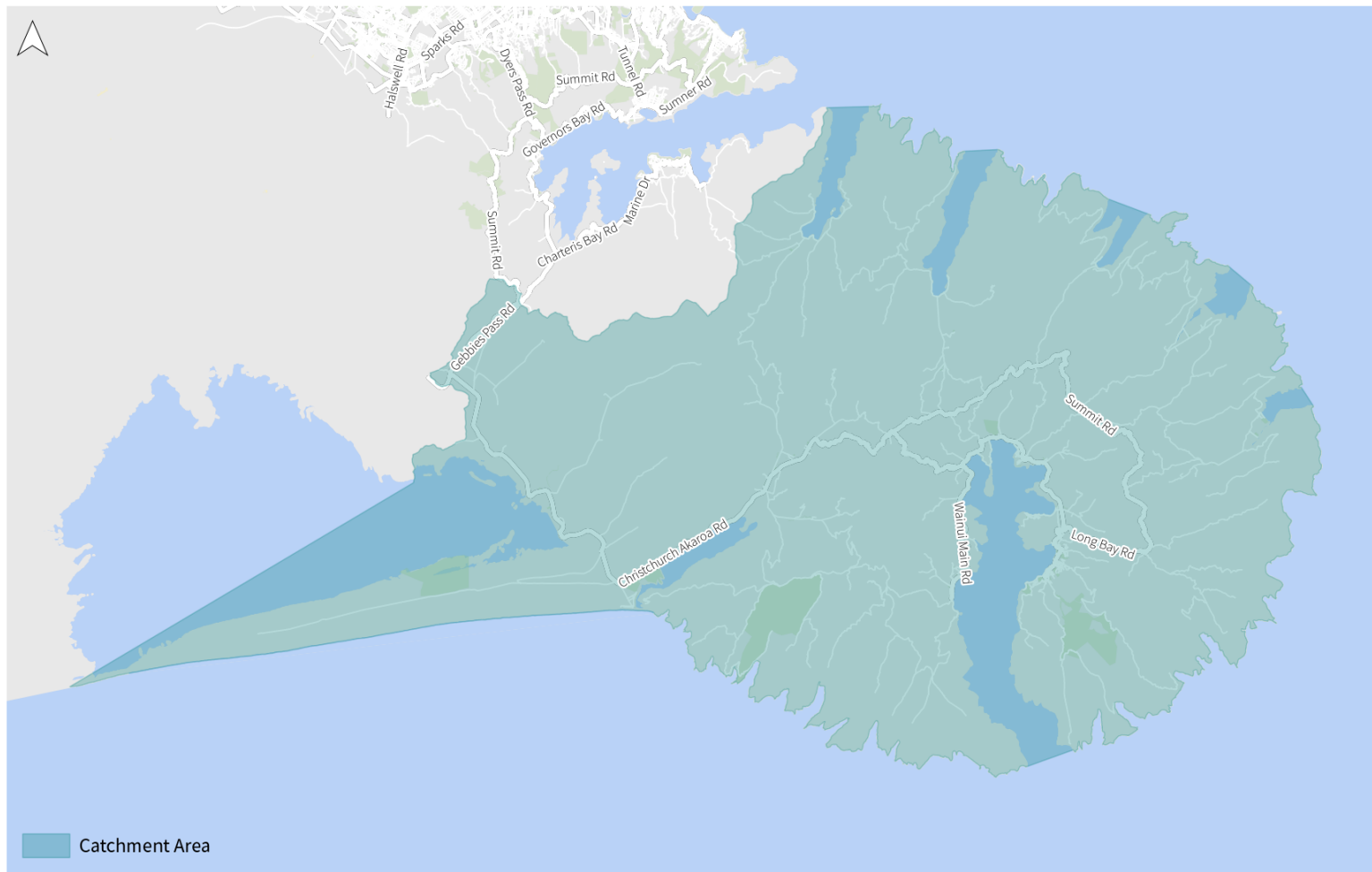
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Halswell Catchment



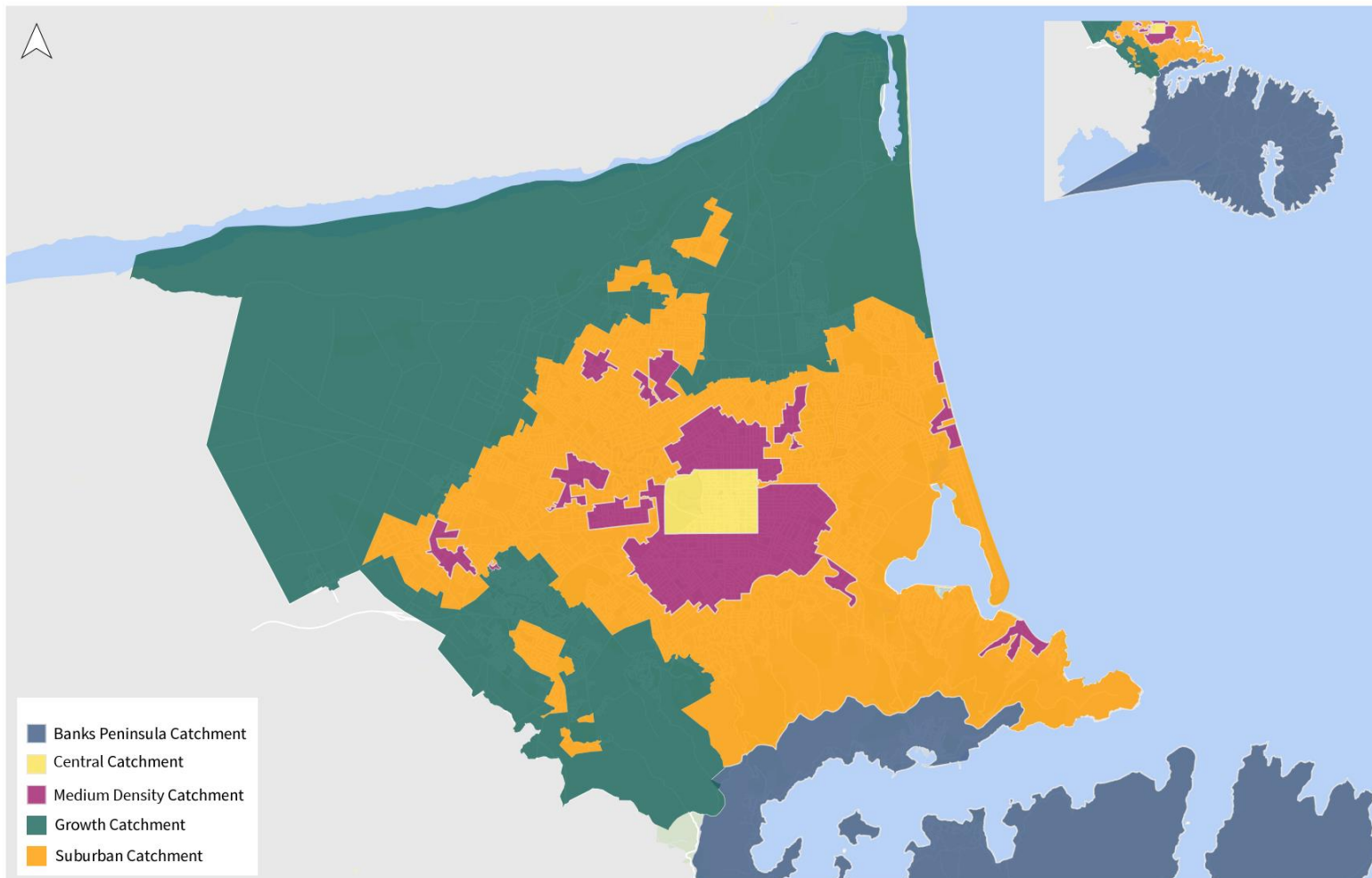
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Coastal Catchment



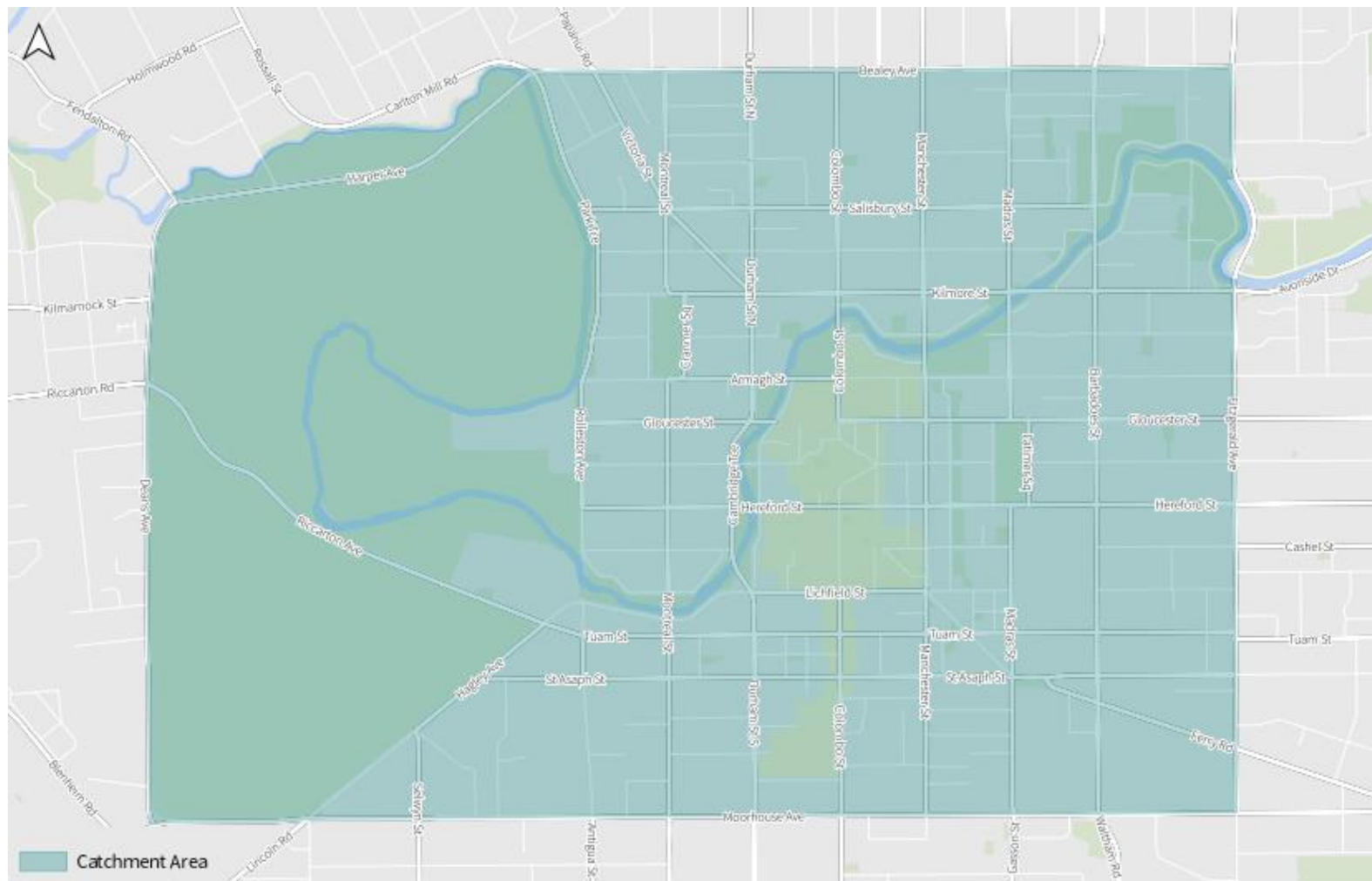
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Stormwater and Flood Protection Catchments
Lyttelton Harbour / Whakaraupo Catchment



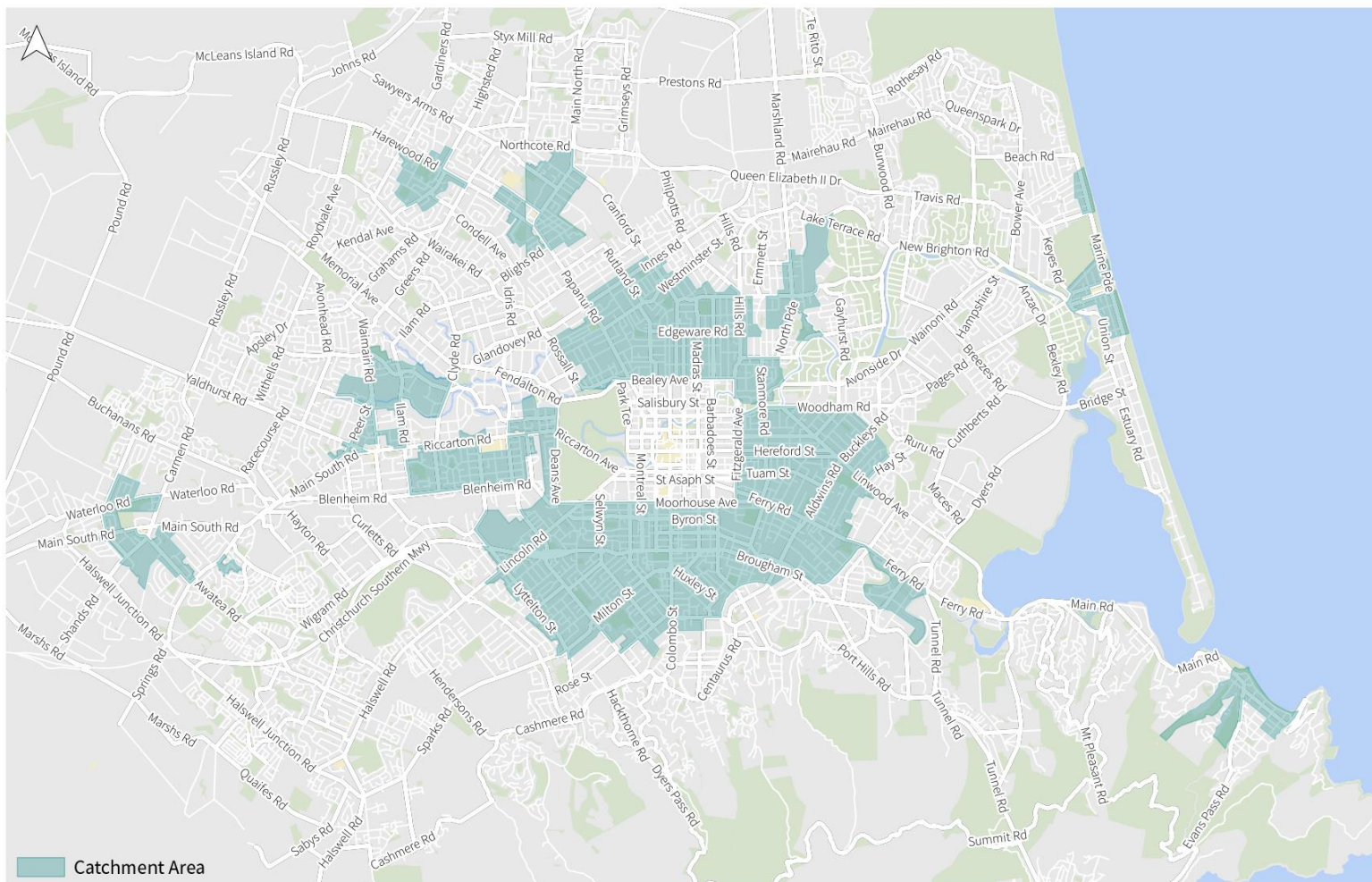
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Stormwater and Flood Protection Catchments
Banks Peninsula Catchment



Development Contributions Policy 2021
Neighbourhood Parks Catchments



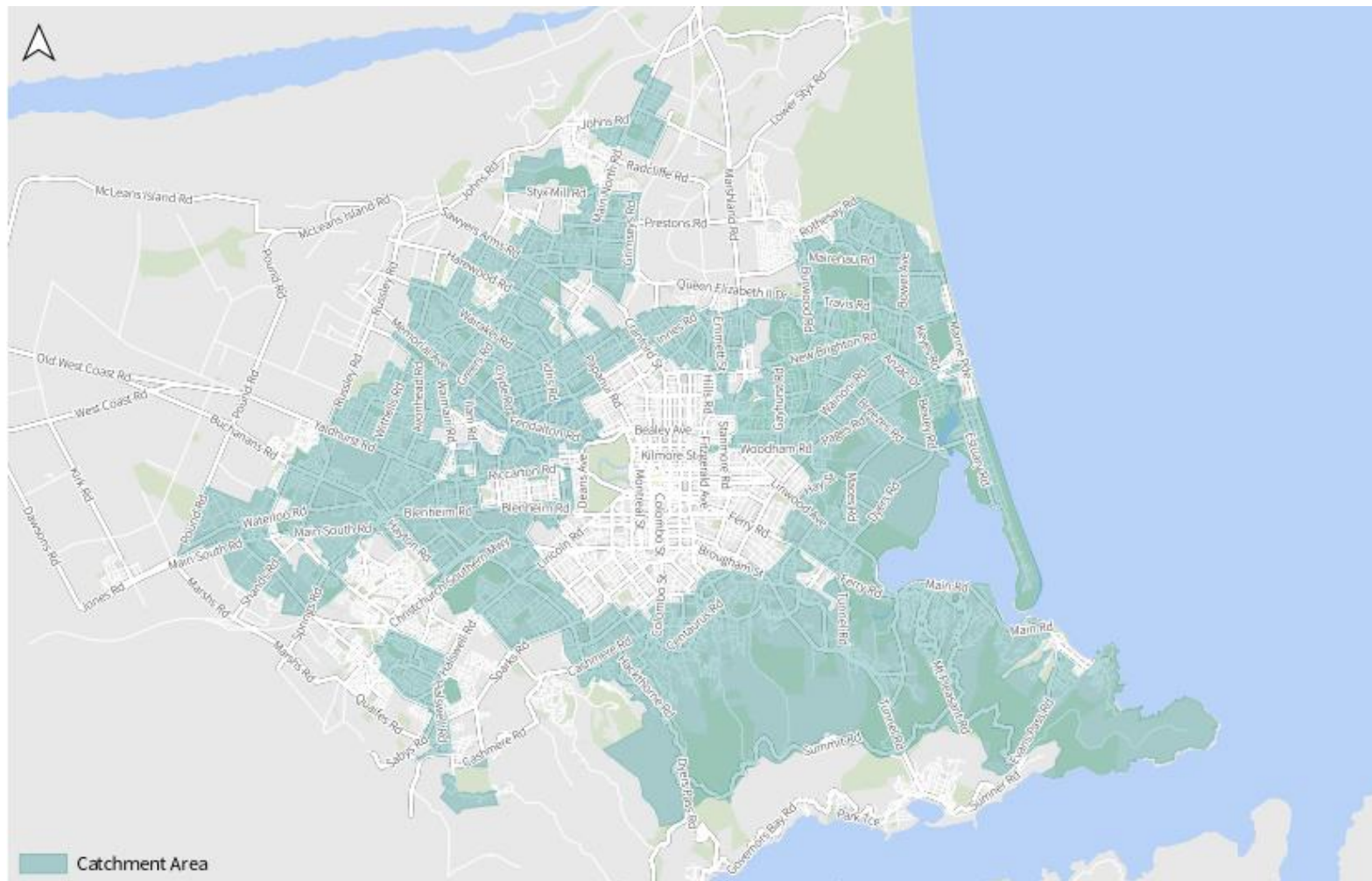
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Neighbourhood Parks Catchesments
Central Catchment



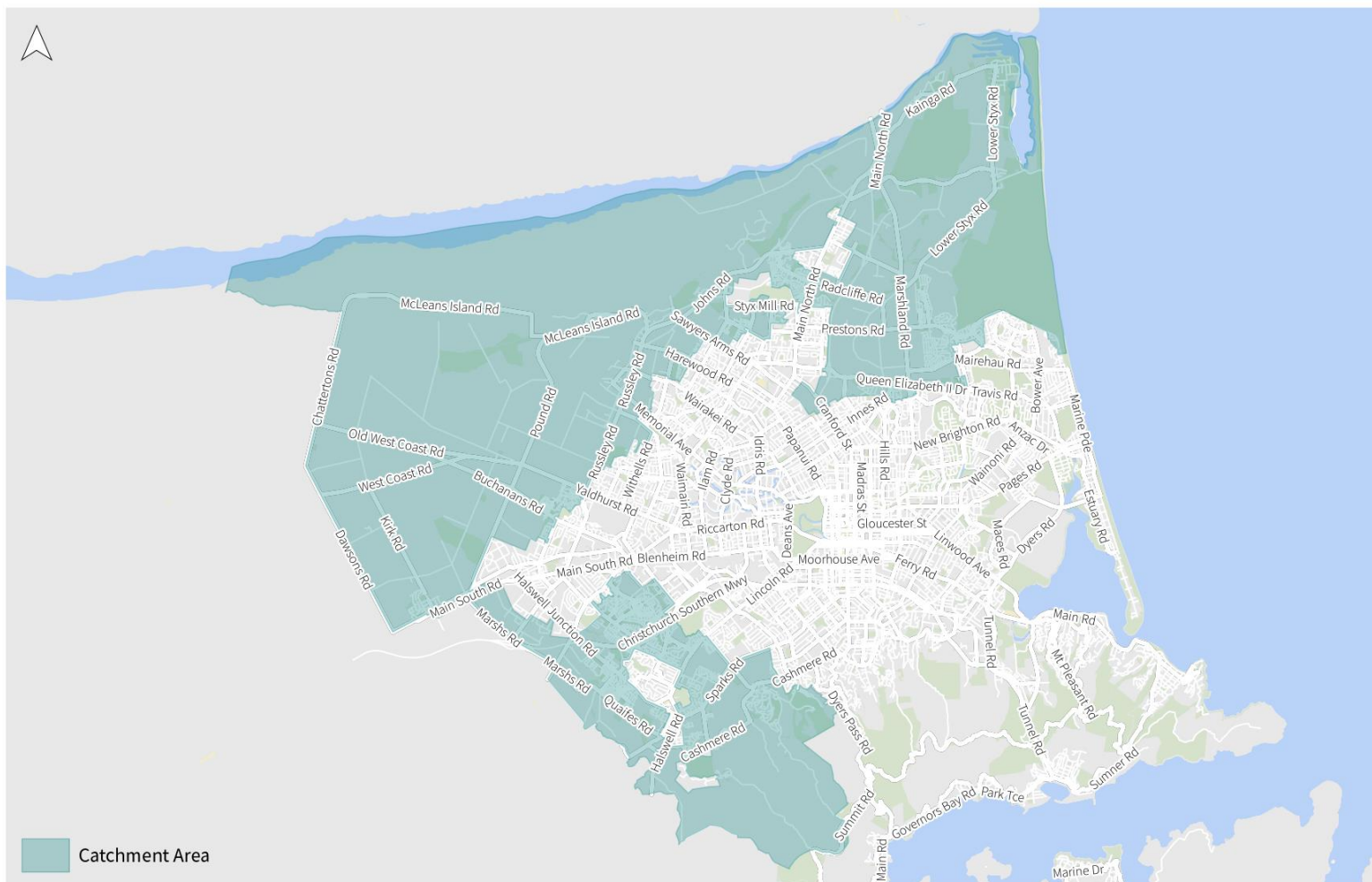
Development Contributions Policy 2021
Neighbourhood Parks Catchments
Medium Density Catchment



Prepared by MRT, July 2021

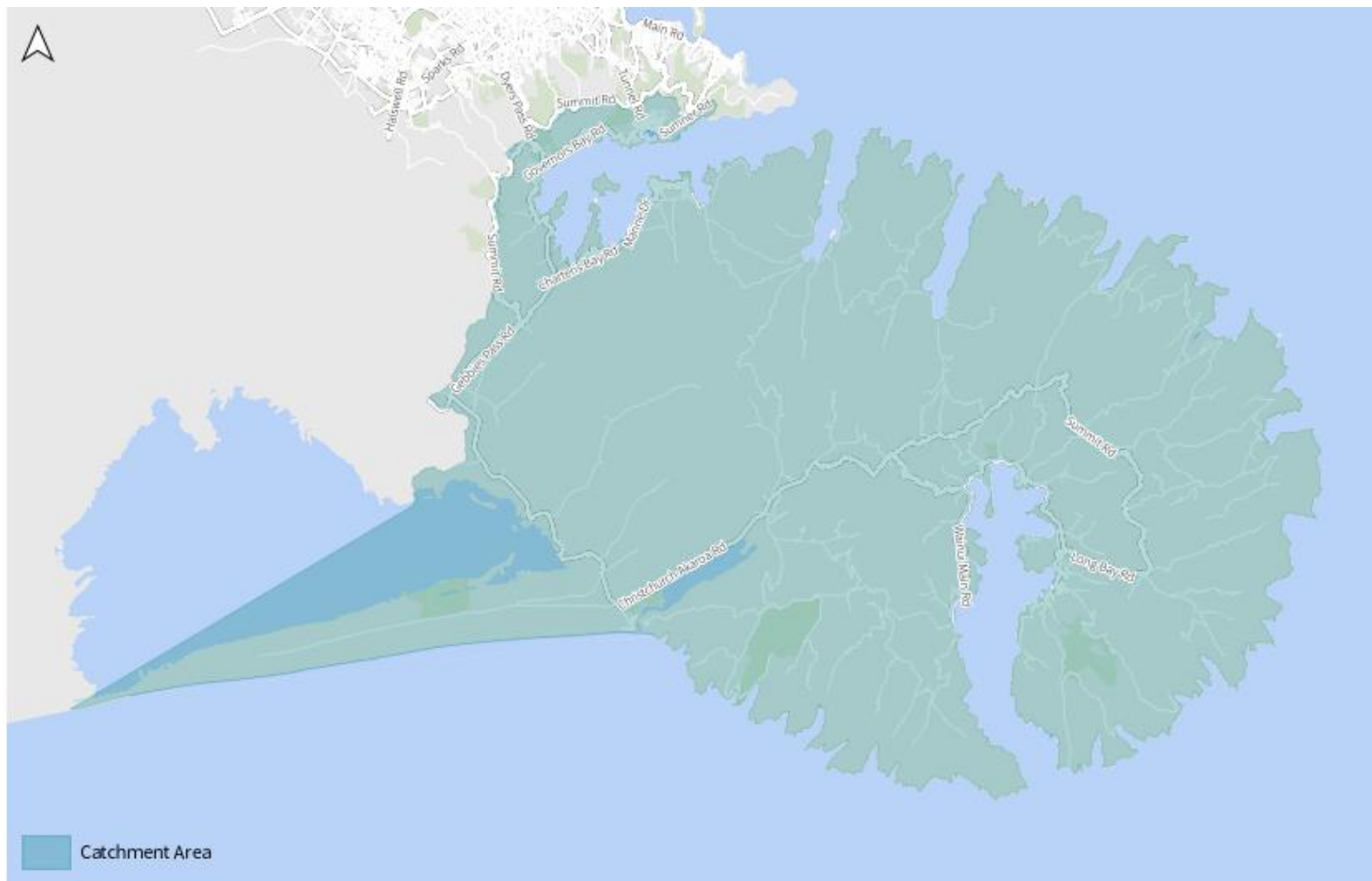


Development Contributions Policy 2021
Neighbourhood Parks Catchments
Suburban Catchment

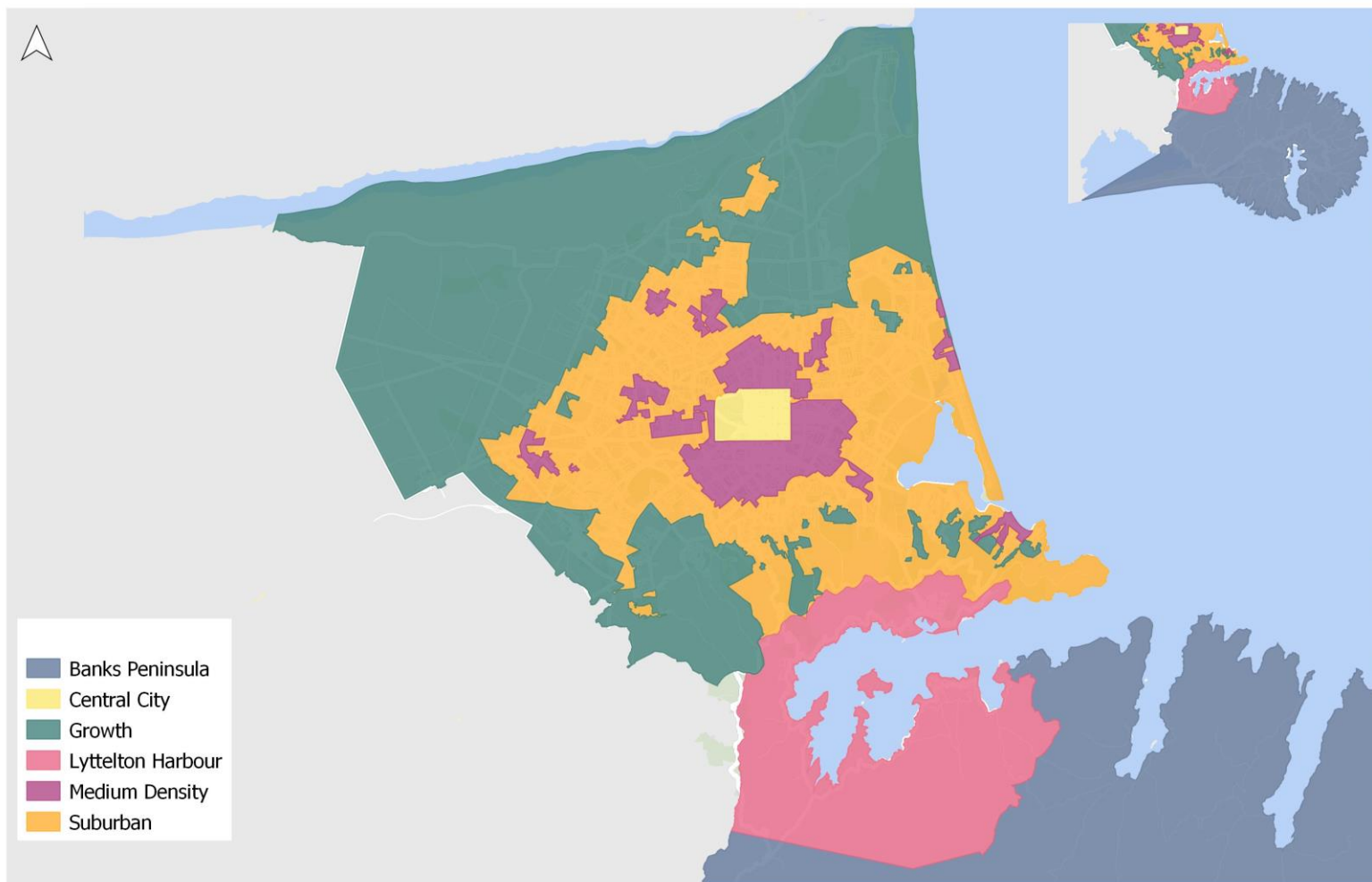


Development Contributions Policy 2021
Neighbourhood Parks Catchments
Growth Catchment

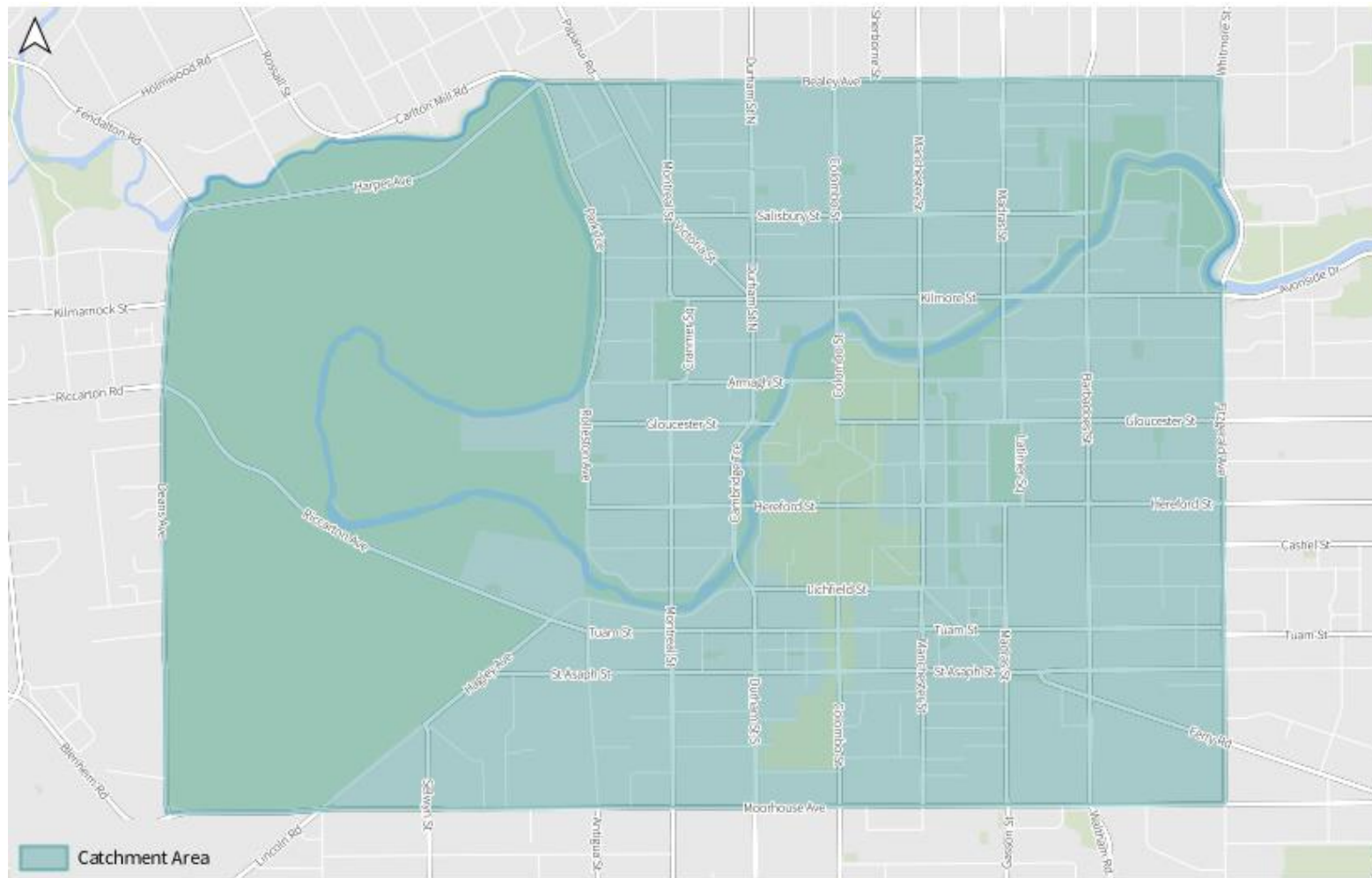




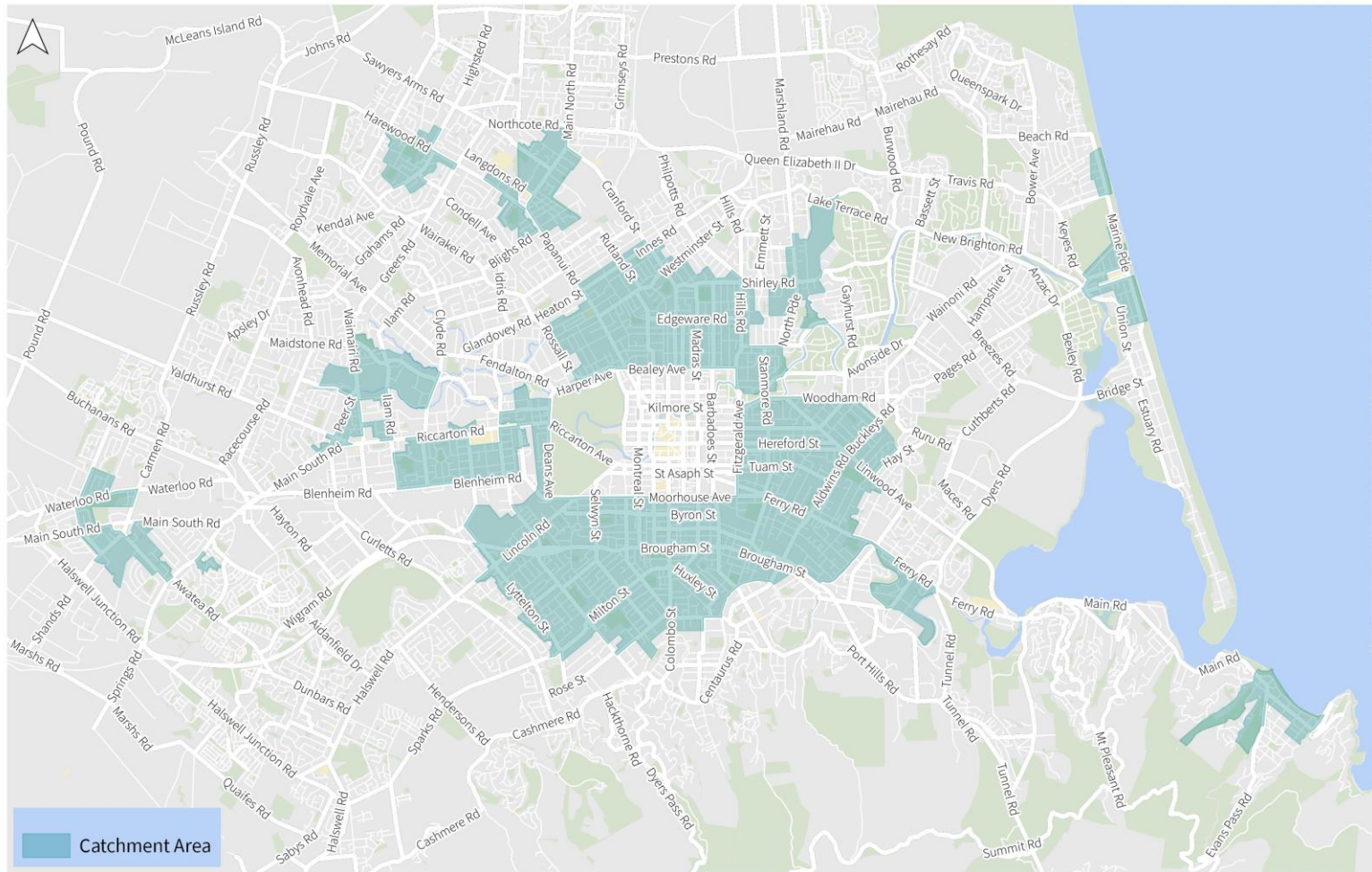
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Neighbourhood Parks Catchments
Banks Peninsula Catchment



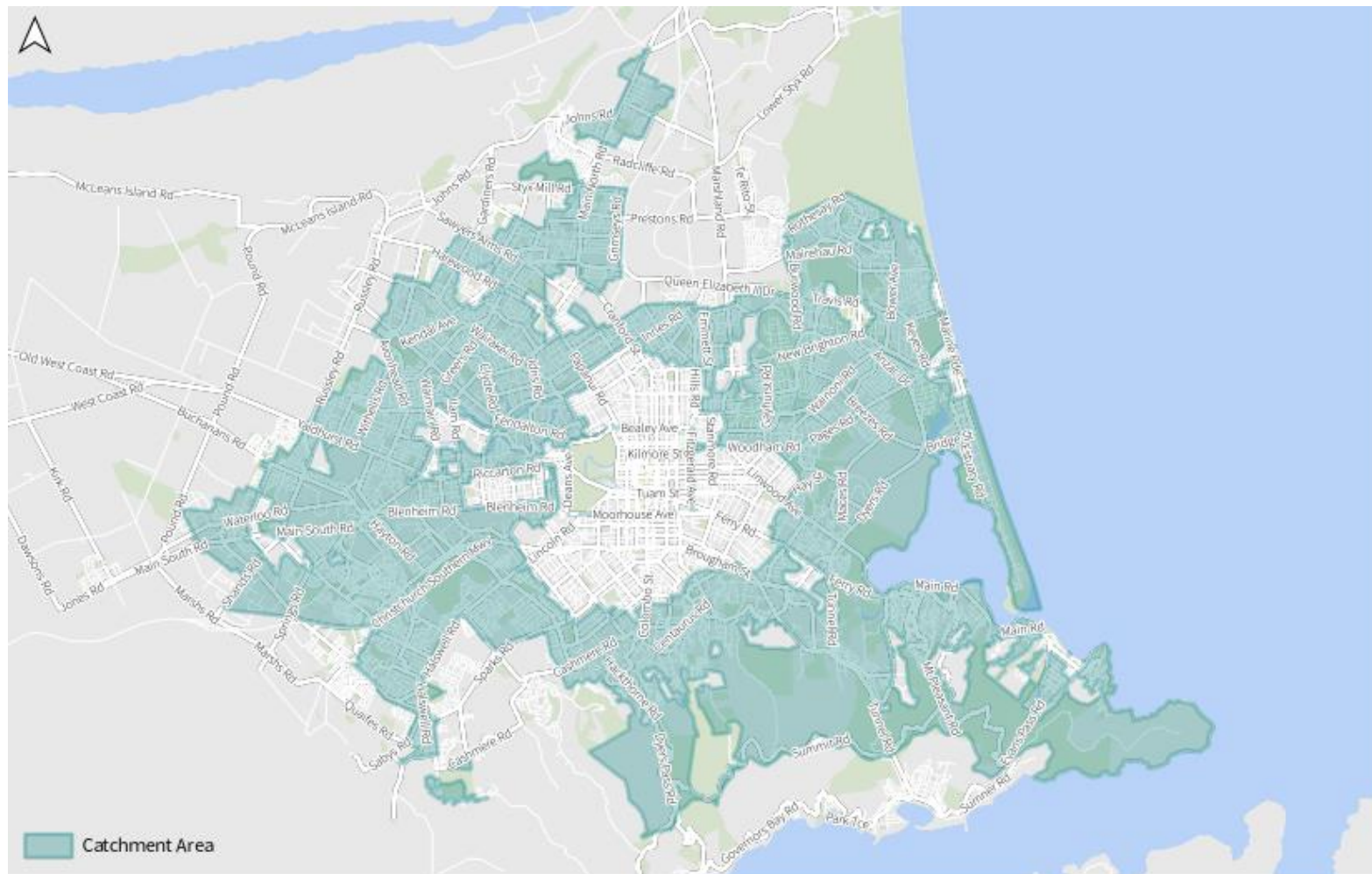
Development Contributions Policy 2021
Road Network Catchments



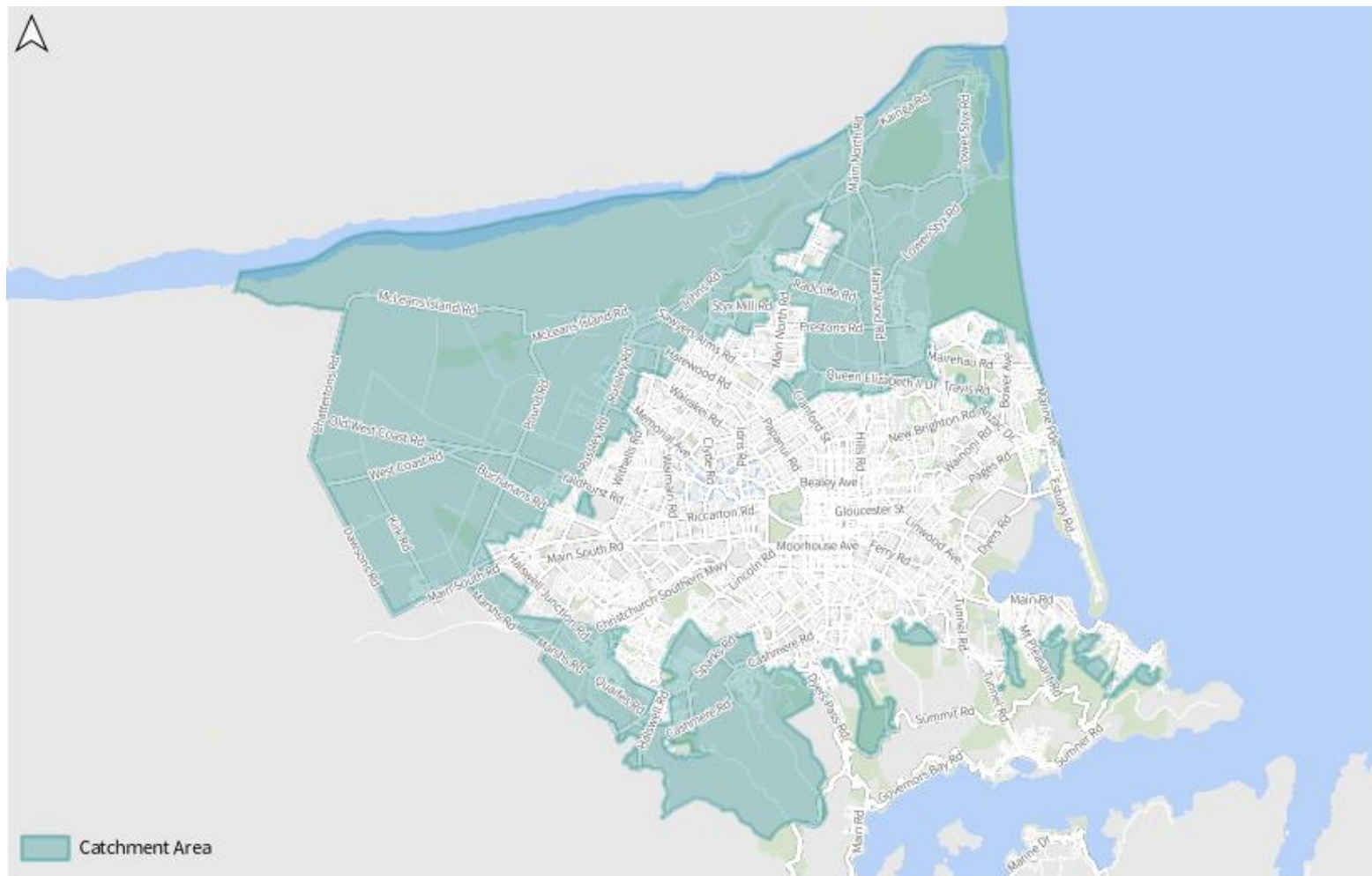
Development Contributions Policy 2021
Road Network Catchments
Central City Catchment



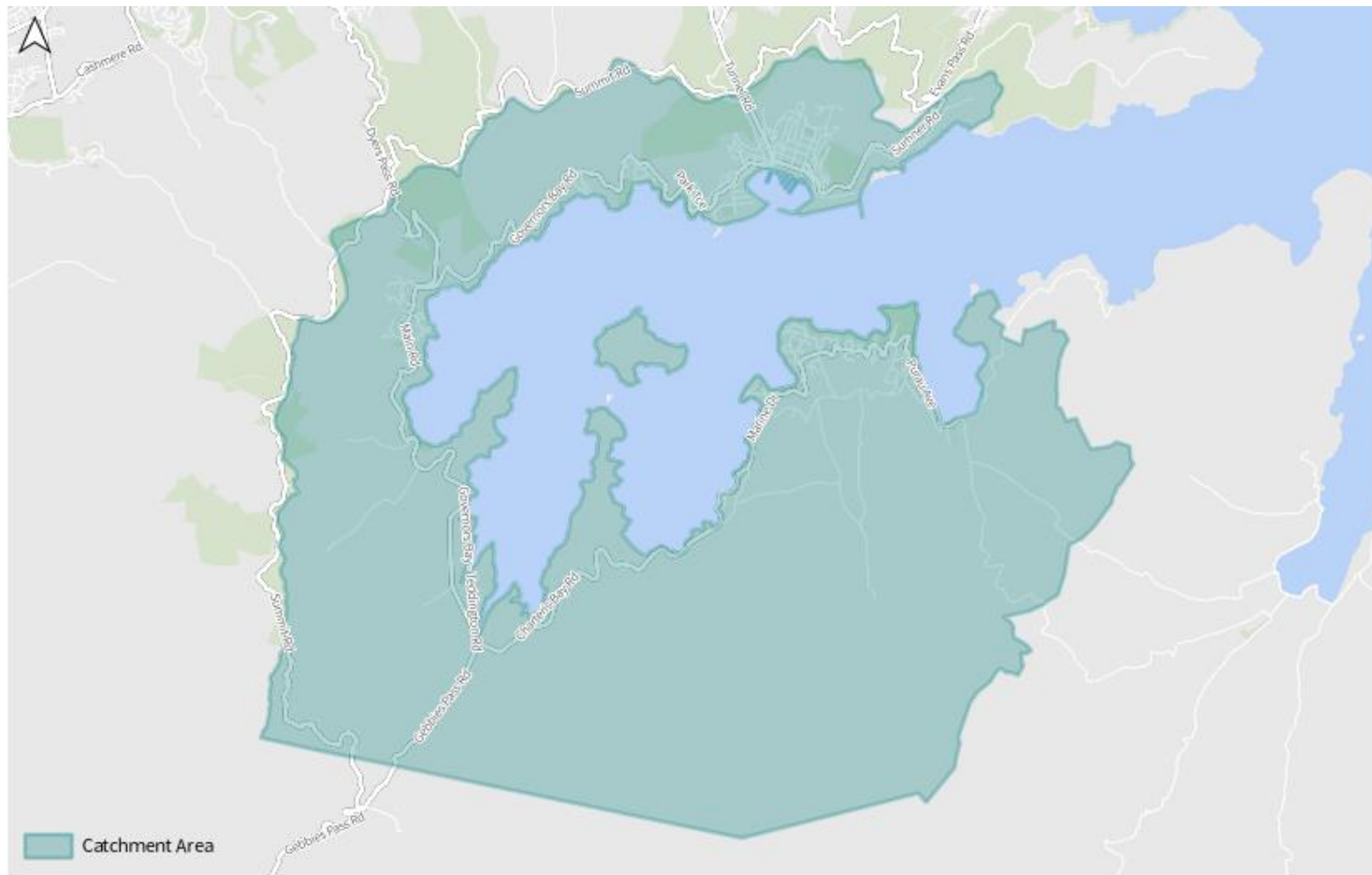
Development Contributions Policy 2021
Road Network Catchments
Medium Density Catchment



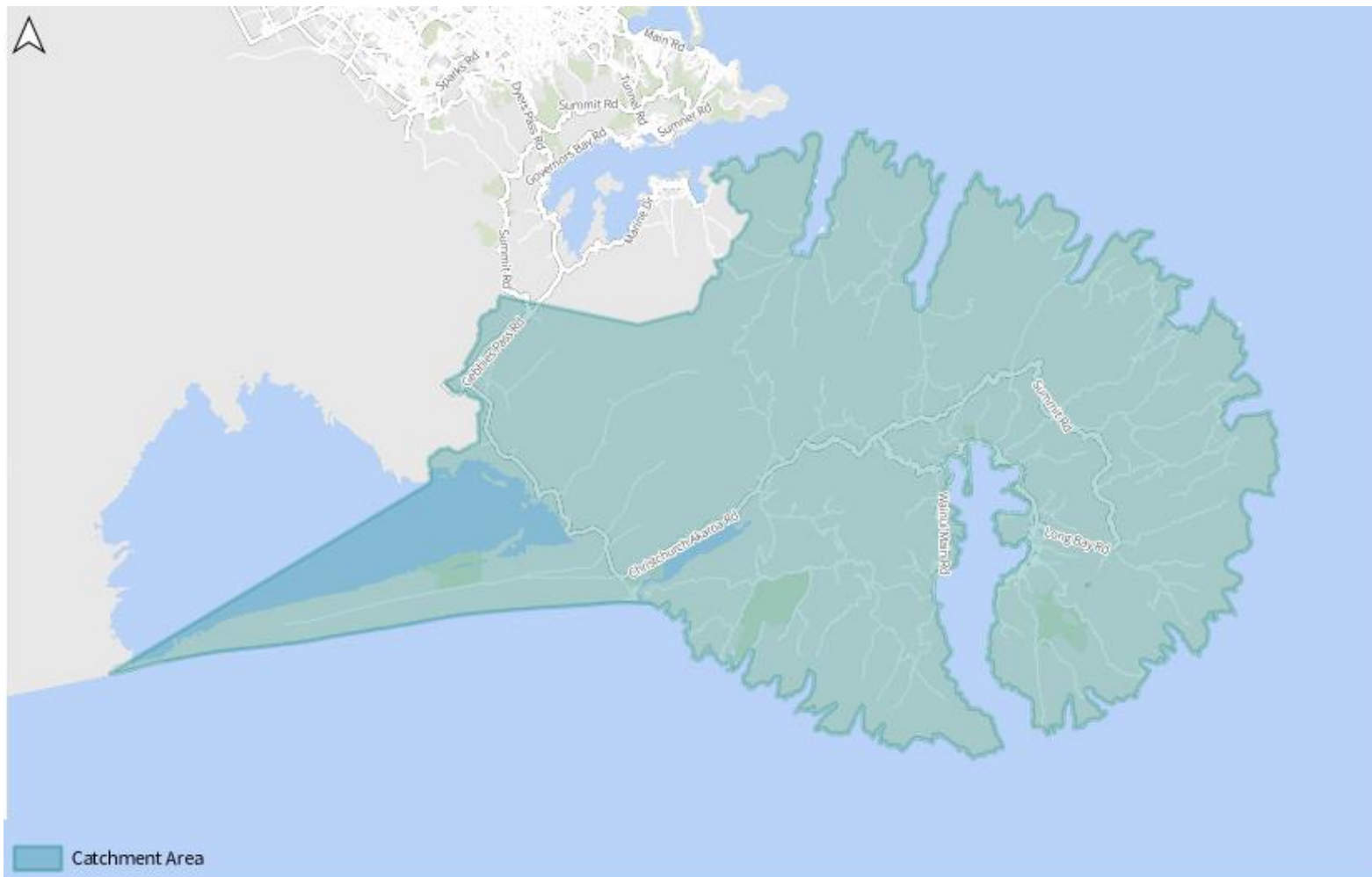
Development Contributions Policy 2021
Road Network Catchments
Suburban Catchment



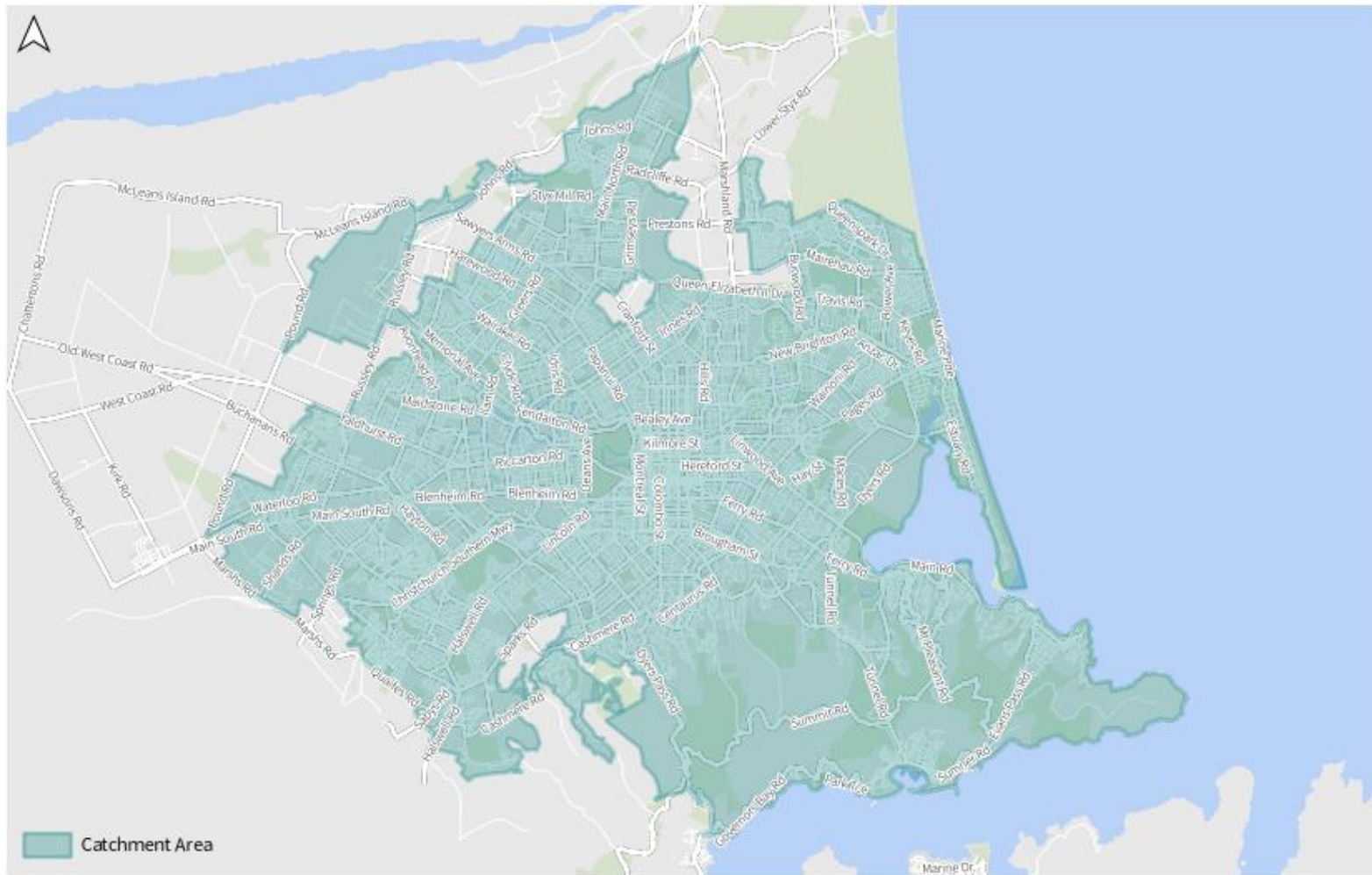
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Road Network Catchments
Growth Catchment



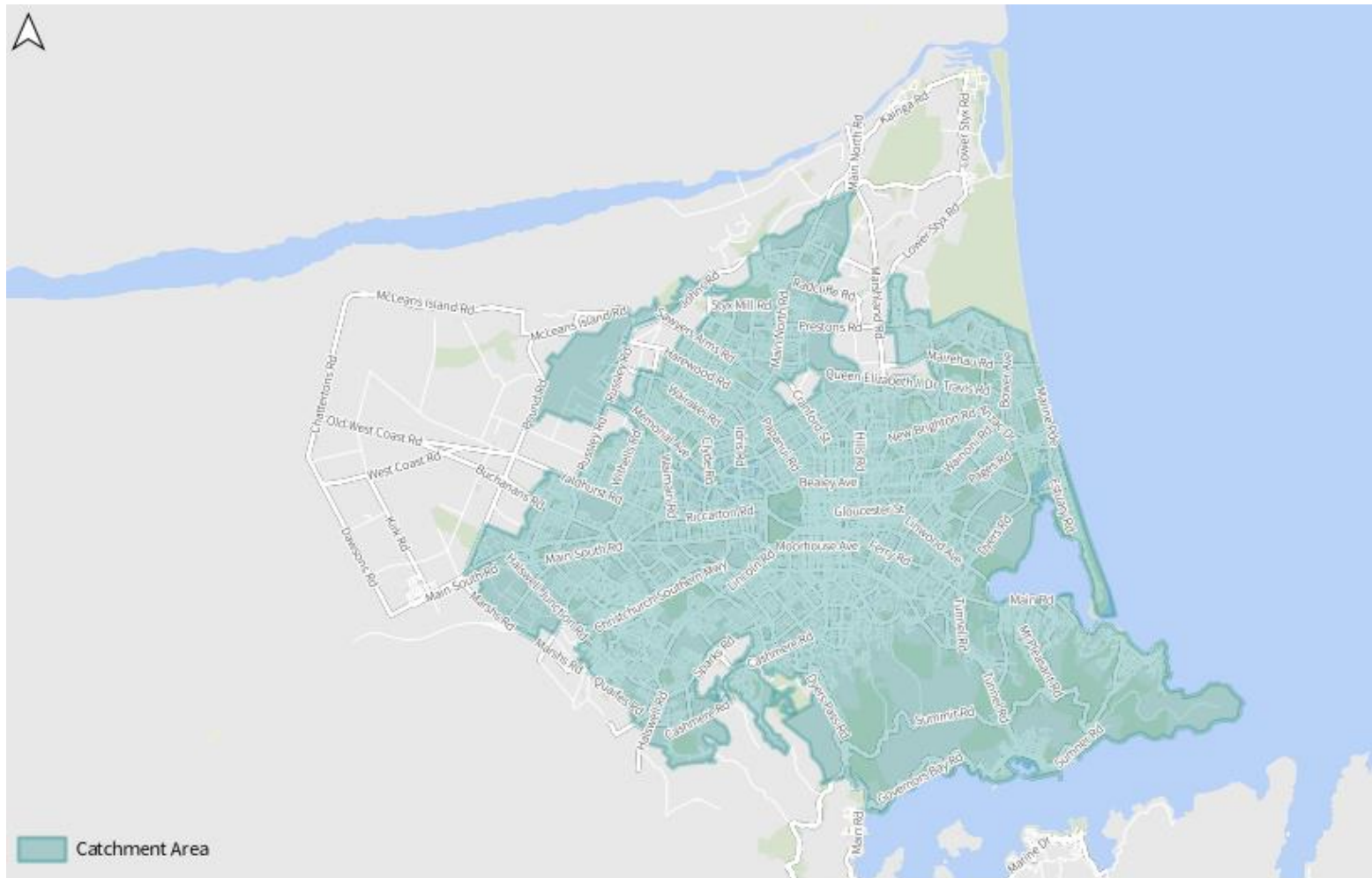
Development Contributions Policy 2021
Road Network Catchments
Lyttelton Harbour Catchment



Development Contributions Policy 2021
Road Network Catchments
Banks Peninsula Catchment



Development Contributions Policy 2021
Public Transport Catchment



Development Contributions Policy 2021
Active Travel Catchment

APPENDIX 3 ESTABLISHING THE COST OF GROWTH

A.3.1 Identifying the 'growth' cost of an asset

To calculate the growth component of a new asset and the development contribution funding required, the Council identifies the cost drivers that underpin the requirement for the new asset.

The methodology used to allocate growth component to be funded from development contributions is referred to as 'Modified Shared Drivers'. The Modified Shared Drivers approach allocates a share of the cost of a project to one or more cost drivers. Those drivers are:

1. **Renewal** - the replacement of an asset at the end of its useful life. Funded from depreciation and/ or borrowing which is then funded from rates
2. **Backlog** – assets required to provide the current level of service. Funded from borrowing which is then funded from rates
3. **Increased levels of service** – assets required to increase the current level of service provided to a higher standard. Funded from borrowing which then funded from rates
4. **Growth** – assets required to provide current levels of service to new growth development. Funded from development contributions or from borrowing which is then funded from development contributions
5. **Unallocated** – assets required to provide the current level of service but which don't fit into any of the above categories. Funded from borrowing which is then funded from rates

A summary of how the cost of the growth component of an asset is established and then is allocated as a development contribution charge is as follows:

1. The scope and gross cost of the project are determined. Any non-capital costs are deducted
2. Third party funding (e.g. from NZTA) is identified and deducted

3. Any asset renewal component of the project is deducted, taking into account the assets being renewed and the remaining useful life of those assets at the time of renewal. Early replacement of assets to provide capacity for growth requires the residual economic 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 and is funded from rates

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.

This has a spatial component (where in the district will the growth occur that benefits from this investment) and a temporal component (when will the growth component be fully used and/ or fully funded). The process to establish these aspects of the cost equation are as follows:

1. The catchment(s) that will benefit from the project, and therefore will fund the growth component of the asset through development contributions are identified
2. The expected period over which the development contribution will be levied is calculated based on the forecast growth demand on the asset, the growth capacity of the asset and useful life of the asset. The period of collection is the lesser of:
 - When the capacity of the asset is reached - no capacity remaining to service new growth development
 - When the useful life of the asset is reached - after which it should be replaced
 - When the asset is fully funded – normally 30 years maximum for loan funded assets

APPENDIX 4 METHODOLOGIES TO ESTABLISH NON-RESIDENTIAL DEVELOPMENT DEMAND EQUIVALENCES

A.4.1. Development contribution calculation methodology - water supply

A.4.1.1 Residential development

The average demand for water per residential unit, or Household Unit Equivalent (HUE), is 620 litres per day. Table A2.2 shows how the HUE demand for water supply is derived.

Table A.4.1. Average residential demand for water supply - residential

Average demand per person	248 litres per day	(1)
Average household occupancy	2.5 persons per household	(2)
Assumed demand per household (1 HUE)	620 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.

A.4.1.2 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. To enable efficient assessment of demand the average demand by business type per square metre of gross floor area is used for the calculation.

Table A.4.2 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 4.1 to calculate the HUE demand per square metre of floor area (column 4).

Note that for businesses where water demand is significantly more than normal employee requirements a special assessment will be undertaken.

Table A.4.2. Assumed non-residential demand for water supply per square metre of developed building by business type(1)

Business type	Average gross floor area per person (m ² per FTE)	Average demand for water per worker (litres per FTE per day)	Average demand for water by gross floor area (litres per day per m ²)	HUE demand per m ²
Accommodation per room	60	300	5.00	0.0081
Commercial	40	80	2.00	0.0032
Retail	35	80	2.29	0.0037
Industrial (dry/light)	40	80	2.00	0.0032
Industrial	40	130	3.25	0.0052
Warehouse	40	80	2.00	0.0032
Education	12.5	25	2.00	0.0032

(1) Christchurch City Council infrastructure design standard

A.4.2. Development contribution calculation methodology - wastewater collection and wastewater treatment and disposal

A.4.2.1 Residential development

The average demand for wastewater collection and wastewater treatment and disposal per residential unit, or Household Unit Equivalent (HUE), is 572 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 A.4.3 shows how the household unit equivalent demand for wastewater collection and wastewater treatment and disposal is derived.

Table A.4.3. Average residential household wastewater discharge

Average discharge per person	220 litres per day	(1)
Average household occupancy	2.5 persons per household	(2)
Assumed discharge per household (1 HUE)	550 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.

A.4.2.2 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. To enable efficient assessment of demand the average demand by business type per square metre of gross floor area is used for the calculation.

Table A.4.4 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 4.3 to calculate the HUE demand for wastewater infrastructure per square metre of floor area.

Note that for businesses where wastewater demand is significantly more than normal employee requirements a special assessment will be undertaken.

Table A.4.4. 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 m ²
Accommodation per room	60	300	5.00	0.0091
Commercial	40	80	2.00	0.0036
Retail	35	80	2.29	0.0042
Industrial (dry/light)	40	80	2.00	0.0036
Industrial	40	130	3.25	0.0059
Warehouse	40	80	2.00	0.0036
Education	12.5	25	2.00	0.0036

(1) Christchurch City Council infrastructure design standard

A.4.3 Development contribution calculation methodology - stormwater and flood protection

A.4.3.1 Residential development

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

The assumed impervious surface area of a residential unit is based on an interpretation of satellite imagery provided by Landcare Research Ltd. and an assessment of the typical residential building impervious surface area.

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

Average residential unit footprint	195 m ²
+ Average additional impervious surface	<u>232 m²</u>
	427 m²

A.4.3.2 Non-residential development

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

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

The second (and any further) assessment considers the assumed quantity and quality of stormwater runoff. Each square metre of impervious surface is assumed to place the same quantitative demand on the stormwater and flood protection network regardless of whether the source is residential or non-residential development.

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

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

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

Share of 1m² of non-residential impervious surface related to flooding and erosion =

1m² x flooding and erosion portion =

1m² x 40% = **0.40 m²**

Share of 1m² of non-residential impervious surface related to surface water quality =

1m² x contaminant load ratio x surface water quality portion =

1m² x 60% x 2 = **1.20 m²**

Effective equivalent area =

Flooding and erosion share + contaminant loading share =

0.40m² + 1.20m² = **1.60 m²**

1m² of non-residential impervious surface = 1.60 ÷ 427 HUE/ m² = **0.0038 HUE**

A.4.4 Development contribution calculation methodology - transportation

The planned transport activities for Christchurch, in broad terms, can be categorised into three pillars of Safety, Access and Environment governed by an overarching consideration to affordability. The three pillars clarify the high level strategic directions and associated levels of service that the transport network is intending to deliver. They also specify the level of effort needed to attain the desired outcomes while keeping the affordability balance among the other priorities.

A4.4.1 Forecast population growth and vehicle use

Christchurch's population is projected to grow over the next 10 years, as shown in Table A.4.5.

Table A.4.5 Population and household trends 2021-31

Catchments	Population		Households		Growth percentage	
	2021	2031	2021	2031	Population	Households
Central City	10,914	18,699	4,861	8,216	71%	69%
Medium Density	92,928	102,999	39,856	44,143	11%	11%
Suburban	214,055	222,724	82,994	86,384	4%	4%
Greenfield	69,011	81,220	25,650	29,989	18%	17%
Banks Peninsula	6,199	6,696	2,613	2,807	8%	7%
Total	393,105	432,337	155,975	171,539	10%	10%

It is estimated that over 393,000 people are living in Christchurch district as of 2021 and it is expected to grow by 10% to more than 430,000 by 2031. This growth has a direct and significant impact on travel demand and the transport system as an integrated entity.

Considering the central government's directions regarding responding climate change and the environmental impacts of car dependency and single-occupancy car trips, the LTP 2021-31 has been drafted with a different focus than previous ones. There is greater focus on providing the necessary infrastructure for alternative modes of transport including walking, cycling and public transport. Additional car transport capacity provisions are restricted to only those projects necessary to maintain safety and support access and connectivity to the growing parts of the city. This generally includes support for central city anchor projects, intensified development in the inner-city, key activity centres and mass rapid transit routes as well as green-field developments.

Historically the proportion of additional vehicle kilometres travelled (VKT) by the growth community compared to the natural VKT growth of the existing community was used to identify the growth component of new projects. On that

basis, development contributions were allocated by the share of the additional vehicle-kilometre travelled by the growth community using the planned road network capacity expansion projects.

The move from capacity provision for cars to infrastructure provision for alternative choices, as directed through high level policies, strategies and community expectations, has largely made the private vehicle VKT growth irrelevant as a preferred measure. The underlying intention for infrastructure provision for alternative choices (e.g. cycling, walking and public transport) is not only to cater for the additional demand from the growth community but also encourage the existing community to drive less. This means the additional travel demand (regardless of travel mode) arising from the growth community can be catered for by existing and planned infrastructure but not necessarily through vehicular traffic expansions.

The new methodology is, therefore, materially different from the previous ones because it no longer uses VKT as the measure of estimating the use of the planned infrastructure between the growth and existing communities. Instead the methodology focuses on the growth in population and households as the basis for allocating costs to service growth.

A.4.4.2 Cost allocation between renewals, level of service and growth

Due to the nature of the transport network, and the availability of the network to all Christchurch citizens, a significant portion of the capital expenditure programme included in the LTP has been deemed to benefit all residents, existing and new, to the same extent. This recognises that growth is a key investment driver, but the cost of projects may not be fully attributed to new development. For example, public transport capacity improvements provide benefits to new population, as well as allowing existing citizens to shift travel modes. Similarly, existing and new citizens can enjoy a safer transport network the same way. On this basis, the costs allocated to development for much of the LTP transport programme are split based on the population growth as a share of future population.

However, for some planned projects, the benefits of infrastructure provision can

be more directly linked to growth development rather than the existing population. In these circumstances, the methodology aims to allocate a bigger share of the cost to the growth community.

For the LTP projects and programmes the methodology identifies the investment driver(s) from the following categories:

- **Renewals:** for all renewal projects and programmes that do not include any meaningful upgrade to existing assets no cost is allocated. In cases where a renewal contains upgrade elements as opposed to like by like replacement, charges are considered. Pages Road bridge replacement is an example of such renewal projects.
- **Historic:** Projects that have cost allocations from previous policies or legacy councils have had their cost allocations carried forward. To note that where a similar new project is charged with a lower rate, the lower rate would also apply to the historic projects but if the rate for new projects (Growth category) are higher the historic rate would still be applicable. Examples include “Lincoln Road Passenger Transport Improvements between Curletts and Wrights”.
- **Level of service:** For all other projects and programmes costs are split based on forecast population growth as a share of future population.
- **Growth:** For those directly growth-related projects/programmes that don’t provide any direct level of service improvement to the existing community majority of the cost is allocated to the growth community.

A.4.4.3 Estimating trip-making demand for transport activities

The methodology used to calculate demand equivalences for transport activities includes using the trip-making estimates through the use of the updated Christchurch Transport Model (CTM).⁵

⁵ Christchurch Transport Model is a strategic model covering from the Ashley River south to the Selwyn River. The model includes the principal areas associated with commuting within and between Christchurch and its surrounding districts, including Rangiora, Kaiapoi, Rolleston and Lincoln. The model is jointly owned, funded, developed and maintained by CCC, SDC, WDC, ECAN and NZTA. The latest update of the CTM was completed in May 2019.

Trip-making has been allocated between residential and business activities, depending on the “generator” of the trip. For Home-based trips, the “generator” is, by definition, the household, so the associated trip production is allocated to residential activity. For home-based work and home-based shopping purposes, the trip attractions are “generated” by the business activity end of the trip. For other trip purposes, productions and attractions, the allocation is not so straightforward. We have used the trip attraction models⁶ developed for the CTM Model (using statistical analysis of household interviews and demographic data) and calibrated them with the actual land use observations and other data. The allocation rates are summarised below.

Table A.4.6. Allocation of trips (CTM)

Trip Purpose	Productions		Attractions	
	Residential	Business	Residential	Business
Home-based work (HBW)	100%	0%	0%	100%
Home-based employers business (HBEB)	100%	0%	15%	85%
Home-based education (HBED)	100%	0%	0%	100%
Home-based shopping (HBS)	100%	0%	0%	100%
Home-based social/recreational (HBSR)	100%	0%	65%	35%
Home-based other (HBO)	100%	0%	42%	58%
Non-Home-based employers business (NHBE)	0%	100%	13%	87%
Non-Home-based other (NHBO)	0%	100%	42%	58%
Goods vehicles (GV)	5%	95%	33%	67%
External (EXT)	30%	70%	66%	34%

Trip-making estimations of CTM uses a sophisticated process considering land-use, transport network characteristics (hierarchies, modal networks, speeds, etc.), vehicle and parking availability, socio-economic characteristics of the residents, employment types, observed trends of traffic movement, and commercial, educational, recreational facilities among other factors.

⁶ Refer to " Christchurch Transportation Model Update (2006 Census) Model Calibration and Validation Report, Traffic Design Group Ltd, (December 2008)

According to this method of categorisation, a one-way trip from Home to Work (e.g. office) is taken by both the residence at one end and the office at the other. Thus the transport network capacity taken up by this trip should be allocated equally between the residence and the office. According to the methodology, the total trip productions (residential + business) across the modelled network is equal to total trip attractions (residential + business) and every trip is counted twice, once at the production end and once again at the attraction end.

Application of the above breakdowns on trip making estimation of CTM is shown in the Table A.4.7. below.

Table A.4.7. Breakdown of trip types (CTM)

Coverage	Residential				Business			
	Production	Attraction	Total	Share	Production	Attraction	Total	Share
Entire area	1,272,114	520,430	1,792,544	46%	681,533	1,433,217	2,114,751	54%
CCC area	1,000,486	453,965	1,454,451	44%	605,491	1,235,791	1,841,282	56%

The data suggests that due to higher concentration of businesses and employment opportunities within Christchurch boundaries, there is a slightly higher proportion of business-related trips compared to the excluded areas of Selwyn and Waimakariri districts.⁷

A.4.4.4 Allocation of residential trips to growth areas

Utilisation of the transport network, in broad terms, is a factor of net number of trips, length of those trips and mode of transport. Obviously, where distances between origins and destinations are shorter or active/public transport modes are used more often, transport infrastructures are proportionally less utilised by every trip compared to where longer distance trips are essential and private car transport is the only viable option. The higher private vehicle dependency requires more high-cost safety interventions, intersection upgrades, land purchases, road widening, new links and later on higher maintenance costs in the future.

⁷ Note that due to Selwyn and Waimakariri districts being excluded from the analysis area the totals of the trip productions and attractions within CCC area will be slightly unequal with a higher number of business trips compared to residential trips.

Average length of trips and willingness to choose active transport for shorter trips are influenced by the density of land use and proximity of employment and service availability. An analysis of 2021 baseline of residential daily private vehicle trips (excluding the trips with both ends outside of CCC boundaries) shows that home-based private vehicle trip production rates per household by origin catchments are as shown in Table A.4.8. below:

Table A.4.8. Residential private vehicle trip production rates by zone (CTM)

Catchment	Residential population	Households	Trip production	Trips/HH	Relative HUE
Central City	10,914	4,861	26,177	5.4	84%
Medium Density	92,928	39,856	220,859	5.5	86%
Suburban	214,055	82,994	548,094	6.6	103%
Greenfield	69,011	25,650	188,981	7.4	115%
Banks Peninsula	6,199	2,613	16,375	6.3	98%
Grand Total	393,105	155,975	1,000,486	6.4	100%

The analysis indicates that private vehicle trips per household is relatively less than average for the residential units located in the “Central City” and “Medium Density” catchments while “Greenfield” households create a relatively higher number of daily private vehicle trips. The “Suburban” and “Banks Peninsula” households generate similar residential trips as the overall average.

Note that for the purpose of estimating trip rates by households, only the average trip generations are considered. The average trip generation per household including productions and attractions is estimated around 9.3 trips/HH. Note that average car trip generation normally declines as density grows.

A.4.4.5 Allocation of business-rated trips to business zones

The business-related Transport HUE calculation methodology is based on the

number of daily private vehicle “trips” generated by an activity for a weekday per square metre of Gross Floor Area (GFA). The applicable business-related transport activities are defined based on District Plan zone categories. Consideration of the vacant land proportions and Gross Floor Area (GFA) per hectare have been included in the calculations in order to reflect the earthquake impacts on land occupancy losses as well as land use intensification. The detailed calculations, available on request from the Council’s Asset and Network Planning Unit, show the original derivation of the following business-use base trip rates (Trips/100m² GFA) in Table 5.

There are some limitations with the data:

- Floor area data for each zone category has been extracted from the Council’s land valuation data. The data was current as at July 2019 to the latest valuation data hub (the most recent data currently available). Total floor area is assumed updated, but the improvements value may not reflect this in the case of more recent demolitions; also there are time-lags between development and when the data is updated in the database.
- Vacant land measure is based on the MRT Vacant Land Register held by the Council⁸. The register captures sites that are 100m² or larger only.

The data is deemed by the Council to be the best available at the time of production of this document (January 2021).

Table A.4.9. GFA by land use category and District Plan zone

Zone	Zone Code	Area (Ha)	Gross Floor Area (sq.m)	Gross Floor Area (sq.m Per	Vacant Area (Ha)	Zone Area ex. Vacant (Ha)	Floor Area Density
Commercial Central City Business	CB	56.08	7,869	14,031	11.19	44.89	175%
Commercial Banks Peninsula	CBP	15.21	512	3,367	1.60	13.60	38%
Commercial Core	CC	198.64	6,662	3,354	55.66	142.97	47%
Commercial Central City Mixed Use	CCMU	96.61	4,765	4,932	13.69	82.92	57%
Commercial Local	CL	52.68	1,600	3,036	9.33	43.34	37%
Commercial Mixed Use	CMU	112.12	4,174	3,723	6.92	105.20	40%
Commercial Office	CO	35.22	1,600	4,544	3.98	31.24	51%
Commercial Retail Park	CRP	60.77	2,453	4,036	6.66	54.11	45%
Commercial Central City (South Frame) Mixed Use	CSF	15.10	1,586	10,504	2.73	12.38	128%
Industrial General	IG	848.65	22,977	2,708	252.12	596.52	39%
Industrial Heavy	IH	1,121.98	22,636	2,017	364.40	757.57	30%
Industrial Park	IP	127.95	738	577	99.92	28.03	26%
Special Purpose (Airport)	SPA	710.00	3,430	483	115.20	594.80	6%
Special Purpose (Other)	SPO	329.39	5,310	5,807	n/a	329.39	16%

The methodology is different from that used for the previous Development Contributions Policy as it takes into account the effects of intensified land-use (multi-story buildings) and therefore better reflects the trip rates per square metre of GFA by different activity type.

GIS is used to calculate the coverages of zones. Trips numbers are extracted from CTM for the Base 2021 model assuming the trip allocations in Table A.4.6. Business trip rates are calculated for each zone using regression analysis to estimate the total trips generation for every zone type. Finally, HUE calculations are done using the methodology presented in Table A.4.10.

⁸ CCC Vacant Land Register Methodology – available on request.

Table A.4.10. Methodology for Calculating Business HUEs for Transportation

Zone Code	Base Trips/100sqm GFA	GFA for Zone	"Business Trips" - at "gate"	Equivalent HUE	Equivalent UEs/100sqm GFA	Equivalent HUEs/sqm GFA
CB	10.0	786,931	78,608	8,430	1.07	0.0107
CBP	14.5	51,193	7,436	797	1.56	0.0156
CC	39.9	666,202	265,889	28,514	4.28	0.0428
CCMU	11.3	476,465	53,867	5,777	1.21	0.0121
CL	84.6	159,953	135,311	14,511	9.07	0.0907
CMU	7.7	417,376	32,128	3,445	0.83	0.0083
CO	24.8	160,045	39,703	4,258	2.66	0.0266
CRP	15.2	245,274	37,389	4,010	1.63	0.0163
CSF	26.8	158,646	42,472	4,555	2.87	0.0287
IG	2.9	2,297,712	67,757	7,266	0.32	0.0032
IH	2.4	2,263,583	54,679	5,864	0.26	0.0026
IP	3.9	73,836	2,855	306	0.41	0.0041
SPA	15.6	342,996	53,476	5,735	1.67	0.0167
SPO	9.3	530,980	49,143	5,270	0.99	0.0099
Total/Average	10.7	8,631,192	920,713	98,737	1.14	0.0114
1	2	3	4	5	6	7

Notes:

1. District Plan business zones
2. Estimated daily trips generated for every 100m² of gross floor area (GFA) by land use. To avoid the double counting of trips between production and attraction ends, the total number of trips is divided by 2.
3. Estimated total GFA (last estimated July 2019) by land use in Christchurch city area only
4. Estimated business trip generation ("at the gate") calculated from (Column 2 x Column 3)/ 100
5. Equivalent HUE, based on total business trips "at the gate" (Column 4) and the assumption that 1 HUE generates 9.3 trips per day. (This actual value is not critical, but is accounted for as this process is about obtaining an equitable relative value of equivalence for business activities compared with residential activities.)
6. Equivalent HUE per 100m² GFA of business floor area is obtained from Column 5/(Column3/100)
7. Equivalent HUEs per m² GFA of business floor area is obtained from Column 6 / 100

A.4.5 Development contribution calculation methodology – Community Infrastructure and Reserves

A.4.5.1 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.

A.4.5.2 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.