

Ashburton District Council

AGENDA

Notice of Meeting:

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

Date: Wednesday 5 February 2025

Time: 1pm

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

Membership

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

Meeting Timetable

Time	Item
1.00pm	Council meeting commences
2.30pm	Welcome to new and long-serving staff

1 Apologies

2 Extraordinary Business

3 Declarations of Interest

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

Minutes

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Reports

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8	Elected Members’ Remuneration 2025-26	48
9	Art Gallery & Museum Mechanical Plant Relocation	55
10	Road Closure – Ashburton Car Club Gravel Street Sprint Event	75
11	Financial Variance Report –December 2024	82

Business Transacted with the Public Excluded

12	People & Capability 2024-25 (Quarter 2 report)	Section 7(2)(a) Protection of privacy of natural persons	PE 1
13	Land Purchase	Section 7(2)(h) Commercial activities	PE 10

4. Council Minutes –18 December 2024

Minutes of the Council meeting held on Wednesday 18 December 2024, commencing at 1.00pm in the Hine Paaka Council Chamber, Te Whare Whakatere, 2 Baring Square East, Ashburton.

Present

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

In attendance

Hamish Riach (Chief Executive), Toni Durham (GM Democracy & Engagement), Ian Hyde (GM Compliance & Development), Neil McCann (GM Infrastructure & Open Spaces), Sarah Mosley (GM People & Facilities), Tania Paddock (Acting GM Business Support) and Carol McAtamney (Governance Support).

Staff present for the duration of their reports: Crissie Drummond (Infrastructure Services Support Lead), Mark Low (Strategy & Policy Manager), Lou Dunstan (Policy Advisor), Mel Neumann (Policy Advisor) Renee Julius (Property Manager), Mercedes Walkham (Welcoming Communities Advisor) and Brad Thomson (District Planning Manager).

1 Apologies

Nil.

2 Extraordinary Business

Nil.

3 Declarations of Interest

Nil

4 Confirmation of Minutes

- Council – 4/12/24

That the minutes of the Council meeting held on 4 December 2024, be taken as read and confirmed.

McMillan/Braam

Carried

5 Audit & Risk Committee – 27/11/24

That Council receives the minutes of the Audit & Risk Committee meeting held on 27 November 2024.

Cameron/Lovett

Carried

6 Methven Community Board – 2/12/24

That Council receives the minutes of the Methven Community Board meeting held on 2 December 2024.

Todd/McMillan

Carried

7 Road Safety Co-ordinating Committee – 3/12/24

That Council receives the minutes of the Ashburton District Road Safety Co-ordinating Committee meeting held on 3 December 2024.

Hooper/Todd Carried

8 Stockwater Transition Working Group – 5/12/24

That Council receives the minutes of the Stockwater Transition Working Group meeting held on 5 December 2024.

Cameron/Wilson Carried

9 Three Waters Committee – 5/12/24

That Council receives the minutes of the Three Waters Committee meeting held on 5 December 2024.

Lovett/Ellis Carried

• Appointment of Deputy Chair

That Councillor Liz McMillan be appointed as the Three Waters Committee Deputy Chair.

Ellis/Braam Carried

10 Heritage Mid Canterbury Working Group – 5/12/24

Council asked the Mayor to write a letter that can be included in the cavity alongside the new time capsule in Te Whare Whakatare. The letter from past Borough Council Mayor Darcy Digby, recently retrieved from the time capsule from the former Borough (subsequently District Council building), is also to be included.

That Council receives the minutes of the Heritage Mid Canterbury Working Group meeting held on 5 December 2024.

Cameron/Todd Carried

• Heritage town walk brochures

That funding of \$1,010 plus GST be provided from the Heritage budget for printing the Historic Places Mid Canterbury heritage town walk brochures.

Cameron/McMillan Carried

11 Stockwater Exit Transition Plan

That Council adopts the Stockwater Exit Transition Plan.

Wilson/Cameron Carried

12 Mini Golf Course Project

- 1. That** Council engages Creo to construct an 18-hole Mini Golf Course that incorporates accessibility provisions wherever possible, while retaining course challenge and the diverse terrain of the location at EA Networks Centre (Option 3).

McMillan/Lovett Carried

2. **That** Council delegates authority to the Mayor & Cr Braam to approve final course hole features and designs of the project.

McMillan/Cameron

Carried

3. **That** Council approves up to \$500,000 from the Reserves Contributions Reserve for a Hakatere, Ashburton District themed mini golf course and associated project costs, with the proviso that Council propagate the plants and utilize staff where possible.

McMillan/Braam

Carried

13 EA Networks Centre Masterplan

That Council adopts the EA Networks Centre & Surrounding Land 30 Year Masterplan, as attached in Appendix 1.

Todd/Lovett

Carried

14 Draft Elderly Persons Housing Policy

That Council adopts the Elderly Persons Housing Policy 2024.

Braam/Cameron

Carried

15 Ashburton District Welcoming Community Plan

It was reported that Council recently achieved Level 3 accreditation.

That Council adopts the Welcoming Communities Plan 2024.

Cameron/McMillan

Carried

16 Road Naming – Carlisle Estate

That the road to vest in Council as part of subdivision SUB22/0054, located on Nixon Street, Tinwald and known as Carlisle Estate be named Carlisle Place.

Hooper/Todd

Carried

17 Deputy Mayor’s report

That Council receives the Deputy Mayor’s report.

Cameron/Lovett

Carried

18 Mayor’s report

The report was amended to note that the Mayor was unable to attend the farewell function for Mel Brooks on 17 December.

That Council receives the Mayor’s report.

Mayor/Hooper

Carried

Business transacted with the public excluded – 2.10pm

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

Item No	General subject of each matter to be considered:	In accordance with Section 48(1) of the Act, the reason for passing this resolution in relation to each matter:	
19	Council – 4/12/24 <ul style="list-style-type: none"> • Sale of former Council site [Now in open meeting] <ul style="list-style-type: none"> • Award of Contract WATE0283 	Section 7(2)(h)	Commercial activities
20	Audit & Risk Committee 27/11/24	Section 7(2)(a)	Protection of privacy of natural persons

McMillan/Todd

Carried

Business transacted with the public excluded now in open meeting

- **Sale of former Council administration building site [22/11/24]**
 1. **That** Council approves, in principle, the acceptance of the unconditional offer from Alexandre Germanovitch to purchase the former Council administration building site at 137 to 147 Havelock Street, Ashburton (being Records of Title CB77/248, CB581/16, CB8K/1233 and CB445/230) for the sum of \$2,300,000 plus GST (if any).
 2. **That** Council delegates authority to the Chief Executive to finalise the terms of the Agreement for Sale and Purchase.

Todd/Lovett

Carried

There being no resolutions passed, Council resumed in open meeting and concluded at 2.11pm.

Confirmed 5 February 2025

MAYOR

5. Submission – Resource Management (Consenting and Other System Changes) Amendment Bill

Author	<i>Lou Dunstan, Policy Advisor Nicholas Law, Senior Planner</i>
Activity Manager	<i>Brad Thomson, District Planning Manager Mark Low, Strategy and Policy Manager</i>
Executive Team Member	<i>Ian Hyde, Group Manager – Compliance and Development Toni Durham, Group Manager – Democracy and Engagement</i>

Summary

- The purpose of this report is to approve Council’s submission to the Environment Select Committee on the Resource Management (Consenting and Other System Changes) Amendment Bill.

Recommendation

- 1. That** Council approves the submission to the Environment Select Committee on the Resource Management (Consenting and Other System Changes) Amendment Bill, as attached in Appendix 1.

Attachments

- Appendix 1** Submission – Resource Management (Consenting and Other System Changes) Amendment Bill
- Appendix 2** Overview of Key Proposals
- Appendix 3** RMA Reform Timeline

Background

The current situation

1. The Coalition Government is taking a three -phased approach to reform the Resource Management Act (RMA).
2. The purpose of the reform is to refine and streamline much of the planning process, making it easier and faster to develop renewable energy, infrastructure, and housing.
3. This submission is in response the latest Bill being introduced as part of phase two of the reform – The Resource Management (Consenting and Other system Changes) Amendment Bill (the Bill).
4. On the 18th of December 2024 the Environment Select Committee called for public submissions on the Bill. Submissions are being accepted until 10th February 2025.
5. The purpose of the Bill is to make targeted amendments to the existing provisions in the RMA that simplify the planning system.
6. The Bill introduces short-term changes targeted at making it quicker and simpler to consent renewable energy, boost housing supply, and works to remove barriers for the primary sector.
7. The changes introduced as part of the Bill are grouped into five broad categories:
 - Infrastructure and Energy
 - Housing
 - Farming and Primary Sector
 - Emergency and Natural Hazards
 - System improvements
8. The submission has been drafted to include technical feedback from planning officers in combination with Council’s view.
9. The submission is generally supportive of the intent of the Bill but notes the need to consider biodiversity and the protection of natural resources throughout various amendments.

Options analysis

Option one – Do not make a submission

10. This is not the recommended option. Council may decide to stay silent and not make a submission on the Resource Management (Consenting and Other System Changes) Amendment Bill.

Advantages: Council resource would be allocated to other projects.	Disadvantages: Councils voice will not be considered by the Environment Select Committee.
Risks: Reputational – This would result in Council missing the opportunity to advocate on behalf of the district.	

Option two – Approve the submission as attached in Appendix 1 (recommended)

11. This is the recommended option. This option would see Council officers lodge the appended submission to the Environment Select Committee before the deadline of 10th February 2025.

Advantages: The submission is drafted and ready to be lodged, meaning it will meet the deadline.	Disadvantages: The submission may not accurately reflect elected members' position.
Risks: Minimal risk other than officers not capturing elected members views	

Option three – Approve an amended submission

12. This option would see Council approve an amended version of the submission to lodge with the Environment Select Committee.

Advantages: Officers recognise that useful points of improvement often arise from elected member input and this option may be preferred for those reasons.	Disadvantages: Fundamental amendments will require a re-write of the submission.
Risks: The re-writing of fundamental amendments may risk the submission not being submitted by the deadline of 10 th February 2025.	

Legal/policy implications

13. The lodging of a submission does not breach or trigger any statutory or legal duty of the Council.

Strategic alignment

14. The recommendation relates to Council’s community outcome of a “balanced and sustainable environment” by representing the districts views in relation to the future use and protection of our natural environment under proposed legislation.

Wellbeing		Reasons why the recommended outcome has an effect on this wellbeing
Economic	✓	The Bill facilitates faster decision making for economic activity in our district such as the construction of renewable energy sources.
Environmental	✓	The Bill allows Councils to make sustainable and safe development decisions.
Cultural	x	
Social	x	

Financial implications

15. There are no immediate financial implications in making this submission

Requirement	Explanation
What is the cost?	Officer resource in preparing the submission. This has been met from within existing operating budgets.
Is there budget available in LTP / AP?	Yes
Where is the funding coming from?	Strategy & Policy
Are there any future budget implications?	No
Reviewed by Finance	Erin Register; Finance Manager.

Significance and engagement assessment

16. The approval of this submission is not considered to be significant.

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Low, not significant
Rationale for selecting level of significance	Likely to be low public interest in the lodging of the submission.
Level of engagement selected	1. Inform, one way communication
Rationale for selecting level of engagement	The community will be informed of Council's submission through usual channels.
Reviewed by Strategy & Policy	Mark Low; Strategy and Policy Manager

Submission

Resource Management (Consenting and Other System Changes) Amendment Bill

PREPARED BY: Ashburton District Council
PO Box 94
ASHBURTON
mayor@adc.govt.nz

SUBMITTED TO: Committee Secretariat
Environment Committee
Parliament Buildings
Wellington
en.legislation@parliament.govt.nz

Introduction

1. Ashburton District Council (Council) welcomes the opportunity to submit feedback on the **Resource Management (Consenting and Other System Changes) Amendment Bill** (the Bill). This submission has been prepared by Council officers and approved by Council.
2. Ashburton District (the district) is located in the middle of Canterbury, hours' drive south of Christchurch and hours' drive north of Timaru. More than 38,400¹ residents live in our district. Approximately 50% of our residents live in the main town of Ashburton, with the rest of our residents living rurally or in smaller towns or villages across the district.

Key points

3. Council notes that the purpose of the Bill is to make targeted amendments that simplify the planning system, we are generally supportive of the intent of the Bill.
4. Council notes the need to consider biodiversity and the protection of natural resources under the Bill. Council notes that some amendments may facilitate decisions that negatively impact biodiversity, this will need to be mitigated with an appropriate level of monitoring.
5. Council is generally supportive of the emergency management package, particularly where it strengthens councils' ability to make sustainable and safe development decisions in relation to high hazard areas.
6. Council is generally supportive of the farming and primary sector package. Agriculture is the heart of our district's economy; we therefore welcome any changes that reduce the regulatory burden on farmers in our district.
7. Council supports one-year consent processing timeframes for wood processing facilities but note this is only one step in a suite of interventions needed to re-energise onshore wood processing in New Zealand.

¹ Infometrics, *Regional Economic Profile*, 2024

8. Council is generally supportive of the amendments aimed at speeding up consent processing timeframes, and the extension to consent durations and lapse periods for any renewable energy projects. We are uncertain if long-lived infrastructure, in particular gas pipelines, should be included in longer term consents given the increased risks associated with this type of infrastructure.
9. Council is generally supportive of the housing package. However, we are unable to support increased ministerial powers when upcoming changes to the NPS-UD are not yet known.
10. We support all proposals related to the compliance regime; we agree that these amendments will be beneficial for deterring offences.
11. Council, in part, supports providing clarity on the scope of further information requests and requirements for consents. As per sections 49 -52 of this submission, Council specifically opposes Clause 30, and suggest more clarity is needed in relation to Clauses 31, 33, and 34.
12. Council opposes provisions that enable applicants to request to review consent conditions prior to a decision being issued.
13. We support providing councils with the ability to recover costs associated with reviewing consents where reviews are the result of national direction.
14. Council supports a streamlined process for delisting heritage buildings. We do however note its limitations as a standalone process.

Intent of the Bill

15. Council understands the Bill is intended to support the transitional phase of a larger three-phase plan to reform the Resource Management Act in conjunction with a review of national direction.
16. Council notes that the purpose of the Bill is to make targeted amendments that simplify the planning system. We also acknowledge that the Bill, in part, supports the coalition governments' commitment to renewable energy development, boosting infrastructure, growing housing, and streamlining primary sector processes.

Key local considerations

Biodiversity / Natural resources protection

17. The Ashburton District is rich in biodiversity and outstanding landscapes. We host three braided river systems and several lowland streams, Ō Tū Wharekai (Ashburton) lakes and wetlands, coastal dongas, the marine environment of the Canterbury Bight, and outstanding mountain ranges. The district is home to a variety of native fish, birds, lizards and vegetation, some of which are rare or threatened. It is a district that identifies itself with these special natural environments and at the same time relies on them as the backbone of our economy.

Discharging into receiving waters

18. Council notes the amendment of section 70 to align the Bill with section 107 of the Resource Management (Freshwater and Other Matters) Amendment Act 2024. Council understands this amendment would allow regional councils to make rules regarding discharging into receiving waters that have existing significant adverse effects on aquatic life.
19. As the district's largest wastewater operator, Council supports a system that enables wastewater operators to contribute to the improvement of water quality over the life of a consent. However, like other treatment plants in the district, Council primarily discharges treated wastewater to arable land which we see as a more sustainable use for processed wastewater within our district.
20. As a kaitiaki of this district's natural resources, Council notes that if regional councils make rules in response to this amendment, there will need to be sufficient monitoring in place to ensure positive outcomes are being achieved in relation to the aquatic life and biodiversity of the receiving waters.

Designating authorities

21. While we support amendments that reduce time and resources associated with critical projects, Council notes that removing the requirement for designating authorities to consider alternative sites where they are the sole holder may have implications for biodiversity protection. We are concerned that this amendment may lead to a less comprehensive evaluation of environmental and social impacts, potentially resulting in missed opportunities to minimise harm to ecosystems.

Emergencies and Natural Hazards Package

22. Council is generally supportive of this package of amendments.
23. Our district has historically been prone to flooding, particularly fluvial flooding from the various rivers and streams that run through the district. High rainfall also poses ongoing risk of fluvial flooding, especially in low lying areas.
24. While the majority of floodable areas are in rural zones unlikely to be subject to future development, there are some residential areas in the district that are susceptible to damage during flooding events.
25. We therefore support the Bill where it clarifies and strengthens our ability as a district council to decline land use consents, as well as our ability to apply appropriate conditions where there is significant risk of flooding or other natural hazards.
26. We feel this will provide a useful tool when considering the extension or replacement of dwellings in high hazard areas. We welcome the ability to impose appropriate conditions to high hazard areas which will support sustainable and safe development within our district.
27. From an emergency response and recovery perspective, seismic activity provides the greatest risk to our district. A seismic event of severe magnitude could result in significant damage to critical infrastructure.

28. In the case of such an event, Council welcomes the introduction of new regulation making powers to assist in recovery efforts. We note that section 331AA defines the proposed emergency response regulations, we agree that there will still need to be consultation with various ministers, relevant Māori entities, and local community groups prior to the regulation taking effect.

Agriculture

29. Agriculture is at the heart of our district's economy, accounting for 29.1% of our GDP in 2023, compared with 5.7% for New Zealand nationally. It was the largest contributor to economic growth between 2022 and 2023, growing by 5.0% and contributing \$39.3m to total GDP growth of \$51.9M. In the same period, agriculture, forestry and fishing was our largest employer providing employment for over 23% of our workforce.²

Farming and Primary Sector Package

Farm Plans

30. Ashburton District's agricultural industry is largely made up of dairy, sheep and beef, cropping, and horticulture activity, all of which are required to have a farm plan.
31. Council acknowledges the benefit of having farm plans in place to promote sustainable farming practices and the optimisation of resources. We agree that plans can assist in increasing productivity through efficient resource use.
32. However, we are aware of the burden farmers experience in the face of overly complex processes. We therefore welcome the amendment to part 9A which will enable industry organisations to deliver certification and auditing services. We agree that this will reduce duplication, in turn, result in a more cost-effective and practical process for farm owners in our district.

One-year consents for wood processing facilities

33. Council notes that section 11 of the Bill ensures consents for wood processing facilities will be processed within one year of the application being made.
34. Council acknowledges the Government's commitment to supporting more onshore wood processing, an important step in unlocking the potential of the wood processing sector and injecting additional GDP from this industry.
35. We understand that consenting time frames for wood processing facilities can be drawn out over one year, resulting in cost burdens and investment uncertainty for applicants. However, we do note that there is a lack of evidence to indicate that consent timeframes are a significant contributor to lack of industry growth.

² Infometrics, *Regional Economic Profile*, 2023

36. We support efforts to reenergise the wood processing industry and therefore support this amendment as one step in a suite of interventions that will contribute to growing onshore wood processing in New Zealand.

Growth – Housing, Renewable Energy and Infrastructure

37. The potential for renewable energy production within our district is being realised, the Canterbury Plains provide an advantageous area for solar energy generation. New Zealand's largest solar farm has been constructed in Lauriston with another being constructed in Mt Somers area, these are expected to generate enough power to supply 17,000 homes during peak times.
38. There is potential that the synergy between solar power generation and existing agricultural activity will continue to be realised within our district. There is an opportunity for farmers to diversify their income without losing productive land where sheep grazing can be combined with solar energy production.

Infrastructure and Energy Package

Renewable energy generation consents

39. Given that this is an opportunity for our rural community, Council supports the addition of section 88BA whereby renewable energy generation consents must be processed and decided within one year of application.
40. Council also supports 35-year consent duration for renewable energy generation, this will result in greater investment security and administrative efficiency for consent holders.
41. In saying this, Council is aware that long term consents should be subject to adequate compliance monitoring, especially in the management of environmental impacts over the lifetime of the consent.
42. Council is uncertain if particular long-lived infrastructure such as gas pipelines should be subject to the same long-term consent durations given the increased risk such infrastructure presents to the environment.
43. We note incidents such as Kapuni gas pipeline leak and Maui gas pipeline leak as examples of the risk aging infrastructure presents, Council notes that both pipelines were over 30 years old at the time of failure. Given this is the case, Council suggests that this type of infrastructure should be subject to shorter consent durations in order to reassess the potential environmental impacts more frequently.

Increased lapse periods

44. Council supports the increase in lapse periods from 5 to 10 years for both renewable energy consents and designations. In both cases, we agree that this will allow more time to secure funding, complete planning, and address any unforeseen issues.

Housing Package

45. Amendments suggested as part of the housing package have minimal impact for our district. However, Council does support any amendments that provide local authorities and their communities greater flexibility in planning matters. We support the process of community consultation where decisions are being made in relation the MDRS, we agree with the requirement that 30 years' worth of housing growth needs to be demonstrated to support decision making.
46. Council notes that the Bill introduces intervention powers for the Minister of the Environment to ensure compliance with national direction. While we acknowledge that this amendment could result in greater consistency and accountability at a national level, Council is unable to fully support this amendment given that there are likely to be further changes to the NPS-UD which are not yet known.

Proposed System Improvements Package

Compliance Regime

47. Council supports all compliance regime changes. Particularly, the ability to charge monitoring fees for permitted activities. This will encourage more efficient regulation of activities, as Councils can rely more on permitted activities if they can recover compliance costs.

Scope of further information request and requirements for consents

48. Council, in part, supports the provisions to clarify the scope of further information requests and requirements for consents. However, we specifically oppose Clause 30.
49. Council is concerned that the introduction of Clause 30 may result in greater resistance from applicants where there is need for a s92 request. There is potential for this to cause processing inefficiency where the applicant is not in agreement with the request.
50. Council suggests that effects should be considered first to follow the order of the relevant sections in the Resource Management Act. We question the apparent emphasis on s104(1)(b) and s104(1)(c).
51. Council suggests the following amendments to clause 30:
52. After section 92(2A), insert:
53. *(2B) Before requesting further information, a consent authority must consider whether—*
 - a) it can assess the effects of the proposal from the information currently available; and*
 - b) it needs the information for the purpose of any provision of this Act that relates to the application; and*
 - c) any information that it seeks is proportionate to the nature and significance of the proposal.*
54. Council notes the replacement of the word “must” with “may” in clauses 31 and 33 may be perceived as an option to do nothing, this could perpetuate situations where consents sit on hold indefinitely.

55. Council notes an omission in Clause 32. S95c (2 and 3) of the RMA require public notification of the application if the applicant does not respond to a further information request. S95C will need to be amended if the intent is for the proposed s92AA to take precedence.
56. Council notes that clause 34 does not make it clear how the consent authority is meant to decide if it has sufficient information. For example, if submissions are received and the submitter requests to be heard – how does the consent authority decide if there is sufficient information based on the submission alone?

Review of consent conditions

57. Council opposes clause 38 which enables applicants to request review consent conditions prior to the decision being issued.
58. Council notes there is already a mechanism for consent authorities to pause or extend the processing timeframe to enable review of draft conditions (s91D, s37).
59. Council acknowledges that Clause 38 may provide some clear steps for commissioners to follow in notified applications and provide some benefit. However, for non-notified applications the process is often more iterative. For example, discussions over appropriate servicing conditions for a subdivision consent. Without an ability to suspend processing for the entire iterative process of conditions review, consent authorities will need to use s91D or s37 to cover the difference. If no time is provided to consider the draft condition response, it's unlikely to add much value to the process.
60. We suggest adding a sub-clause to enable the consent authority to continue to suspend processing while any discussions and ongoing review is taking place or until the applicant requests processing is resumed.
61. Council also believes Clause 38 restricts relevant feedback on draft conditions to technical or minor matters. This may encourage applicants to do more pre-application research and include more significant matters in their application upfront. However, there are times where the applicant is not upfront about more significant matters, despite attempts by the consenting authority to seek clarity on the application.
62. The wording in clause 38 will likely restrict consenting authorities' ability to guide applicants by using draft conditions to clarify the scope of the application. Instead, more reliance may be placed on s88 returned incomplete, s92, s95C public notified (due to s92 not being complete), or s104 declined.

Cost recovery – national direction

63. Council supports equipping councils with the ability to recover costs for reviewing consents when the review is the result of national direction. We note that this will assist Council in giving effect to upcoming natural hazards national direction.

Heritage buildings

64. Enabling councils access to the Streamlined Planning Process (SPP) for delisting heritage buildings will provide the Council with a more responsive tool. However, we note it doesn't include the

listing of new heritage items or changes to heritage rules. Such changes are likely to be bundled with any delisting which minimizes the usefulness of the SPP as a standalone process.

Additional Comments

65. Thank you for the opportunity to submit on this Bill. Council does not wish to be heard in support of this submission.



Neil Brown
Mayor








Hamish Riach
Chief Executive

Appendix 2 – Overview of Key Changes

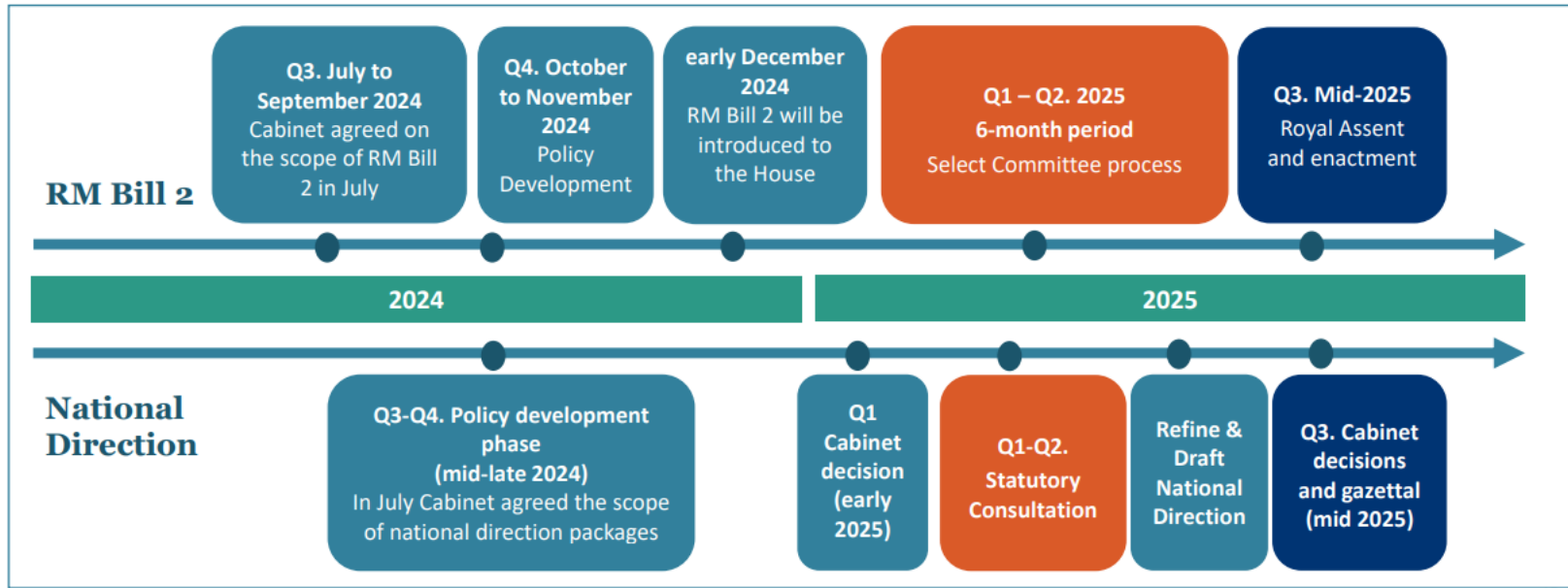
RESOURCE MANAGEMENT (CONSENTING AND OTHER SYSTEM CHANGES) AMENDMENT BILL – KEY PROPOSALS

Resource Management (Consenting and Other System Changes) Amendment Bill will progress targeted amendments to deliver objectives for Electrify NZ, Infrastructure for the Future, Going for Housing Growth, and the Primary Sector Growth Plan.

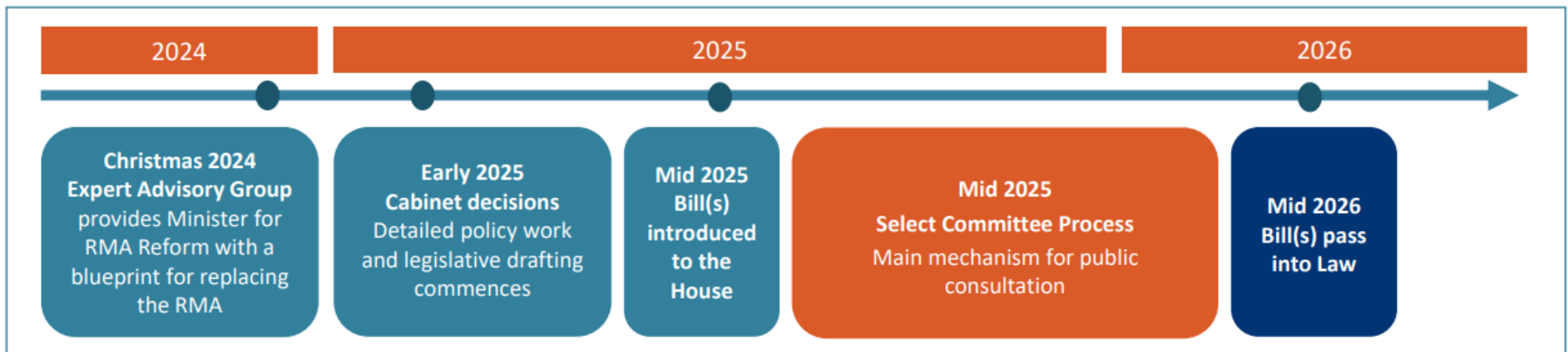
Infrastructure (including energy) 	Housing 	Farming & primary sector 	Emergencies and natural hazards 	System improvements 
<ul style="list-style-type: none"> Requires renewable energy generation consents to be decided within one year of application Requires default 35-year consent duration for renewable energy generation and long-lived infrastructure consents Extends the duration of port permits under section 384A of the RMA and extends requiring authority status to ports Increases the default lapse period for renewable energy consents from 5 to 10 years Increases the lapse period for designations from 5 to 10 years to allow more time to progress infrastructure projects Removes the requirement for designating authorities to consider alternatives where they are the sole land holder Amends the scope of discharge rules under section 70 to provide certainty and align with changes to section 107 delivered through the RM (Freshwater and Other Matters) Amendment Act 2024 	<ul style="list-style-type: none"> Introduces a ratification vote to allow relevant councils to opt-out of the Medium Density Residential Standards (MDRS), provided they demonstrate 30 years' worth of housing growth Provides an efficient, flexible pathway for councils to progress a plan change to remove or alter the MDRS and deal with consequential matters. This includes: <ul style="list-style-type: none"> requiring councils to use the Streamlined Planning Process (SPP) to progress plan changes to remove or alter the MDRS removing the requirement to apply to the Minister for the Environment to use the SPP when removing or altering the MDRS amending decision-making arrangements for any plan change using the SPP – noting this will include plan changes removing or altering the MDRS Provides the Minister for the Environment with new intervention powers to ensure compliance with national direction, including housing and business development capacity assessments 	<ul style="list-style-type: none"> Reduces regulatory overlap between the RMA and Fisheries Act 1996 by clarifying and constraining the extent to which councils can control fishing for biodiversity and related values protection purposes under the RMA Provides more flexibility and certainty for marine farms by enabling changes to consent conditions for aquaculture Amends Part 9A of the RMA to make farm plan certification and audit services more cost effective and practical by better enabling industry organisations to deliver these services Requires resource consents for wood processing facilities to be decided within one year of application 	<ul style="list-style-type: none"> Improves emergency provisions, including introducing a new regulation-making power for emergency responses to assist with recovery Clarifies and strengthens councils' ability to decline land use consents, or apply appropriate conditions, where there are significant risks of natural hazards Clarifies and strengthens councils' ability to decline land use consents, or apply appropriate conditions, where there are significant risks of natural hazards 	<ul style="list-style-type: none"> Amends the compliance regime to deter offences, including by: <ul style="list-style-type: none"> increasing penalties removing the ability to insure against penalties for non-compliance allowing electronic service of documents better enabling cost recovery for councils enabling consideration of a person's compliance history in consent decisions increasing the term of excessive noise directions aligning the scope of abatement notices fixing a minor drafting error on MPI enforcement officers other consenting improvements Makes technical amendments to DOC functions to improve their ability to manage discharges and ensure compliance and enforcement Provides clarity on the scope of further information requests and requirements for consents to ensure these are not overly onerous on applicants Enables applicants to request to review consent conditions prior to a decision being issued Enables councils to recover costs for reviewing consents when the review is the result of national direction Enables councils to access the Streamlined Planning Process for listing and de-listing heritage buildings Aligning terminology with the Takutai Moana Act, and validating the payment of past royalties

Appendix 3 – RMA Reform Timeline

Phase Two Timeline (RM Bill 2 is the bill this submission refers to)



Phase Three Timeline



6. *Service Delivery Review – Transportation*

Author	<i>Tayyaba Latif, Policy Advisor</i>
Activity Manager	<i>Mark Chamberlain, Roding Manager</i> <i>Mark Low, Strategy & Policy Manager</i>
Executive Team Member	<i>Neil McCann, GM Infrastructure & Open Spaces</i> <i>Toni Durham, GM Democracy & Engagement</i>

Summary

- The purpose of this report is for Council to consider the future service delivery of the Transportation activity.
- Council currently delivers the Transportation activity through a mixed method approach of in-house planning, asset management, and road safety, and contracted asset renewal, maintenance, and rehabilitation services.
- Officers recommend the status quo option.

Recommendation

- 1. That** Council receives the Transportation section 17A review, as attached in Appendix 1.
- 2. That** Council continues to deliver the Transportation Activity through the status quo approach of combination of in-house and contracted services.

Attachment

Appendix 1 Section 17A Transportation Activity Delivery Review

Background

1. The purpose of a Section 17A service delivery review is to consider whether the existing means of delivering the service remains the most efficient, cost-effective, and appropriate means of service delivery.
2. To ensure service delivery remains the most efficient, effective, and appropriate means of delivering services, Section 17A of the Local Government Act 2002 (*the Act*) enables local authorities to consider various options of how a service can be delivered.
3. Options include continued service delivery by the local authority, through a Council Controlled Organisation (CCO) of the local authority, through a CCO in which council is a shareholder among several other shareholders, by another local authority, or using another person or organisation.
4. Section 17A (2)(b & c) of the Act maintains that a service delivery review can be
 - undertaken within 2 years before the expiry of any contract or other binding agreement relating to the delivery of that infrastructure, service, or regulatory function; and
 - whenever the local authority considers it desirable, but not later than 6 years following the last review respectively.

Council is working through the second set of Section 17A reviews. In this case, Council is also conducting the review due to the expiry of the existing road maintenance and operation contract in December 2025.

5. The last detailed review of the Transportation activity was completed in May 2017 by Council's Strategy & Policy Team.

Current Situation

6. Currently council delivers the Transportation activity by using a mixed method approach. The in-house Roding Team is responsible for planning, asset management, and road safety while activities like asset renewal, maintenance, and rehabilitation are delivered on behalf of council by contractors.
7. To comply with legislation explained in paragraph 4, a high-level desktop review of the service has been undertaken by the Strategy & Policy Team in liaison with the relevant team.

Option Analysis

8. **Option one – Maintain a mixed method approach - In-House and Contracted (Status Quo) - Recommended**

- Council continues to deliver the Transportation activity using the status quo approach.

<p>Advantages:</p> <ul style="list-style-type: none"> • Appears to be the most cost-efficient and effective option. • Maintains the potential to ensure local focus and control. • Efficient management and accountability can be ensured. • The recommendations proposed have the potential to achieve improved service. 	<p>Disadvantages:</p> <ul style="list-style-type: none"> • Possible challenges with resource allocation.
<p>Risks: Small reputational risk due to some community dissatisfaction with the activity. Overall risk is LOW</p>	

9. Option two – Consider and investigate further another service delivery option.

- The service delivery review in Appendix 1 provides a desktop analysis of other service delivery options.
- Service delivery by outsourcing to other local authority/authorities, through a CCO, or through another agency are feasible under the legislation. However, currently delivering Transportation service through other options does not appear to be the most efficient, cost-effective, and appropriate means of service delivery.

<p>Advantages:</p> <ul style="list-style-type: none"> • Other options can be the most cost-efficient and effective means of service delivery. 	<p>Disadvantages:</p> <ul style="list-style-type: none"> • Has the potential to lose local focus, control and accountability • Determining the cost-efficiency and effectiveness of other service delivery options will take time and resources.
<p>Risks: Small reputational risks as some in the community might expect service delivery through other options. Overall risk is LOW.</p>	

Legal/policy implications

10. Section 17A of the Local Government Act 2002 requires local authorities to assess “the cost-effectiveness of current arrangements for meeting the needs of communities within its district or region for good-quality local infrastructure, local public services, and performance of regulatory functions.”

Climate change

11. The content of this report does not have any direct link to climate change.
12. The recommendation relates to Council's community outcome of 'a district of great spaces and places' and 'a prosperous economy built on innovation, opportunity, and high quality infrastructure'.

Wellbeing		Reasons why the recommended outcome has an effect on this wellbeing
Economic	✓	By supporting the local economy through transportation of produce to market. By allowing tourists to visit and travel around the district.
Environmental	✗	
Cultural	✓	By connecting communities to enable business, leisure and social activities.
Social	✓	By providing footpaths and cycleways promotes active transport, enhancing our communities' physical and mental health.

Financial implications

Requirement	Explanation
What is the cost?	There is no additional cost involved to carry out recommended option, apart from that already budgeted.
Is there budget available in LTP / AP?	Yes
Where is the funding coming from?	NA
Are there any future budget implications?	No
Reviewed by Finance	Erin Register; Finance Manager.

Significance and engagement assessment

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

Level of engagement selected	1. Inform – One way communication
Rationale for selecting level of engagement	Community consultation is not required for undertaking a section 17A service delivery review. Council is required to consult with the community in the event the review recommends a major change in service delivery arrangement (e.g. establishment of a CCO).
Reviewed by Strategy & Policy	Mark Low; Strategy and Policy Manager













PART ONE - CURRENT ARRANGEMENTS			
1	Name of the Group responsible for the service	Name of Team Manager	Name of Service/s under Review
	Infrastructure and Open Spaces	Mark Chamberlain	Transportation (Roading & Footpath)
2	Background	<ul style="list-style-type: none"> Under the Local Government Act (the Act) the purpose of a Section 17A service delivery review is to determine whether the existing means of delivering service remains the most efficient, cost-effective, and appropriate means of service delivery. The Act specifies triggers that mandate a review of service delivery. In this case, a review must be undertaken within 2 years before the expiry of any contract or other binding agreement relating to the delivery of that infrastructure, service, or regulatory function. Council contractual agreement for maintenance and operation with HEB Construction is due to expire December 2025. The in-house part of service delivery is being reviewed as it has been 6 years or more since the last review of service delivery was undertaken. Ashburton District Council delivers its transportation service by using a combination of in-house and outsourced contract arrangements. 	
3	Description and scope of the service <i>(be consistent with LTP/AMP)</i>	<p>Ashburton District Council as the Road Controlling Authority (RCA) own and manage the roading network in the district. The district has a roading network of 2,622 km, of which 1,522 km is sealed, and 1,100 km is unsealed.</p> <p>Transportation service includes:</p> <ul style="list-style-type: none"> Maintaining and improving roads and footpaths Providing on-street car parking Streetlights and road signs Bridges and Culverts Promoting safe use of roads 	
4	Rationale for service provision	Legal requirement to provide the service	<ul style="list-style-type: none"> Land Transport Act 1998 Local Government Act 2002 Government Policy Statement on Land Transport National Land Transport Programme (NLTP) Canterbury Regional Land Transport Plan

			<ul style="list-style-type: none"> • Utilities Access Act 2010 • Health and Safety at Work Act 2015 • Resource Management Act (RMA) 1991
5 4.1		<p>Community outcomes the service contributes to (LTP)</p>	<p>The service contributes to following community outcomes.</p> <ul style="list-style-type: none"> • A district of great spaces and place. • A prosperous economy built on innovation, opportunity and high quality infrastructure. <p>Contribution to community wellbeing includes,</p> <p>Economic Wellbeing:</p> <ul style="list-style-type: none"> • By supporting the local economy through transportation of produce to markets. • By allowing tourists to visit and travel around the district. <p>Social and cultural Wellbeing:</p> <ul style="list-style-type: none"> • By connecting communities to enable business, leisure and social activities. <p>Social Wellbeing:</p> <ul style="list-style-type: none"> • By providing footpaths and cycleways promotes active transport, enhancing our communities’ physical and mental health. (LTP Vol: 1 p 97)¹
6 4.2		<p>Council policies, bylaws, strategies and plans the service contributes to</p>	<ul style="list-style-type: none"> • Long Term and Annual Plans • Annual Reports • Revenue & Financing Policy • Walking & Cycling Strategy 2020 - 2030 • Transportation Procurement Strategy 2022 • Infrastructure Strategy 2025 - 2054 • Financial Strategy 2024 – 2034 • Transportation Activity Management Plan (AMP)
5	<p>Performance</p>	<p>Major levels of service (LTP)</p>	<p>ADC is required to use the mandatory non-financial performance measures rules 2024, and discloses its performance measures in its long term plan.</p>

¹ [ADC Long Term Plan 2024-34](#)

			<p>Council’s aim is to enable efficient travel throughout the district to support economic and social interaction. (LTP Vol: 1 p99)²</p> <p>Levels of Service:</p> <p>a) We provide a quality roading network for the district.</p> <ul style="list-style-type: none"> • The sealed local road network is smooth. (Mandatory) • The sealed local road network is well maintained. (Mandatory) • Volume of metal replaced on unsealed roads is > 48,000m³ (Mandatory) • Roding service requests are responded to within 5 working days. (Mandatory) <p>b) We provide a footpath network that is fit for purpose and well maintained.</p> <ul style="list-style-type: none"> • The footpath network is well maintained. (Mandatory) • Footpath service requests are responded to within 5 working days (Mandatory) <p>c) We provide a transportation network to reduce risk of harm to others</p> <ul style="list-style-type: none"> • Reduction in fatalities on local roads (Mandatory) • Reduction in serious injury crashes on local roads (Mandatory)
<p>5.1</p>		<p>Performance measures (LTP)</p>	<p>This review is using the 2023/2024 Annual Resident Survey (ARS) as the most recent available data.</p> <p>The Annual Resident Survey aims to assess performance measures against resident satisfaction with the council’s role in Transportation: Standard and Safety of Roads. Trends over the last 5 years are shown below:</p> <p style="text-align: center;">Transportation: Standard and Safety of Roads</p> <p>Satisfaction with the standard and safety of both <i>Sealed</i> and <i>Unsealed roads</i> has significantly increased. However, despite this improvement, satisfaction levels remain relatively low, with <i>Sealed roads</i> at 32% and <i>Unsealed roads</i> at 55%.</p>

² <https://hdp-au-prod-app-adc-ourplace-files.s3.ap-southeast-2.amazonaws.com/6517/2894/5849/LTP-2024-34-VOLUME1-webversion.pdf>

			<div style="text-align: right; margin-bottom: 10px;">% Satisfied</div> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">2023/24</th> <th style="text-align: center;">2023</th> <th style="text-align: center;">2022</th> <th style="text-align: center;">2021</th> <th style="text-align: center;">2020</th> <th style="text-align: center;">2019</th> <th style="text-align: center;">2018</th> </tr> </thead> <tbody> <tr> <td>Sealed roads</td> <td style="text-align: center;">68% </td> <td style="text-align: center;">26%</td> <td style="text-align: center;">24%</td> <td style="text-align: center;">38%</td> <td style="text-align: center;">34%</td> <td style="text-align: center;">38%</td> <td style="text-align: center;">43%</td> </tr> <tr> <td>Unsealed roads</td> <td style="text-align: center;">45% </td> <td style="text-align: center;">46%</td> <td style="text-align: center;">46%</td> <td style="text-align: center;">53%</td> <td style="text-align: center;">51%</td> <td style="text-align: center;">55%</td> <td style="text-align: center;">55%</td> </tr> <tr> <td>Access to services and destinations</td> <td style="text-align: center;">40% </td> <td style="text-align: center;">66%</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Road safety promotions</td> <td style="text-align: center;">14% </td> <td style="text-align: center;">81%</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> </tbody> </table> <p style="text-align: center; margin-top: 10px;"> ■ Dissatisfied ■ Satisfied </p> <p style="text-align: center; margin-top: 20px;">Transportation: Dissatisfaction with the Standard and Safety of Roads (68% Sealed roads – 45% Unsealed roads)</p> <p style="text-align: center; font-size: small; margin-top: 10px;">Residents are mostly dissatisfied with Sealed roads due to <i>Too many potholes</i> (65%). While dissatisfaction with Unsealed roads is mostly due to <i>Poor grading</i> (35%) and <i>Poor maintenance</i> (30%).</p>		2023/24	2023	2022	2021	2020	2019	2018	Sealed roads	68% 	26%	24%	38%	34%	38%	43%	Unsealed roads	45% 	46%	46%	53%	51%	55%	55%	Access to services and destinations	40% 	66%	-	-	-	-	-	Road safety promotions	14% 	81%	-	-	-	-	-
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6	<p>Performance Reporting at Council</p>	<p>Activity Briefings (6 weekly)</p> <p>Transportation (Roads & Footpath) (six-monthly) Performance Report</p> <p>Procedural Audit of ADC by NZTA Waka Kotahi</p>	<ul style="list-style-type: none"> • Roads and footpaths information and issues are reported to the council through the six-weekly Activity Briefings. • Six-monthly reporting on performance measures. • Under Section 95(j)(ii)(iii) of the Land Transport Management Act 2003, Transportation service is subject to Procedural Audit by NZTA Waka Kotahi, which monitors ADC’s investment performance. These audits are scheduled by NZTA in 3 – 4 years cycle. 																																								
7	<p>Finance & management</p>	<p>Type of governance</p>	<p>The current approach is Council governed and operated through mixed method approach with in-house expertise for planning, asset management, and road safety and outsourced contract arrangements for physical works including asset renewal, maintenance, and rehabilitation.</p>																																								

7.1		<p>Funding</p>	<p>Roads (Operating Expenditure)</p> <ul style="list-style-type: none"> • 90-100% through Targeted Rate (CV) • 0-10% through Fees & Charges <p>Footpaths & Cycleways (Operating Expenditure)</p> <ul style="list-style-type: none"> • 70% Targeted Rate (CV) • 30% General Rate (CV) <p>Capital Expenditure</p> <ul style="list-style-type: none"> • Any of the following sources may contribute to the funding of capital expenditure: General Rate, Targeted Rate, Fees & Charges, Borrowing, Financial contributions levied under the Ashburton District Plan, NZ Transport Agency Waka Kotahi funding, Grants & Subsidies, and any other sources.
7.2		<p>Method of delivery (include term of contract if currently contracted out)</p>	<p>Currently transportation service is delivered using the mixed method approach.</p> <p>In-house Service</p> <p>The in-house operation of the activity is focused on planning & asset management and road safety.</p> <p>Planning and Asset Management</p> <ul style="list-style-type: none"> • The in-house Roading team provides transportation planning and asset management. • The in-house team is responsible for maintaining asset inventory, condition information and traffic data by using Road Asset & Work Manager (AWM) system. • The in-house team undertakes asset valuation, forward works programming, treatment analysis and selection by using AWM system. • The in-house road corridor management includes processing of permits, applications, and agreements. • The in-house team is responsible for tendering and performance oversight of contracts to undertake physical works.

			<ul style="list-style-type: none"> • The in-house Roding team is responsible for planning and implementing communication and education campaigns in coordination with ADC’s communications team and contractors. • The in-house team is responsible for responding to customer service requests and attending to all issues raised by ratepayers and the general public. <p>Road Safety</p> <ul style="list-style-type: none"> • The in-house Roding team provides road safety by implementing its Safety Management Strategy (SMS). The strategy identifies central (GPS 2024), regional (Canterbury Regional Land Transport Plan 2024-34), local government and community requirements across all aspects of network safety and provides plans and actions to facilitate these requirements. The service also includes road safety promotions and education programmes. (AMP pg64-65) <p>Contracted Services</p> <p>Asset renewal, Maintenance & Rehabilitation:</p> <ul style="list-style-type: none"> • The construction, maintaining and rehabilitation of roads, footpaths, and associated assets are delivered on behalf of Council by external contractors. • The current contract for road maintenance and operation was awarded to HEB Construction and is in place until December 2025. Council will be tendering for its road maintenance and operations service in mid 2025. • Contracts for lighting operation and maintenance with Power Jointing Limited and traffic counting with AgFirst commenced in July 2024 and are in place until June 2029. • The physical works of road rehabilitation, resurfacing, footpath and kerb channel renewals are undertaken through contractual arrangements. The contracts are awarded by undertaking competitive tendering process. The contracts are published on systems/forums like TenderLink and GETS. The in-house Roding team then evaluates tenders using guidance from NZTA and Council’s Procurement Policy. Recommendations are then sent to Council for final approval for the award of contract. • Professional services that require specialist expertise such as cyclic inspection of bridge structures, sealed road pavement survey, road asset deterioration modelling are undertaken by individual contracts of varying duration from one year up to three years.
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7.3		<p>Cost of providing the service</p> <p>(Most of the work under this activity attracts subsidy from NZ Transport Agency Waka Kotahi at a financial assistance rate of 51%.)</p> <p>Total requested funding to NZTA for 2024-2027 was \$ 60,752,297. However, 75% of requested funding was approved by NZTA in August 2024, meaning full funding as included within the LTP 2024-34 was not approved by the NZTA and was finalised after the adoption of LTP.</p>	<p>Capital Cost</p> <p>\$ 25,043,591 (three-year approved allocation for capital expenditure) (2024 – 2027)</p>	<p>Operating Cost</p> <p>\$ 20,696,410 (three-year approved allocation of operating expenditure) (2024 - 2027)</p>	<p>Total Approved Cost</p> <p>\$ 45,740,001 (three-year approved allocation, comprising council share of 49% and NZTA share of 51%) (2024-2027)</p>
8	Services and Team Structure	<p>Roading Manager (1 FTE, Permanent)</p>	<ul style="list-style-type: none"> • The Transportation team currently has 8 full time staff including the Rooding Manager. • In total internal staff time spent on transportation accounts for the equivalent of 8 Full Time Equivalent (FTE) staff. • A contractor is hired to fulfil government’s new requirement of reporting on Temporary Traffic Management (TTM) sites auditing. (equivalent 16 hours a week) 		
	<p>Asset Engineer Rooding x 1 = 1 FTE</p>				
	<p>Rooding Engineer (North) x 1 = 1 FTE</p>				
	<p>Rooding Engineer (South) x 1 = 1 FTE</p>				
	<p>Corridor Manager x 1 = 1 FTE</p>				
	<p>Data Management Officer x 1 = 1 FTE</p>				
	<p>Applications Officer Rooding x 1 = 1 FTE</p>				

		Roading & Safety Technician x 1 = 1 FTE			
PART 2 - DETERMINING THE TIMEFRAME FOR A REVIEW					
9	Review date	Date last review was carried out:	May 2017	Year next review is scheduled:	By March 2030
10	Is Council considering a significant change to a level of service? S17A (2) (a)	Yes <input type="checkbox"/>	Is delivery subject to legislation or binding agreement that cannot reasonably be altered within the following 2 years? S17A (3) (a)	Yes <input type="checkbox"/>	No review is required S17A (3) (a). Go to Part 4
		No <input checked="" type="checkbox"/>	Go to Question 11		
11	Is delivery subject to legislation or binding agreement that cannot reasonably be altered within the following 2 years? S17A (3) (a)	Yes <input type="checkbox"/>	No review is required S17A (3) (a). Go to Part 4		
		No <input checked="" type="checkbox"/>	Go to Question 12		
PART 3 - REVIEW ANALYSIS					
12	Does the cost of undertaking a review outweigh the benefits? S17A (3) (b)	What is the anticipated cost of the review?	No additional cost	Strategy and Policy staff time	
		What is the total cost of providing the service (both operating and capital costs)?	\$45,740,001 (three-year approved allocation)	Click here to enter text.	
		Is the service significant enough to trigger the Council's Significance and Engagement Policy 2024?	Yes <input type="checkbox"/>	Click here to enter text.	
			No <input checked="" type="checkbox"/>	<ul style="list-style-type: none"> Council consults with the community on the general service provision of Transportation service through the Annual Plan and Long-Term Plan. In the case that the council decides to change the status quo (in-house and outsourced delivery) and 	

				opts a different service delivery model for the service then a special consultative procedure will be required as per LGA 2002.
	Is the activity more than \$250,000 direct cost? (direct expenditure excluding depreciation, funding and overhead)	Yes <input checked="" type="checkbox"/>	Click here to enter text.	
		No <input type="checkbox"/>	Click here to enter text.	
	Has the governance, funding or delivery of the activity been reviewed recently enough that a further review is not justified?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Click here to enter text.
	Have there been any changes to the policy and/or regulatory environment since the last review?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
	How effective are the current arrangements?	<ul style="list-style-type: none"> • The current arrangement for in-house delivery of the Transportation service is compliant with the Local Government Act 2002 and Land Transport Act 1998. There is an ongoing responsibility that correct processes are followed and appropriate timelines are met. Current arrangements are effective because: <ul style="list-style-type: none"> ○ The current in-house arrangement enables easier and efficient coordination across different teams within Council. ○ Accountability for performance can be achieved effectively. ○ The current arrangement enables rapid response to issues raised which leads to prompt resolution. ○ Enables better and more responsive customer service • Over a long period, Council has invested significantly in maintaining in-house planning and asset management and road safety and the contracted out physical works which include asset renewal, maintenance, and rehabilitation. • As mentioned above, total in-house staff for transportation accounts for the equivalent of 8 FTEs. Additionally, a contractor is hired to fulfil a new reporting requirement related to Temporary Traffic Management (TTM) sites auditing. In view of additional reporting 		

		<p>requirements related to TTM staying permanently in place, it is recommended to investigate the best approach for future management of TTM whether hiring staff in-house or to continue with contractual arrangement.</p> <ul style="list-style-type: none"> • The current in-house planning, asset, and contract management and contracted physical works service delivery maintains high-level community/customer accessibility which is significant in achieving customer satisfaction and ensuring local focus. • The in-house Roothing team is part of following regional collaborative groups: <ul style="list-style-type: none"> ○ Aoraki Roothing Collaboration Group (ARC), ○ ARC Corridor Management Group, ○ ARC Road Safety Promotion Group, ○ Canterbury Regional Transport Officer Group, ○ Canterbury Regional AWM System User Group ○ Road Efficiency Group for Regional and National Focus <p>By being part of various regional collaborative groups, the in-house team maintains professional and frequent relationships with other local authorities across Canterbury contributing to regional cooperation, consistency in message and approach, information sharing, and provide efficiency in cost and resources.</p>	
		<p>Future/Upcoming Legislative Changes to Consider</p>	<ul style="list-style-type: none"> • Upcoming legislative changes related to the service are as follows, <ul style="list-style-type: none"> ○ Land Transport Rule for setting of Speed Limits 2024. ○ Land Transport Management (Time of Use) Amendment Bill • Council in-house transportation team oversees the monitoring and planning to implement all legislative changes as they come into place. These are supported by other units within Council e.g. Strategy and Policy, and Communications teams.

		Do other Local Authorities have the ability to participate in the review?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	The current scope of this review is limited to high-level desktop analysis of the service by ADC's Strategy & Policy team in partnership with the Transportation team.
		Is the activity insignificant enough in terms of scale or (public) visibility for the review costs to outweigh the benefits?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Click here to enter text.
		In conclusion, does the cost of undertaking a review outweigh the benefits?	Yes <input type="checkbox"/>	No review is required S17A (3) (b). Go to Part 4	
			No <input checked="" type="checkbox"/>	Go to Question 13	
13	Are there likely to be realistic potentially beneficial options given the nature of the activity and/or the availability of alternative providers, having regard to S17A (4)	Does the service have a need for proximity to or interrelationship with core Council democratic, administrative or policy development processes?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	<ul style="list-style-type: none"> The service must maintain a relationship with the council whether it is delivered in-house or at arm's length (e.g. through a Council Controlled Organisation CCO or through a third-party provider). Therefore, irrespective of any particular service delivery arrangement (in-house, through a CCO, or via third party) the service will continue to maintain close interrelationship with the council's governance and administrative processes.
		Will another option provide effective delivery of financial, asset and executive management or regulatory responsibilities?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	<ul style="list-style-type: none"> The delivery of service via establishing a new entity is possible and can be enabled under the Local Government Act. Other options for service delivery are described below.
		Will a change in provider have capacity implications for the Council, particularly where the activity involves a statutory function?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	<ul style="list-style-type: none"> Council provides this service using a combination of in-house and outsourced contract arrangements. Contract arrangement is undertaken by following a competitive tendering process which ensures that there aren't any capacity lags.

					<ul style="list-style-type: none"> • For the part of service provided in-house, capacity implications cannot be ruled out, but the possibility can be minimised by the transfer of staff. However, the council would still require capacity to ensure flow of information regarding different stages of the service, maintaining relationships, accountability, and liaison via various teams within the council. • Realistically, providing a fully in-house service would require significant expansion in capital investment and capacity, through recruiting specialist staff, resources and equipment.
		<p>Is the service able to be delivered by another local authority or authorities?</p>	<p>Yes <input checked="" type="checkbox"/></p>	<p>No <input type="checkbox"/></p>	<ul style="list-style-type: none"> • The current legislation S17 (A) (4) (b) (iii); (iv) enables this option. • This option may enable access to more specialist expertise and a wider knowledge base. • Potential cost savings can be determined after undertaking a full assessment. • However, outsourcing to another local authority or authorities has a potential of lacking local focus. Delivery of roading generates strong community interest • This option will potentially change the levels of service for delivery of transportation. The wider community is likely to have a view on potential merits and disadvantages of outsourcing to another local authority or authorities. Therefore, a Special Consultative Procedure will be required as per the Local Government Act, 2002. • The most critical risk is having skilled and experienced staff to deliver the planning, asset and contract management service and being able to

					<p>provide the local and institutional knowledge that the current in-house staff possess.</p> <ul style="list-style-type: none"> • Due to the potential impact of these risks, outsourcing to another local authority or authorities does not appear to be the most cost-effective and administratively efficient option.
		<p>Is the service able to be delivered by another person or agency (central government, private sector organisation or community group?)</p>	<p>Yes <input checked="" type="checkbox"/></p>	<p>No <input type="checkbox"/></p>	<ul style="list-style-type: none"> • Complete outsourcing of entire service is not feasible under current legislation as council would still have the responsibility for roading service under Local Government Act 2002. • A separate agency set up to deliver transportation service would have to be in the form of CCO under LGA that maintain accountability to Council. This scenario is discussed in detail in next section. • The arrangement to provide transportation service by central government is unlikely to be established without legislative change. • Due to the extensive size of the activity and resources required it is unlikely for a community group to carry out entire activity and maintain accountability to Council. • The non-profit nature of the service makes it unlikely for a private organisation to undertake this activity and maintain accountability to Council. • Certain smaller aspects of the service such as road safety is likely to be feasible to provide by community group or private organisations. • While outsourcing arrangements for smaller components of the service such as road safety are feasible under current legislation, it is not a

					<p>recommended service delivery approach in the immediate future as the scope of achieving cost effectiveness and efficiency would be very narrow.</p>
		<p>Is the service able to be delivered by a CCO or joint Council/CCO arrangement?</p>	<p>Yes <input checked="" type="checkbox"/></p>	<p>No <input type="checkbox"/></p>	<ul style="list-style-type: none"> • This option is feasible under current legislation. i.e., S17 (A) (4) (b) (i, ii, iii); S17 (A) (4) (c). • A separate entity such as through a Council Controlled Organisation (CCO), including an independent Board, Chief Executive, location, staff, and systems under LGA 2002, as well as accountability mechanisms. Therefore, careful planning would be required before this option was to be considered and implemented. • It would require changes to funding arrangements, governance models and service delivery measures. New contracts and agreements would be required for this model. • The wider community is likely to have a view on potential merits and disadvantages of transportation service delivery through a CCO or joint council/CCO arrangement therefore, a special consultative procedure will be required as per the Local Government Act 2002. • The option may offer potential benefits such as access to expertise, potential cost savings, and increased quality of service. • Potential risks associated with this option may prove to be less efficient & effective due to lack of administrative control & accountability. • This option will incur establishment costs, which depending on how they were allocated between partners, could outweigh any potential cost savings.

				<ul style="list-style-type: none"> A definite assessment cannot be reached that this option will prove to be a most cost-efficient and effective arrangement for delivering transportation service. A more detailed assessment would be required to determine this.
		In conclusion, are there likely to be realistic potentially beneficial options?	Yes <input checked="" type="checkbox"/>	Go to Part 4
			No <input type="checkbox"/>	No further review is required for up to 6 years S17A. Go to Part 4

PART 4 – REVIEW RECOMMENDATION		
14	RECOMMENDATION & ACTIONS	<ol style="list-style-type: none"> Officers recommend continuation of status quo service delivery arrangement for Transportation service – a mixed model approach as outlined above under section 12. Other potentially beneficial options such as CCO or joint council CCO for delivery of the transportation service will require further detailed investigation, business case development, and community consultation, should Council want to pursue them. <p>The following actions are being implemented to enhance and future proof the service as currently delivered.</p> <ol style="list-style-type: none"> Continue to develop regional cooperation in the field as it will help standardize elements of the service regionally leading to improved service to the community. A sufficiently qualified and trained workforce is hard to find and recruit. It takes time and substantial resources to train a person in this field. Efficient mechanisms for the transfer of knowledge, document procedures and cross training opportunities continue to stay in place to keep the workforce equipped with certain level of expertise at all times. The Roding team continues to monitor and plan for the resourcing and implementation of future legislative changes. Investigate best approach for future management of TTM reporting requirement whether inhouse or contracted arrangement to achieve cost-effectiveness in the longer term.

Signed by:

Activity Manager & Group Manager

Chief Executive

DRAFT

7. *LocoDelegations Review 2025*

Authors	<i>Phillipa Clark; Governance Team Leader Mel Neumann; Policy Advisor</i>
Activity Managers	<i>Phillipa Clark; Governance Team Leader Mark Low; Strategy & Policy Manager</i>
Executive Team Member	<i>Toni Durham; GM Democracy & Engagement</i>

Summary

- Council’s register of delegations (LocoDelegations) has undergone review, primarily to ensure that all relevant legislation is referenced. The review has removed legislation that has been revoked, sections that have been repealed and delegations to roles that no longer exist.
- The review has also identified where changes to roles and reporting lines have occurred.
- The purpose of this report is for Council to consider and adopt the updated LocoDelegations.

Recommendation

1. **That** Council adopts the 2025 delegations register (LocoDelegations).

Attachments

Appendix 1 LocoDelegations – summary changes to masterlist [*Supplemental document*]

Background

The current situation

1. Council operates under a range of legislation that provides territorial authorities with specific powers, functions and duties.
2. Council has a register of delegations retained in a web-based system called LocoDelegations. LocoDelegations was developed by the Association of Local Government Information Management (ALGIM) as an all-digital delegations register designed specifically for local government, to help councils manage their delegation efficiently and reduce the risk of operating under outdated delegations. Around a third of Councils now use the LocoDelegations system.
3. Council joined the LocoDelegations pilot programme in 2019/20 and, after transitioning from a Microsoft Word delegations document, went “live” with the ADC instance of LocoDelegations in March 2023. LocoDelegations is publicly available on the ADC [website](#).
4. LocoDelegations contains five main sections:
 - Legislative delegations
 - Bylaws
 - Financial delegations
 - General (non-legislative) delegations
 - Warrants of appointment¹
5. LocoDelegations comes pre-loaded with all the current NZ legislation that councils have delegable powers under. The master list is held by ALGIM and is maintained and regularly reviewed by Simpson Grierson.
6. In reviewing ADC’s delegations, officers compared ALGIM’s master list with Council’s instance and identified some acts or regulations without delegations that may need to be included. These were referred to the relevant activity managers to determine whether a delegation is required and the role it would be applied to.
7. The review has removed legislation that has been revoked, sections that have been repealed and delegations to roles that no longer exist. Bylaws are current (those expired have been removed).
8. At the time of writing this report, officers are considering the recently enacted [Fast-track Approvals Act 2024](#) and the need to have appropriate delegations in place. The Act will be considered by Simpson Grierson for inclusion in the LocoDelegations legal database and Council’s instance of LocoDelegations will then be updated.

¹ ADC warrants are not included in LocoDelegations. A separate piece of work is being undertaken to capture all of the warrants which are currently administered in another system.

9. In addition, the Financial Delegations section now includes reference to purchase cards which have recently been issued to certain positions. A credit limit of \$1,000 is imposed for purchase cards. Most have a transaction limit of \$200, with a maximum of three transactions per day.
10. The review process has been thorough, with input from group and activity managers. As the LocoDelegations system will automatically notify changes, Council can be confident that the delegations will continue to reflect current legislation.
11. The purpose of a delegations register is to define and authorise the scope of:
 - a) the division between governance and management activities
 - b) Council’s delegations of governance activities to Council committees
 - c) Council’s delegations of management activities to the Chief Executive
 - d) The Chief Executive’s delegations to Council officers, including the Executive Team.
12. Other aspects of Council’s work programme can be delegated by Council resolution. This includes the work programme detailed in the Long-Term Plan and Annual Plan.
13. Delegations are reviewed usually at least once in a triennium. LocoDelegations will continue to be updated with minor administrative changes, such as when roles have changed. Any significant alteration or additions to the delegations will be reported to Council for resolution.

Options analysis

Option one – Do not adopt the updated online LocoDelegations

14. Council could decide not to update the online LocoDelegations system. While there is no legal requirement for a delegations manual, individual delegations are required and must be documented. If Council chose not to update the online system, consideration would then be given to an alternative way of capturing delegations.

<p>Advantages:</p> <p>There are no apparent advantages to maintaining LocoDelegations without including updates</p>	<p>Disadvantages:</p> <p>Less certainty of legislative compliance Significant (lost) time for the review and updating that has taken place Loss of a centralised and comprehensive source</p>
<p>Risks:</p> <p>Risk of operating under outdated delegations</p>	

Option two – Adopt the updated LocoDelegations (Recommended)

15. Since joining the pilot programme in 2019, a significant amount of work has been undertaken to load all of Council’s delegations into the online system. The benefits of LocoDelegations quickly became apparent – a more user-friendly system with its report-running and search functions and notification of legislative changes.

16. Council will benefit from the adoption of updated delegations which have undergone comprehensive review and assessment by officers, relevant managers and the Executive Team.

<p>Advantages:</p> <p>Likely to improve legislative compliance Consistent with organisation structure Administratively efficient / user-friendly (publicly searchable via web) Ensures accountability is clear</p>	<p>Disadvantages:</p> <p>An external application with reliance on external parties / software</p>
<p>Risks:</p> <p>The possibility of losing external support (low risk)</p>	

Legal/policy implications

Local Government Act (LGA) 2002

17. [Section 14](#) of the LGA requires Council to conduct its business in an open, transparent and democratically accountable manner. By making delegations publicly available, it helps to ensure transparency.
18. [Schedule 7, cl.32 of the LGA](#) provides Council with the power to delegate the powers of a local authority to any officer or employee (except for specific powers such as making a rate or making a bylaw).
19. [Section 42 of the LGA](#) requires Council to delegate the management of the organisation to the Chief Executive on the terms and conditions that Council considers appropriate.
20. ALGIM have confirmed that they will notify Council of legislative changes, therefore it will be easier to keep the delegations up to date and comply with legislation.

Climate change

21. The outcome of this decision won't directly impact climate change.

Strategic alignment

22. The recommendation relates to Council's community outcome of 'residents are included and have a voice' because it allows for Council to conduct its business in an open and transparent manner.

Wellbeing		Reasons why the recommended outcome has an effect on this wellbeing
Economic	X	
Environmental	X	
Cultural	X	
Social	✓	The recommended option has an effect on social well-being because Council conducting its business in an open and transparent manner can help strengthen community networks.

Financial implications

Requirement	Explanation
What is the cost?	Annual subscription cost. Some additional cost incurred for share of legal review. The cost is low and may be offset by savings in legal costs.
Is there budget available in LTP / AP?	Yes
Where is the funding coming from?	Existing budget – Information Systems
Are there any future budget implications?	Yes – ongoing annual subscription to LocoDelegations
Reviewed by Finance	Tania Paddock; Acting Group Manager Business Support

23. ALGIM provided some administrative assistance – a one-off cost in the current year that has been met from existing budget.

Significance and engagement assessment

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Low
Rationale for selecting level of significance	Delegations are largely operational and have very little impact on the community or Council's levels of service.
Level of engagement selected	1. Inform. The community will be informed of the decision via meeting minutes and media release.
Rationale for selecting level of engagement	As above – delegations are largely operational. A publicly available system enables clear accountability to the community of delegation powers.
Reviewed by Strategy & Policy	Mark Low; Strategy and Policy Manager

8. *Elected Members' Remuneration 2025–2026 – provisional governance pool*

Author *Phillipa Clark; Governance Team Leader*
Executive Team Member *Toni Durham; GM Democracy & Engagement*

Summary

- The Remuneration Authority has advised of the provisional governance remuneration pool for the 2025-26 year. This follows a review of the remuneration setting process including the size indices that are used to achieve and maintain fair relativities between councils.
- As it's an election year, the remuneration pool has been apportioned in two parts; the first covering the period 1 July 2025 until the date of the Council's election results in October, and the second from the date after the election results are declared until 30 June 2026.
- The purpose of this report is to update Council and no decision is required. The pool, as proposed, is unlikely to change and Council will receive confirmation before the new Determination takes effect on 1 July.
- Following the triennial elections in October the new Council will be required to make a proposal to the Remuneration Authority on how the pool will be allocated for the remainder of the year.

Recommendation

1. **That** Council receives the Remuneration Authority (elected member remuneration 2025-2026) report.

Attachments

- Appendix 1** Local Government size indices: factors and weightings
Appendix 2 Local Government size indexes rankings 2025

Background

The current situation

1. The Remuneration Authority ('the Authority') is the independent body responsible for setting elected members' remuneration, and expenses and allowances entitlements. Each year Council is notified of the new governance remuneration arrangements.
2. The governance remuneration pool provides the total amount that must be paid in remuneration to councillors. It is based on size indices which take account of the workload of the entire Council. The pool doesn't apply to mayors or community board members.
3. The Authority reviews the remuneration settings for local government every three years. At the start of an election year councils are advised of the proposed remuneration pool and minimum allowable councillor remuneration. For people considering running for office, this gives an indication of the remuneration they could expect if elected.
4. In December 2024, after reviewing remuneration settings for local government elected members, the Authority advised Council of the proposed 2025-2026 remuneration pool.
5. As part of the 2024 review process the Authority invited feedback from elected members on the local government size indices and any other matters relating to their remuneration such as workload and allowances.
6. Because of the different types of councils and their diverse responsibilities, the Authority has created three size indices representing territorial, unitary or regional councils. The indices help the Authority achieve and maintain fair relativities between councils and to be fair to the persons who are being remunerated and to the ratepayers.
7. This was the second review of the size indices since they were first introduced in 2019, and the Authority has decided they will be retained to inform remuneration decisions during the next council triennium.
8. The size indices show changes in the rankings for some councils, largely driven by increases in councils' population. ADC was ranked 35 out of 61 territorial authorities in 2022, moving to 36 in the 2025 rankings.
9. Because it's an election year, the 2025-26 local government members' determination will contain two schedules. A total of \$484,593 will be distributed to ADC from 1 July 2025 until the date of the Council's election result in October. The pool increases by \$5,832 (\$490,425) for the remainder of the financial year.

Governance Remuneration Pool: Ashburton District Council

Local Government Members (2024/25) Determination 2024	Local Government Members (2025/26) Determination	
	Schedule 1	Schedule 2
Current from 1 July 2024	Proposed from 1 July 2025	Proposed from day after the date the official result is declared
\$466,852	\$484,593	\$490,425

The above figures are provisional and are subject to change.

10. Council's remuneration will be confirmed in the Local Government Members (2025/26) Determination which will be released by the Authority around June. The Determination will set out the base salary paid to councillors following the elections until Council puts its governance arrangements in place, including appointment of the Deputy Mayor.
11. The Authority has four requirements for allocating the governance pool:
 - i) the entire pool must be allocated
 - ii) 'minimum allowable remuneration' is decided for councillors who have no additional responsibilities
 - iii) for any role that attracts additional remuneration (above the minimum allowable), Council is required to have a formal vote to describe the role and the annual dollar value attached to the role
 - iv) Council must then forward its proposal to the Authority for approval and inclusion in the determination.
12. Council must accept the Remuneration Authority's final decision on the total pool and fully allocate that money. Council's governance arrangements will remain unchanged until the end of this term. The new Council will have the opportunity to review the structure and submit a proposal to the Authority to approve allocation of the remaining funding pool.
13. Council's [Elected Members' Allowances and Reimbursement Policy](#) details the entitlements available to elected members during their term of office and ensures transparency in the reimbursement process.
14. The allowances and reimbursement policy will continue to be applied until such time that the new Council reviews it.

Legal/policy implications

Legislation

15. The [Local Government Act 2002, Schedule 7](#), Part 1, clause 6 sets out the role of the Remuneration Authority in determining the remuneration, allowances and expenses payable to members.

16. The [Remuneration Authority Act 1977](#) sets out criteria to which the Authority must have regard in determining the pay for elected members.
17. The [Local Electoral Act 2001](#) sets out the timing of when remuneration will be adjusted following the October 2025 elections.

Strategic alignment

18. The recommendation relates to Council’s community outcome of ‘Residents are well-represented, included and have a voice’ because the community participates in local elections and representation reviews.
19. The community outcome of ‘A prosperous community based on innovation, opportunity and high quality infrastructure’ reflects how a growing population and economic growth impacts on how elected members’ remuneration is determined.

Wellbeing		Reasons why the recommended outcome has an effect on this wellbeing
Economic	✓	Increased population and development is reflected in the size indices and weightings used to determine elected member remuneration, as well as Council’s operating expenditure and socio-economic deprivation levels.
Social	✓	The community participates in local elections and residents have the opportunity to have their say on Council business and influence Council decision-making.

Financial implications

Requirement	Explanation
What is the cost?	Proposed remuneration pool 2025/26 - \$490,425
Is there budget available in LTP / AP?	Yes. Budget provision in year 2 of the LTP 2024-34.
Where is the funding coming from?	Cost centre 138 (Council) budget.
Are there any future budget implications?	No.
Reviewed by Finance	Tania Paddock; Acting Group Manager Business Support

Significance and engagement assessment

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Low
Rationale for selecting level of significance	While this may create community interest, remuneration is set by the Remuneration Authority under law. Financial impacts of the increase are minimal.
Level of engagement selected	1. Inform
Rationale for selecting level of engagement	Remuneration is set by the Remuneration Authority and is required by law to be applied for elected member remuneration. Potential community concern about the proposed increase in the new term is outside the control of the Elected Members.
Reviewed by Strategy & Policy	Mark Low, Strategy and Policy Manager

Next steps

20. The Authority has invited further feedback from Council on the proposed governance remuneration pool. Responses are due by 28 February 2025.

Appendix 1 Local Government Size Indices: Factors and Weightings

[Source: Remuneration Authority 5/12/24]

Local Government Size Indices: Factors and Weightings						
Size Index / Authority Type	Factors and Weightings					
	Population	Total Assets	Total Operating Expenditure	Socioeconomic Deprivation	Geographic Area	Passenger Boardings
Territorial	50%	15%	20%	15%	n/a	n/a
Regional	25%	25%	20%	n/a	20%	10%
Unitary	25%	10%	20%	15%	20%	10%

Based on the above factors and weightings the Authority has updated its size indices (see attached) that will apply for the full triennium commencing on the day after the date of the next local elections (11 October 2025).

The data supporting the factors are drawn from the following sources:

- **Population:** Stats NZ - Estimated Resident Population as at 30 June 2023
- **Total Assets:** Stats NZ - Local Authority Financial Statistics as at 30 June 2023
- **Total Operating Expenditure:** Stats NZ - Local Authority Financial Statistics as at 30 June 2023
- **Socioeconomic Deprivation:** University of Otago – NZDep2023 Index of Socioeconomic Deprivation, 31 October 2024
- **Geographic Area:** Stats NZ - Geographic Boundary Files as at 30 June 2023.
- **Passenger Boardings:** NZ Transport Agency - Public Transport Boardings by Region 2023/24

The new size indices show changes in the rankings for some councils when compared to the 2022 indices. These changes are largely driven by increases in councils' population and smaller changes in other factors.

Local Government Size Indexes Rankings 2025

Rankings apply for the full triennium commencing on 12 October 2025, which is the day after the date of the next local elections.

Ranking	Territorial Authority
1	Christchurch
2	Wellington
3	Hamilton
4	Tauranga
5	Dunedin
6	Whangarei
7	Hutt
8	Far North
9	Hastings
10	New Plymouth
11	Rotorua
12	Palmerston North
13	Waikato
14	Napier
15	Porirua
16	Selwyn
17	Whanganui
18	Invercargill
19	Queenstown Lakes
20	Waimakariri
21	Western Bay of Plenty
22	Waipa
23	Timaru
24	Kapiti Coast
25	Whakatane
26	Taupo
27	Thames-Coromandel
28	Horowhenua
29	South Taranaki
30	Upper Hutt
31	Southland
32	Matamata-Piako
33	South Waikato
34	Kaipara
35	Ashburton
36	Masterton
37	Hauraki
38	Manawatu
39	Waitaki
40	Tararua
41	Central Otago
42	Clutha

Ranking	Territorial Authority
43	Wairoa
44	Rangitikei
45	Ruapehu
46	Central Hawke's Bay
47	Grey
48	Waitomo
49	Buller
50	Ōpōtiki
51	Hurunui
52	Gore
53	Ōtorohanga
54	Stratford
55	Kawerau
56	South Wairarapa
57	Westland
58	Waimate
59	Carterton
60	Mackenzie
61	Kaikoura

Ranking	Unitary Authority
1	<i>Auckland</i>
2	Tasman
3	Gisborne
4	Marlborough
5	Nelson
6	<i>Chatham Islands</i>

Ranking	Regional Council
1	Canterbury
2	Wellington
3	Waikato
4	Otago
5	Bay of Plenty
6	Manawatū–Whanganui
7	Hawke's Bay
8	Northland
9	Southland
10	Taranaki
11	West Coast

9. *Ashburton Art Gallery & Heritage Centre – Mechanical Plant Relocation*

Author *Renee Julius; Property Manager*
Executive Team Member *Tania Paddock; Acting Group Manager Business Support*

Summary

- The purpose of this report is to decide on the location for the plant enclosure for the mechanical plant at the Ashburton Art Gallery and Heritage Centre.

Recommendation

1. **That** Council resolves to build the new mechanical plant enclosure for the Ashburton Art Gallery & Heritage Centre to the east of the building (Option 2), subject to obtaining the necessary statutory consents and approvals required to construct the enclosure within the area proposed.

Attachments

- Appendix 1** Land Covenant
Appendix 2 Option 1 – Mechanical plant enclosure to the north
Appendix 3 Option 2 – Mechanical plant enclosure to the east
Appendix 4 Ashburton District Plan Noise Limits

Background

The current situation

1. Council applied for land use resource consent LUC09/0025 for the Ashburton Art Gallery and Heritage Centre (**AAGHC**) in 2009. The resource consent decision was appealed to the Environment Court by neighbouring landowners. The parties entered into a side agreement to resolve the appeal and resource consent was granted. One of the outcomes of the side agreement was that a land covenant was registered on the Records of Title of six nearby residential properties. The terms of the land covenant are contained in **Appendix One (Covenant)**.
2. Under the Covenant, Council cannot apply to amend any of the conditions of LUC09/0025 within 10 years of the AAGHC opening. Further, in the five-year period following the initial 10-year period, if Council wishes to amend any of the conditions of LUC09/0025, it must follow good management practice and undertake consultations with these six neighbours.
3. Construction of the AAGHC commenced in 2011 and was completed in 2014. The AAGHC was formally opened with three tenants on 14 February 2015. Therefore, from 14 February 2025, Council can apply to vary the conditions of LUC09/0025, provided it consults with the six adjacent neighbours.
4. Upon completion of the AAGHC in 2015, several defects and performance issues became apparent with the building's Heating Ventilation Air-Conditioning (**HVAC**) systems. Council committed \$2.5m in 2019-20 Annual Plan¹ to address these concerns. Some of this budget has been used as outlined below, and resulting in \$1,911,557 being carried over into the 2024/25 Annual Plan budget.
5. In 2019, work was undertaken to address some of the HVAC issues. The design for the mechanical plant upgrade was prepared and some mechanical plant such as a heat pump was replaced.
6. Additional equipment such as buffer tanks were purchased to help address the HVAC issues. However, there were concerns that the building structure may not have supported the weight of the additional mechanical plant on the roof, so a plan to relocate some of the mechanical plant to the ground floor was developed. This change would however require a change to the conditions of the land use resource consent LUC09/0025, which is the consent authorising the construction and operation of the AAGHC.

¹ Pages 51 and 54 [Annual Plan 2019-20](#)

Overview of the Two Plant Locations

7. The relocated mechanical plant needs to be in close proximity to the existing mechanical plant and associated infrastructure (such as pipework etc) to enable the equipment to run efficiently and effectively. Therefore, two locations have been identified as being suitable for the new mechanical plant enclosure.
8. As the AAGHC is zoned Residential A in the Ashburton District Plan, there are noise limits that must be complied with for the noise generated by mechanical plant. The applicable noise limits which must be met at the boundary of the property to be a permitted activity are summarised below (see **Appendix 4** for all noise limits provided for in the District Plan).

Zone	Daytime (0700-2200 inclusive)		Night-time (All other times)	
	L _{Aeq} (1hr)	L _{AF} , L _{max}	L _{Aeq} (1hr)	L _{AF} , L _{max}
Residential A, B, C and D	50 dB	75 dB	40 dB	65 dB

9. The lower night-time noise limits are designed to allow for sleep amenity.
10. By comparison, AAGHC currently has to operate within significantly lower noise limits under condition 28 of the land use resource consent LUC09/0025 granted in 2011, as set out below:

Roof Plant:

28. Noise from sources other than vehicle movements and pedestrians shall not exceed the following limits when measured at or beyond the boundary of the site:-

	2400 hrs to 0700 hrs	0700 hrs to 0900 hrs	0900 hrs to 1700 hrs	1700 hrs to 2100 hrs	2100 hrs to 2400 hrs
Monday to Friday	30dBA	40dBA	40dBA	40dBA	30dBA
Saturday	30dBA	30dBA	40dBA	30dBA	30dBA
Sundays & Public Holidays	30dBA	30dBA	30dBA	30dBA	30dBA

11. Of particular note is the night time noise limits of 30 dBA in condition 28, compared with the permitted activity level of 40 dB L_{Aeq}(1hr) in the District Plan.
12. An indicative plan for the two possible plant locations is shown below.



Option 1 – Mechanical plant enclosure to the north (shaded purple). See Appendix Two.

13. This option would see the HVAC system located in line with the existing building. A four-metre-high acoustic wall is proposed on the north and east of the enclosure. There would be no roof on the enclosure to allow for airflow and access to the equipment.
14. This location aligns well with the existing building, however it is proposed to be located over the existing four staff carparks which means four staff carparks will be lost.
15. The acoustic walls are proposed to comply with the District Plan night-time noise limits (see **Appendix 4**) without need for acoustic attenuation on the proposed mechanical plant. The projected noise has been acoustically modelled by Marshall Day Acoustics to reach 36-38dB $L_{Aeq(1hr)}$ at the height of 5 metres (considered to be representative of first-floor bedrooms).
16. Neighbours may be more impacted by higher night-time noise from Option 1 (36-38dB $L_{Aeq(1hr)}$) when compared to Option 2 (32-33dB $L_{Aeq(1hr)}$).
17. As the noise limits are already quite close to the night-time limit, if any additional plant is required in the future that generates additional noise, further investment in acoustic attenuation may be required. This may present a future risk as achieving compliance might require constructing a partially or fully enclosed plant room, which could introduce ventilation challenges.
18. The rough order of cost to build the mechanical plant enclosure for Option 1 is \$182,000 plus GST. This is not the full project cost as the location of the mechanical plant enclosure is required before the design for the HVAC system can be finalised.

Option 2 – Plant enclosure to the east (shaded red). See **Appendix Three.**

19. This option would see the HVAC system wrap around the front of the existing building and extend up to the property boundary. There would be a three-metre-high acoustic wall to the north and east of the enclosure. As with Option 1, there would be no roof on the enclosure to allow for airflow and access to the equipment.
20. One mature tree would need to be removed near the boundary with State Highway 1 if this option is chosen. This proposed location would also reduce the footpath to its legal width by building the enclosure to the property boundary.
21. The building would partially shield noise generated from the plant in this location, which would result in lower plant enclosure walls when compared with Option 1 (three metres rather than four metres). This could be seen as less visually imposing than Option 1.
22. This option is also likely to be perceived as least impactful to adjacent residential neighbours, with the night-time noise modelled by Marshall Day Acoustics to be 32-33dB $L_{Aeq(1hr)}$ (compared with 36-38 dB $L_{Aeq(1hr)}$ in Option 1).
23. Future additional mechanical plant could be added and still comply with the night-time noise limits in the District Plan. This option therefore gives more flexibility for unforeseen future changes when compared to option 1.
24. As the majority of the proposed plant enclosure is located to the east of the building, only one staff carpark would be lost, meaning neighbours are less affected by staff or visitors parking their vehicles on the roadside as with Option 1.
25. The rough order of cost to build the plant enclosure for Option 2 is \$183,000 plus GST. As with Option 1, this amount is not the full project cost as the location of the plant enclosure is required before the design for the HVAC system can be completed.

Consultation

26. In order to comply with the Covenant discussed earlier, Council officers met individually with each of the six neighbours in December 2024 to present and discuss the two plant enclosure options. All six neighbours were offered the opportunity to provide feedback to Council on which of the proposed options they preferred.
27. Council received three responses from the six neighbours and all three supported Option 2 (i.e. the plant room partially shielded by the existing building). Neighbours expressed their uncertainty about the additional noise that may potentially be generated from the relocation of the plant to the ground.

Next Steps

28. To proceed with the project, the first step is to amend the existing resource consent LUC09/0025 to provide for the proposed enclosure. This consent will need to be specific to the location of the proposed plant enclosure (i.e. option 1 or option 2 location).
29. Council intends to apply to vary the noise limits in condition 28 of the LUC09/0025 to align with the permitted activity noise limits in the District Plan. For night time noise, this would result in an increase from 30 dBA in condition 28 to the District Plan permitted activity level of 40 dB $L_{Aeq(1hr)}$.
30. Once Council makes a decision on the location of the mechanical plant enclosure (that is, option 1 or option 2), Council can apply for this variation to the resource consent. The consent application will be processed by an independent consultant on behalf of Council's Planning Team, with the decision on the application to be made by an independent commissioner.
31. Once a decision on the location of the mechanical plant enclosure has been made, detailed design will be finalised. The final HVAC strategy will address both temperature fluctuation and humidity control concerns.
32. Council will engage with an appropriately qualified design team to complete the detailed design documentation. Once finalised, the design will be competitively procured in accordance with Council's procurement policy. Council will utilise the remaining \$1.9M budget to fund the total project costs including all associated mechanical plant upgrades and mechanical plant enclosure costs.
33. Indicative timeframes for the next steps are as follows:

Action	Estimated date
Complete resource consent documentation and lodge for consent on the preferred option	February 2025
Commence detailed design for the HVAC upgrade to the AAGHC	February 2025
Obtain resource consent	April 2025
Complete detailed design	May 2025
Procure construction costs	June 2025
Commence construction	July 2025
Complete construction	October 2025

Options analysis

Option one – Agree to situate the new mechanical plant enclosure to the north of the building as per option 1

34. This option would see the HVAC system located in line with the existing building. There would be a four-metre-high acoustic wall to the north and east of the mechanical plant enclosure to ensure plant noise complies with the District Plan noise limits. There would be no roof on the mechanical plant enclosure to allow for airflow and access to the equipment. Four staff carparks may be lost.

Advantages:

- The footprint aligns well with the existing building and creates a less visual impact.
- Pedestrians who walk by the building will be less impacted during construction of enclosure.

Disadvantages:

- Is inconsistent with the preferred option from the consultation with neighbours.
- Four staff carparks may be lost, meaning staff may end up parking on the neighbouring roadside. Alternatively four staff carparks could be rebuilt on the green space at additional cost.
- Neighbours may be more impacted by noise than Option 2, as the night-time noise level has been modelled by Marshall Day Acoustics at 36-38dB LAeq(1hr) (compared with 32-33dB LAeq(1hr) in option 2).
- A four-metre-high acoustic wall may be seen to be more visually imposing compared to the three-metre wall proposed in option 2.
- There are limited practical options for installing any future additional mechanical plant whilst still being able to comply with the night-time noise limits in the District Plan without further investment in acoustic attenuation treatments, as the noise levels are already quite close to the night-time limit.
- Requires amendment to the Resource Consent.
- Some may view this option negatively aesthetically

Risks:

Resource consent not being granted in a timely manner.

Individual community members are likely to have differing views as to which option is more or less aesthetically pleasing or compatible with the environment.

Option two – Agree to situate the new mechanical plant enclosure to the east of the building as per option 2 (recommended option)

35. This option would see the HVAC system wrap around the eastern side and front of the existing building and extend up to the property boundary with State Highway 1. There would be a three-metre-high acoustic wall to the north and east of the mechanical plant enclosure. There would be no roof on the mechanical plant enclosure to allow for airflow and access to the equipment. One staff carpark would be lost. One mature tree would be removed. The footpath would be narrowed to the legal width.

<p>Advantages:</p> <ul style="list-style-type: none"> - This option is consistent with the preferred option from the consultation with neighbours. - Likely to be perceived as least impactful of the two options to adjacent residential neighbours, with the night-time noise modelled by Marshall Day Acoustics to be 32-33dB LAeq(1hr) (compared with 36-38 dB LAeq(1hr) in Option 1). - A three-metre-high acoustic wall could be seen as less visually imposing compared to a four-metre wall proposed in Option 1. - One staff carpark will be lost meaning staff carparking roadside may not affect neighbours as much as Option 1. - Future additional mechanical plant could be added and still comply with the night-time noise limits in the District Plan. 	<p>Disadvantages:</p> <ul style="list-style-type: none"> - Will require the removal of a mature tree along State Highway 1. - Some pedestrians may not appreciate a narrower footpath at the front of the AAGHC. - Requires an additional amendment to the Resource Consent when compared to option 1. - Some may view this option negatively aesthetically.
<p>Risks:</p> <p>There may be an adverse reaction from the public for the loss of a prominent amenity tree. Individual community members are likely to have differing views as to which option is more or less aesthetically pleasing or compatible with the environment.</p>	

Option three – Status quo – do nothing

36. The current challenges and the risks associated with operating an art gallery and museum facility without suitable climatic conditions would continue. Council’s commitments to remedy the known concern therefore providing a fit for purpose art gallery and museum facility to all stakeholder and the community at large, would not be met.

<p>Advantages:</p> <ul style="list-style-type: none"> - Previously committed funding for the completion of this project would not be spent. - Does not require an amendment to the Resource Consent. 	<p>Disadvantages:</p> <ul style="list-style-type: none"> - The HVAC system continues to underperform, using more electricity and reducing the life of the existing equipment. - Significant cultural collections remain at risk as failing mechanical plant equipment creates uncontrollable fluctuations in temperature and humidity requirements. - The AAGHC loses credibility as a facility capable to exhibit, care and protect the collections entrusted to its care along with borrowed works from private and public collections. - Dishonouring the commitments made by previous Council to stakeholder groups. - The AAGHC will fail to meet sector standards for collection and exhibition care should components of the mechanical plant fail. - Council has already spent a significant amount on investigation work and has subsequently purchased the buffer tanks in preparation of the solution being installed.
<p>Risks:</p> <p>Reputational risk of a high-profile public facility becoming unfit for its purpose Council perceived as neglectful of its duty to care and protect cultural collections entrusted to it Loss of trust in Council by the Ashburton Art Gallery Inc, the Ashburton Museum and Historical Society and Ashburton Family History Group for not fulfilling its obligations to provide a fit for purpose art gallery and museum facility.</p>	

Legal/policy implications

Covenant

37. There is a covenant registered on the title of the AAGM and the adjoining six neighbours that Council cannot apply to amend any of the conditions of LUC09/0025 within 10 years of the AAGHC opening. Further, in the five-year period following the initial 10-year period, if Council wishes to amend any of the conditions of LUC09/0025, it must follow good management practice, and undertake consultations with these six neighbours.

Land use resource consent LUC09/0025

38. As the AAGHC is zoned Residential A in the Ashburton District Plan, there are noise limits that must be complied with. (see **Appendix 4** for all noise limits provided for in the District Plan).
39. By comparison, AAGHC currently has to operate within significantly lower noise limits under condition 28 of the land use resource consent LUC09/0025 granted in 2011.
40. Of particular note is the night time noise limits of 30 dBA in condition 28, compared with the permitted activity level of 40 dB $L_{Aeq(1hr)}$ in the District Plan.
41. Option 2 would be situated within the setback requirements in the District Plan and would require a variation to the resource consent.

Climate change

42. Improvements to the HVAC system would result in the mechanical plant being more efficient and effective. This may result in electricity cost savings and an extension of time between mechanical plant renewals.

Review of legal / policy implications

Reviewed by In-house Counsel

Jacqui Watson; Property Legal Counsel

Strategic alignment

43. The recommendation relates to Council's community outcome of a district of great spaces and places because our facilities enable people to enjoy heritage and art in a fit for purpose building.

Wellbeing		Reasons why the recommended outcome has an effect on this wellbeing
Economic	✓	Efficient use of the asset means it will last longer and reduce energy costs.
Environmental	✓	
Cultural	✓	The reduction in fluctuations in temperature and humidity control will improve the care and protection of cultural assets.
Social	✓	The AAGHC provides a social benefit to the District.

Financial implications

Requirement	Explanation
What is the cost?	The cost to build the mechanical plant enclosure is anticipated to be around the \$183,000 figure, however the cost of the project cannot be finalised until detailed design has been completed.
Is there budget available in LTP / AP?	Yes. \$2.5M towards this project was approved by Council through the 2019/20 Annual Plan. Of this, \$1,911,557 has been carried forward into the 2024/25 Annual Plan budget following some expenditure in previous years on early stages of the project.
Where is the funding coming from?	Loan funded from an approved budget
Are there any future budget implications?	Yes. A decision on the mechanical plant enclosure is required before detailed design can be completed. There is \$1,911,557 carried into the 2024/25 budget. This is anticipated to fund the balance of the project.
Reviewed by Finance	<i>Tania Paddock; Acting Group Manager Business Support</i>

Cost of the project

44. The decision in this report relates to the location of the mechanical plant enclosure and a cost for each location has been provided. Further work will be undertaken on the full cost of the project once detailed design has been finalised for the HVAC system.

Significance and engagement assessment

45. This project has been deemed low significance for the wider community and those impacted were consulted with directly.

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Low
Rationale for selecting level of significance	The project is likely to be of community interest but as it is a variation relating to the existing mechanical services, the significance is likely to be low. The impact to the community is low other than those immediately adjacent to the building. These neighbours have been individually consulted with. Not delivering the project would have a high impact on the delivery of the service in the future.
Level of engagement selected	Inform - One way communication with the community.

Rationale for selecting level of engagement	There is a small group of residents impacted which required consultation under the Resource Consent. No other wider community engagement is required.
Reviewed by Strategy & Policy	Mark Low; Strategy and Policy Manager

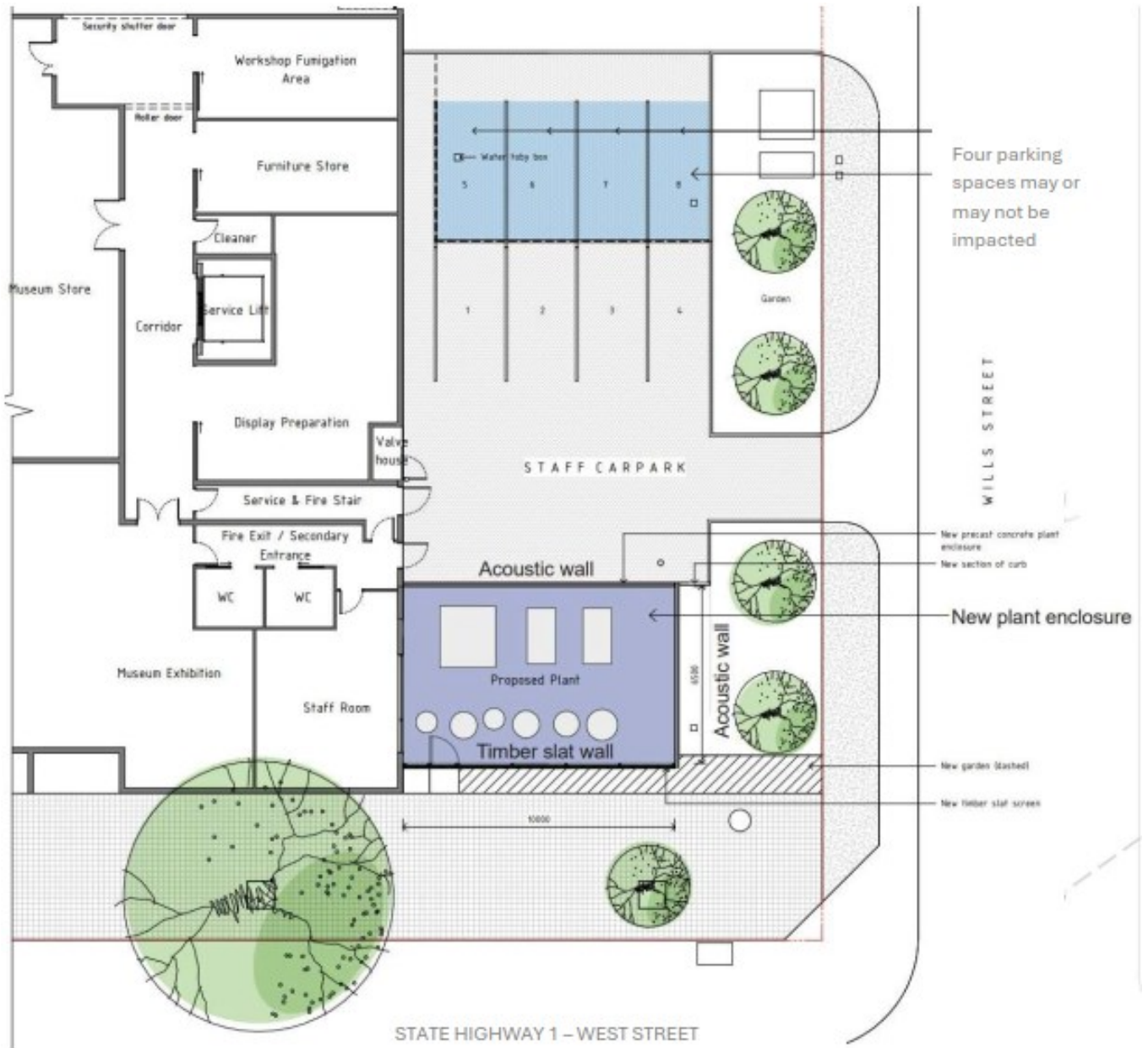
Appendix 1 – Land Covenant

[Annexure Schedule 2]

The Grantor covenants as follows:

1. The Grantor shall not for a period of ten (10) years from the date that the Grantor opens to the public its Art Gallery and Museum located at 325-333 West Street, Ashburton without the prior written approval of the Grantees:
 - 1.1 Make an application to amend resource consent LUC09/0025;
 - 1.2 Make an application for a new resource consent or similar approval in respect of resource consent LUC09/0025 for the Grantor's Art Gallery and Museum on the servient tenement.
2. In the event the grantor wishes to apply to either amend the conditions of resource consent LUC09/0025, or apply for a new resource consent or similar approval in respect of resource consent LUC09/0025 for the Grantor's Art Gallery and Museum on the servient tenement at any time in the five (5) year period following the expiry of the ten (10) year period in clause 1 herein, time being strictly of the essence, the Grantor shall follow good resource management practice, and undertake consultation with the Grantees.
3. This covenant in favour of the Grantees shall bind the Grantor and the Grantor's successors in title.
4. The servient tenement shall for the duration of this covenant be bound by the above covenants for the benefit for the dominant tenement.

Appendix 2 - Option 1 - Mechanical plant enclosure to the north



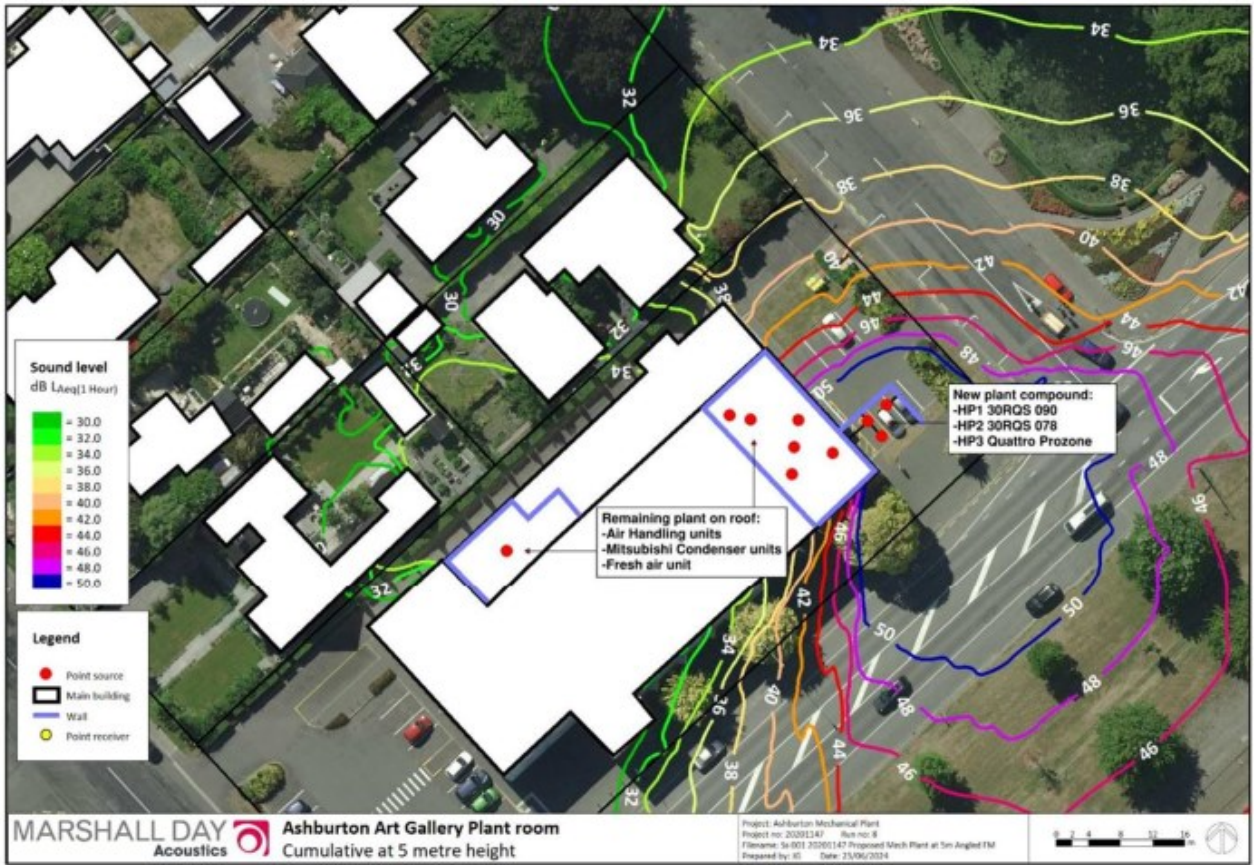
Option one: indicative floor plan only



Option one: artist impression only



Option one: artist impression only



Appendix 3 - Option 2 - Mechanical plant enclosure to the east



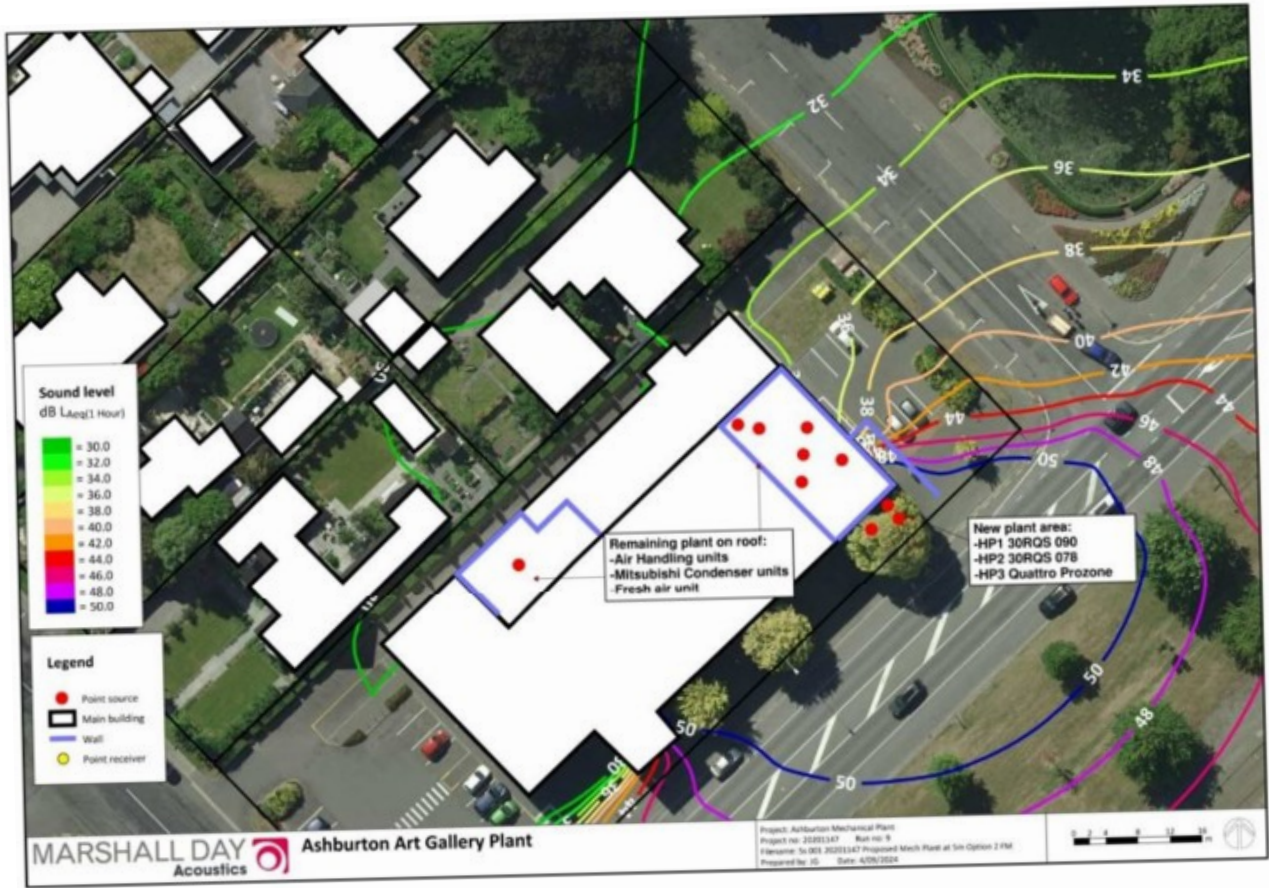
Option two: indicative floor plan only



Option two: artist impression only



Option two: artist impression only



Option two: noise contours

Appendix 4 – Ashburton District Plan Noise Limits

11.8 Noise Standards

11.8.1 Noise standards for zones

- a) The noise level from activities within any other site shall not exceed the limits set out in Table 11-1 below:

Table 11-1: Noise Limits

	Daytime (0700-2200 inclusive)		Night-time (All other times)	
	L _{Aeq(1hr)}	L _{AF,max}	L _{Aeq(1hr)}	L _{AF,max}
When measured at or within the boundary of any site zoned:				
Business A	55 dB	80 dB	45 dB	70 dB
Business B, and C	60 dB	85 dB	50 dB	75 dB
Business D, E, and F	65 dB	90 dB	55 dB	80 dB
Open Space A and B, and at the boundary of the buffer zone as defined in the Outline Development Plan for the Business E Zone (see Section 5)	55 dB	80 dB	45 dB	70 dB
Residential A, B, C and D	50 dB	75 dB	40 dB	65 dB
Rural A and B	65 dB	85 dB	45 dB	70 dB
Rural C	40 dB	65 dB	30 dB	55 dB
When measured at the notional boundary of any residential unit on an adjoining site zoned:				
Rural A and B	50 dB	75 dB	40 dB	65 dB

Notes:

- a) Where there are buildings close to or on a site boundary, compliance with the noise limits shall be assessed 1 metre from any accessible façade of those buildings.
- b) Where a fence or other noise control structure is erected on a site boundary, compliance assessment shall consider the effect of such a structure.
- c) When applying the notional boundary provision, the notional boundary is a line 20 metres from any residential unit on any neighbouring site, as defined in NZS6802:2008 *Acoustics-Environmental Noise*.
- d) The daytime noise limits are intended to provide amenity for outdoor activities. Night-time noise limits are intended to allow for sleep amenity.
- e) The noise rule that is applicable to a site is based on the zoning of the site receiving the noise and not the site that is generating the noise.

10. *Ashburton Car Club – Road Closure*

Author	<i>Poppy Surridge; Applications Officer-Roading</i>
Activity Manager	<i>Mark Chamberlain; Roading Manager</i>
Executive Team Member	<i>Neil McCann; Group Manager-Infrastructure & Open Spaces</i>

Summary

- This report considers an application from the Ashburton Car Club for temporary road closures of a section of Upper Downs Road Mt Somers on Saturday, 15 February 2025 to hold the Gravel Sprint Event.
- This report outlines the benefits and risks to be taken into consideration on whether to approve or decline the road closure.
- Council is not obliged to approve any road closures. Our practice has been to approve such requests, subject to being confident that the event organisers can manage the event safely, and that the road will be restored to pre-race condition.
- Officers are satisfied that the Ashburton Car Club can meet these expectations, as they have repeatedly done so for many years. This event requires no detours and the roads concerned do not experience high traffic volumes.

Recommendation

1. **That** Council permits the closure of Upper Downs Road, Mt Somers, from Quarry Road to approximately 518 Upper Downs Road from 8.00am Saturday, 15 February 2025 until 6.00 pm the same day to allow the Gravel Sprint Event to take place.

Attachment

Appendix 1 Road closure diagram

Background

The current situation

1. The Ashburton Car Club has applied for a road closure at Upper Downs Road to hold the Gravel Sprint Event on Saturday, 15 February 2025. The event will be held from 8.00 am to 6.00 pm. The affected length of Upper Downs Road runs from Quarry Road to approximately 518 Upper Downs Road. See attached diagram of the road closure (appendix 1).
2. The event has been advertised, and no objections were received.
3. The required insurances and traffic management plan have been received.
4. This application must be considered by Council under Paragraph 11(e) of the Tenth Schedule of the Local Government Act 1974, because New Zealand Motorsport, of which the Ashburton Car Club is a member, requires roads to be closed for motor sport events under the Local Government Act, as event participants may be under 17 years of age.
5. The Ashburton Car Club has run car racing events safely and successfully for over 18 years. Their events are well organised and every precaution is taken by the organisers to ensure that the highest levels of safety are maintained. Their events are highly supported by the local community and are a valued attraction to the District.

Options analysis

Option one – Approve road closure (recommended option)

6. Our practice has been to approve such requests, subject to being confident that the event organisers can manage the event safely, and that the road will be restored to pre-race condition.
7. Ashburton Car Club has a strong record of safe and successful management of these events in the district for over 18 years.
8. The responsibility for risk-free operation lies with the organisers and all contingencies are covered in the conditions of closure.
9. The road condition will be inspected by Roading staff before and after the event. Staff are confident that the asset will be returned to its pre—existing condition after the event.

Advantages: Event has been organised and run successfully for many years without incident. It is supported by the local community.	Disadvantages: If an incident occurs this could prevent access to the road for a period of time.
Risks:	

Safety issues due to it being a motor vehicle event.
 Travel impact on residents, road users, spectators, and local businesses.
 The impact on the condition of the gravel road.
 These risks are considered LOW overall as they can all be successfully managed.

Option two – Decline road closure

10. This option is not recommended.

<p>Advantages: Any safety, travel delay or impact on road condition are avoided.</p>	<p>Disadvantages: Many people look forward to these types of events and they provide positive attraction to the district.</p>
<p>Risks: Reputational risk to Council to hold motorsport events within the district.</p>	

Legal/policy implications

- 11. Clause 11 of the Tenth Schedule of the Local Government Act 1974 provides –
- 12. *“That Council may, subject to such conditions as it thinks fit... close any road or part of a road to all traffic (e)... for any exhibition, fair, market, concert, film making, race or other sporting event or public function.”*
- 13. As noted previously, our practice is to enable these events to proceed subject to ensuring the safety of road users, residents, and spectators.

Review of legal / policy implications	
Reviewed by In-house Counsel	NA

Strategic alignment

- 14. The recommendation relates to Council’s community outcome of *“residents are included and have a voice”* because they are given the opportunity to comment on and participate in a community event.

Wellbeing		Reasons why the recommended outcome has an effect on this wellbeing
Economic		
Environmental		
Cultural		
Social	✓	An opportunity for people to take part in, observe and enjoy an event on local roads.

Financial implications

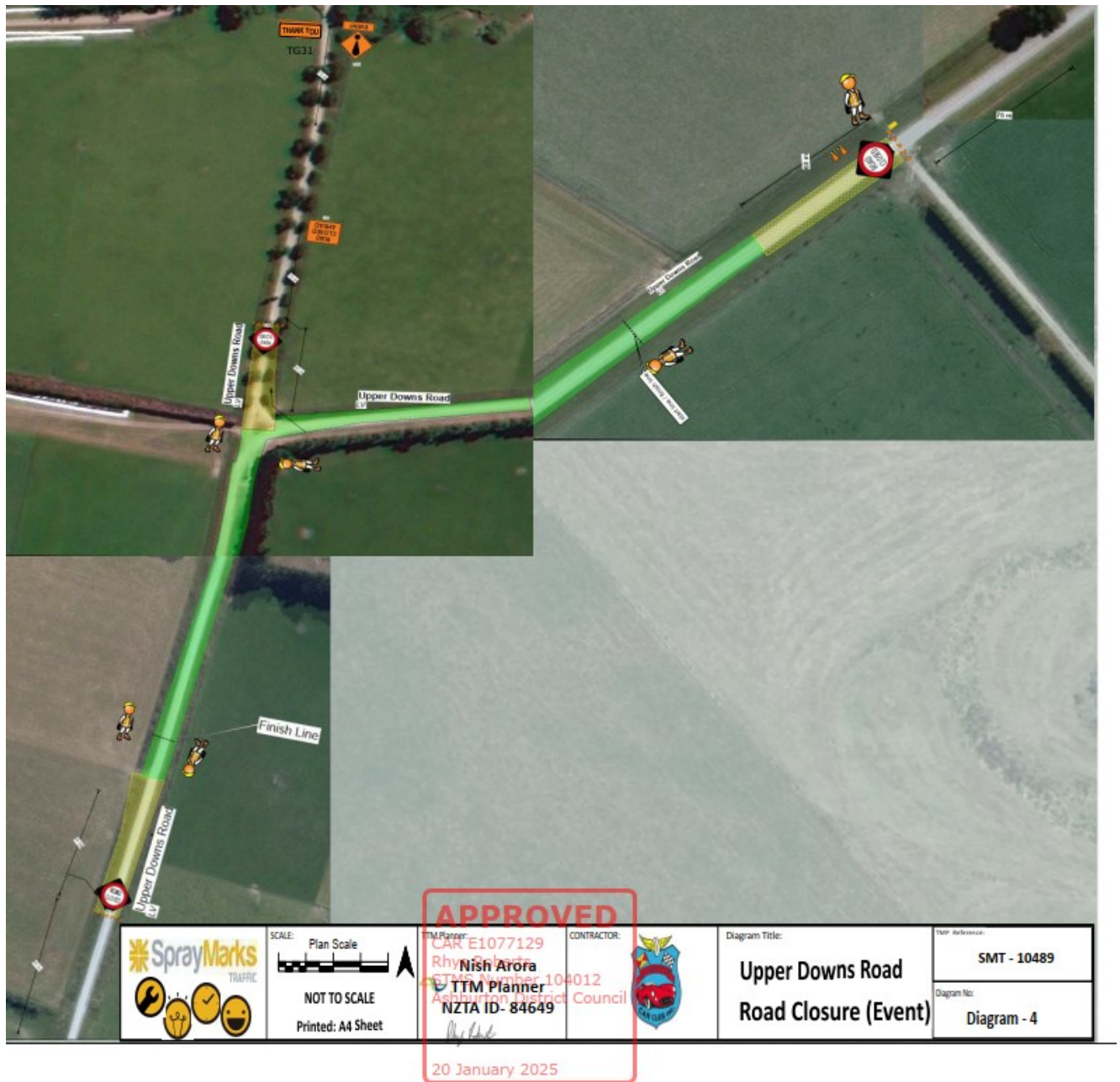
Requirement	Explanation
What is the cost?	No cost to Council
Is there budget available in LTP / AP?	NA
Where is the funding coming from?	NA
Are there any future budget implications?	NA
Reviewed by Finance	NA

Significance and engagement assessment

15. Property owners in the affected areas approached and letters dropped so they aware of the event and road closure.
16. The event has been publicly notified.
17. Other local organisations are actively involved with marshalling, security etc.
18. Emergency services are provided with a copy of road closure information after approval has been given.
19. There will also be publicity around this road closure due to the normal media coverage of public meeting agenda items.
20. The advance communications and notifications are consistent with the overall significance of this decision and the legal requirements.

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Medium
Rationale for selecting level of significance	This level of engagement is required to meet statutory requirements.
Level of engagement selected	Level 3 – Consult. Council must advertise the closure and consider objections, if any are received.
Rationale for selecting level of engagement	This level of engagement is required to meet statutory requirements.
Reviewed by Strategy & Policy	<i>Nil.</i>

Appendix 1 – road closure diagram



Council

5 February 2025



11. *Financial Report*

Author *Erin Register, Finance Manager*
GM responsible *Tania Paddock, Acting GM Business Support*

Attachments

Financial variance report – 31 December 2024

Recommendation

That Council receives the December 2024 financial variance report.

***Ashburton District Council
Financial Variance Report
For the period ending
31 December 2024***

Variances greater than \$100,000 are highlighted in **red bold**. If the variance is permanent an explanation is provided.

F (favourable variance) means that either actual revenue is greater than budget or actual expenditure is less than budget.

U (unfavourable variance) is **when** actual revenue is less than budget or actual expenditure is greater than budget.

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Income and Expenditure – Overview

For period ending 31 December 2024

<p>\$45.17 M</p> <p>Actual YTD Operating Income</p>	<p>\$97.17 M</p> <p>Revised Budget Full Year Operating Income</p>	<p>(\$52.00) M</p> <p>Variance Operating Income</p>	<p>46%</p> <p>% of Revised Budget Operating Income</p>
<p>\$43.35 M</p> <p>Actual YTD Operating Expenditure</p>	<p>\$89.43 M</p> <p>Revised Budget Full Year Operating Expenditure</p>	<p>(\$46.08) M</p> <p>Variance Operating Expenditure</p>	<p>48%</p> <p>% of Revised Budget Operating Expenditure</p>
<p>\$1.86 M</p> <p>Actual YTD Capital Income</p>	<p>\$37.61 M</p> <p>Revised Budget Full Year Capital Income</p>	<p>(\$35.76) M</p> <p>Variance Capital Income</p>	<p>5%</p> <p>% of Revised Budget Capital Income</p>
<p>\$14.57 M</p> <p>Actual YTD Capital Expenditure</p>	<p>\$59.76 M</p> <p>Revised Budget Full Year Capital Expenditure</p>	<p>(\$45.19) M</p> <p>Variance Capital Expenditure</p>	<p>24%</p> <p>% of Revised Budget Capital Expenditure</p>
<p>\$5.00 M</p> <p>Actual YTD Loans Repaid</p>	<p>\$10.42 M</p> <p>Revised Budget Full Year Loans Repaid</p>	<p>(\$5.42) M</p> <p>Variance Loans Repaid</p>	<p>48%</p> <p>% of Revised Budget Loans Repaid</p>

This report is for the first 6 months or 50% of the year.

*Loan Repayments are for the prior year due to timing of loans maturing at year end.
Budgeted Loan Repayments for the current year are actioned at year end.*

Income and Expenditure – Summary

For period ending 31 December 2024

	Actual YTD	Full Year Revised Budget	Variance	Percentage of Revised Budget
Revenue				
Rates	26,785,099	52,448,857	(25,663,758)	51%
Fees and Charges	6,420,097	12,033,675	(5,613,577)	53%
Subsidies and Grants	6,746,335	12,841,317	(6,094,982)	53%
Finance Income	394,560	450,000	(55,440)	88%
Other Revenue	3,057,603	6,805,006	(3,747,404)	45%
Other Sales	391,658	1,502,276	(1,110,618)	26%
Development / Financial Contributions	1,353,062	900,000	453,062	150%
Gain on Sale of Assets	19,009	3,884,000	(3,864,991)	0%
Vested Assets	0	6,305,000	(6,305,000)	0%
Total Revenue	45,167,423	97,170,131	(52,002,707)	46%
Operating Expenditure				
Payments to Staff and Suppliers	30,057,969	63,389,747	(33,331,778)	47%
Finance Costs	3,386,571	6,610,187	(3,223,615)	51%
Other Expenses	157,021	145,700	11,321	108%
Depreciation	9,752,517	19,285,939	(9,533,422)	51%
Total Expenditure	43,354,079	89,431,572	(46,077,494)	48%
Net operating surplus (deficit)	1,813,345	7,738,558	(5,925,214)	23%
Capital Income				
Loans Raised	0	35,514,703	(35,514,703)	0%
Land Sales	1,418,826	0	1,418,826	0%
Other Asset Sales & Disposals	438,446	2,100,000	(1,661,554)	21%
Total Capital Income	1,857,272	37,614,703	(35,757,431)	5%
Capital Expenditure				
Infrastructural Assets	3,443,710	19,247,400	(15,803,690)	18%
Cyclic Renewals	7,628,992	20,844,825	(13,215,833)	37%
Plant	155,469	611,957	(456,488)	25%
Additions/Alterations	2,511,152	10,248,069	(7,736,917)	25%
Other Assets	817,604	8,805,335	(7,987,730)	9%
Total capital expenditure	14,569,014	59,757,586	(45,188,571)	24%
Loan Repayments	5,000,000	10,421,283	(5,421,283)	48%
Total capital to be funded	17,711,743	32,564,166	(14,852,423)	54%

Loan Repayments are for the prior year due to timing of loans maturing at year end.

Budgeted Loan Repayments for the current year are actioned at year end.

Transportation – Income & Expenditure Report

For period ending 31 December 2024

	Actual YTD	Revised Budget Full Year	Variance	Percentage of Revised Budget	Permanent Variance
Operating Income					
Footpaths	688,728	1,570,605	(881,877)	44%	No
Roading	10,821,385	21,591,662	(10,770,277)	50%	No
	11,510,114	23,162,267	(11,652,154)	50%	
Operating Expenditure					
Footpaths	741,302	1,465,525	(724,223)	51%	No
Roading	8,848,724	18,971,267	(10,122,542)	47%	No
	9,590,027	20,436,792	(10,846,765)	47%	
Capital Income					
Roading	0	2,600,000	(2,600,000)	0%	No
	0	2,600,000	(2,600,000)	0%	
Capital Expenditure					
Footpaths	165,262	683,000	(517,739)	24%	No
Roading	5,648,237	11,955,739	(6,307,502)	47%	No
	5,813,498	12,638,739	(6,825,241)	46%	
Loan Repayments					
Footpaths	43,363	26,281	17,082	165%	
Roading	181,498	544,971	(363,473)	33%	No
	224,861	571,252	(346,391)	39%	

The above financials include the following:

Development Contributions	0	0	0	0%
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The above financials do not include the following:

Vested Assets	0	2,150,000	(2,150,000)	0%
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The above financials do not include appropriations - to and from activities.

Loan Repayments are for the prior year due to timing of loans maturing at year end.

Budgeted Loan Repayments for the current year are actioned at year end.

Drinking Water – Income & Expenditure Report

For period ending 31 December 2024

	Actual YTD	Revised Budget Full Year	Variance	Percentage of Revised Budget	Permanent Variance
Operating Income					
Group Water Supplies	4,242,494	8,157,292	(3,914,798)	52%	No
Montalto Water Supply	201,094	399,800	(198,706)	50%	No
Lyndhurst Water Supply	12,026	18,457	(6,431)	65%	
Barhill Water Supply	7,841	3,945	3,896	199%	
	4,463,455	8,579,494	(4,116,039)	52%	
Operating Expenditure					
Group Water Supplies	4,274,665	7,683,147	(3,408,482)	56%	No
Montalto Water Supply	191,997	403,728	(211,732)	48%	No
Lyndhurst Water Supply	3,131	5,409	(2,278)	58%	
Barhill Water Supply	918	1,566	(647)	59%	
	4,470,711	8,093,850	(3,623,140)	55%	
Capital Income					
Group Water Supplies	0	14,062,349	(14,062,349)	0%	No
	0	14,446,879	(14,446,879)	0%	
Capital Expenditure					
Group Water Supplies	2,304,058	15,409,174	(13,105,116)	15%	Yes
Montalto Water Supply	3,086	399,530	(396,445)	1%	No
	2,307,143	15,808,704	(13,501,561)	15%	
Loan Repayments					
Group Water Supplies	557,559	1,876,785	(1,319,226)	30%	No
Montalto Water Supply	0	18,192	(18,192)	0%	
Lyndhurst Water Supply	9,317	13,048	(3,731)	71%	
Barhill Water Supply	2,446	2,379	67	103%	
	569,322	1,910,404	(1,341,082)	30%	
<i>The above financials include the following:</i>					
Development Contributions	223,348	177,015	46,333	126%	
<i>The above financials do not include the following:</i>					
Vested Assets	0	660,000	(660,000)	0%	

*The above financials do not include appropriations - to and from activities.
Loan Repayments are for the prior year due to timing of loans maturing at year end.
Budgeted Loan Repayments for the current year are actioned at year end.*

Drinking Water – Capital Expenditure

Group Water Supplies

\$13,105,116F

Reason for variance

There will be a delay in the delivery of the UV Upgrade Programme relating to supply chain issues. It is understood to be a longer lead-in time for the UV equipment supply than originally allowed for in ADC programmes. Officers are exploring early direct procurement of the equipment by Council in an effort to limit the impact on the wider programme. It is envisaged the project will now be fully completed by December 2025. At this point an estimated favourable variance of \$3.0M is anticipated at 30 June 25, and will be subject to a carryover request.

Wastewater – Income & Expenditure Report

For period ending 31 December 2024

	Actual YTD	Revised Budget Full Year	Variance	Percentage of Revised Budget	Permanent Variance
Operating Income					
Ashburton Wastewater	2,977,956	6,001,392	(3,023,436)	50%	No
Methven Wastewater	376,325	540,205	(163,880)	70%	Yes
Rakaia Wastewater	175,945	561,416	(385,470)	31%	No
	3,530,227	7,103,013	(3,572,786)	50%	
Operating Expenditure					
Ashburton Wastewater	3,195,236	5,502,186	(2,306,950)	58%	No*
Methven Wastewater	246,195	538,517	(292,321)	46%	No
Rakaia Wastewater	209,833	564,074	(354,241)	37%	No
	3,651,264	6,604,776	(2,953,512)	55%	
Capital Income					
Ashburton Wastewater	0	5,618,171	(5,618,171)	0%	No
	0	5,618,171	(5,618,171)	0%	
Capital Expenditure					
Ashburton Wastewater	868,046	7,363,725	(6,495,679)	12%	Yes
Methven Wastewater	20,728	134,037	(113,309)	15%	No
Rakaia Wastewater	1,331,832	0	1,331,832	0%	Yes
	2,220,606	7,497,762	(5,277,156)	30%	
Loan Repayments					
Ashburton Wastewater	1,074,929	1,087,337	(12,409)	99%	
Methven Wastewater	11,623	16,277	(4,654)	71%	
Rakaia Wastewater	3,978	13,711	(9,733)	29%	
	1,090,529	1,117,325	(26,796)	98%	

The above financials include the following:

Capital Services Contribution	173,632	462,856	(289,224)	38%
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The above financials do not include the following:

Vested Assets	0	2,630,000	(2,630,000)	0%
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The above financials do not include appropriations - to and from activities.

Loan Repayments are for the prior year due to timing of loans maturing at year end.

Budgeted Loan Repayments for the current year are actioned at year end.

Wastewater – Operating Income

Methven Wastewater

\$163,880U

Reason for variance

The Methven Targeted Rates and Capital Services Contributions are above the year to date budget and will be a permanent favourable variance. This is due to a higher quantity of properties becoming rateable than when the budget was set.

*Wastewater – Operating Expenditure

Ashburton Wastewater

\$2,306,950F

Reason for variance

Expenditure on the Maintenance Contracts is trending ahead of YTD budget (55% or \$210k). This is driven partly by costs for the annual CCTV condition assessment coming through and costs of reactive works being undertaken in accordance with the utilities contract. It is too early to confirm if there will be an unfavourable variance at 30 June but the issue continues to be closely monitored.

Wastewater – Capital Expenditure

Ashburton Wastewater

\$6,495,679F

Reason for variance

The majority of the Ashburton capital budget comprises \$4.0M allocated for the Grit Chamber Pipeline Renewal and \$3.0M for the Rakaia Sludge Beds project. Both of these projects have been tendered and due to very favourable tender prices, the forecast total expenditure for both projects will fall in the range \$4.0-4.5M. This indicates a forecast favourable variance of \$2.5-3.0M at 30 June, and will therefore reduce the total borrowing required for these projects.

Rakaia Wastewater

\$1,331,832U

Reason for variance

The expenditure relates to the Rakaia Sludge Beds project. The budget for this project is sitting in the Ashburton wastewater capital area so any expenditure in the Rakaia cost centre will be fully offset by the available budget in the Ashburton cost centre.

Stormwater – Income & Expenditure Report

For period ending 31 December 2024

	Actual YTD	Revised Budget Full Year	Variance	Percentage of Revised Budget	Permanent Variance
Operating Income					
Ashburton Stormwater	673,070	1,314,555	(641,485)	51%	No
Methven Stormwater	52,709	102,934	(50,225)	51%	
Rakaia Stormwater	13,545	26,451	(12,906)	51%	
Hinds Stormwater	3,727	6,926	(3,199)	54%	
Rural Stormwater	26,292	51,345	(25,053)	51%	
	769,343	1,502,211	(732,868)	51%	
Operating Expenditure					
Ashburton Stormwater	637,372	1,541,173	(903,801)	41%	No
Methven Stormwater	41,984	104,268	(62,284)	40%	
Rakaia Stormwater	12,468	40,219	(27,751)	31%	
Hinds Stormwater	4,114	6,929	(2,815)	59%	
Rural Stormwater	442	51,345	(50,903)	1%	
	696,380	1,743,934	(1,047,554)	40%	
Capital Income					
Ashburton Stormwater	0	135,698	(135,698)	0%	No
	0	135,698	(135,698)	0%	
Loan Repayments					
Ashburton Stormwater	195,609	173,989	21,620	112%	
Methven Stormwater	5,383	7,539	(2,156)	71%	
	200,992	181,528	19,464	111%	

The above financials include the following:

Development Contributions	0	0	0	0%
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The above financials do not include the following:

Vested Assets	0	865,000	(865,000)	0%
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The above financials do not include appropriations - to and from activities.

Loan Repayments are for the prior year due to timing of loans maturing at year end.

Budgeted Loan Repayments for the current year are actioned at year end.

Stockwater – Income & Expenditure Report

For period ending 31 December 2024

	Actual YTD	Revised Budget Full Year	Variance	Percentage of Revised Budget	Permanent Variance
Operating Income					
Stockwater	773,828	1,462,895	(689,067)	53%	No
	<u>773,828</u>	<u>1,462,895</u>	<u>(689,067)</u>	<u>53%</u>	
Operating Expenditure					
Stockwater	475,435	1,429,295	(953,860)	33%	No
	<u>475,435</u>	<u>1,429,295</u>	<u>(953,860)</u>	<u>33%</u>	
Capital Income					
Stockwater	0	90,595	(90,595)	0%	
	<u>0</u>	<u>90,595</u>	<u>(90,595)</u>	<u>0%</u>	
Capital Expenditure					
Stockwater	0	90,595	(90,595)	0%	
	<u>0</u>	<u>90,595</u>	<u>(90,595)</u>	<u>0%</u>	
Loan Repayments					
Stockwater	12,620	23,360	(10,740)	54%	
	<u>12,620</u>	<u>23,360</u>	<u>(10,740)</u>	<u>54%</u>	

The above financials include the following:

0	0	0	0%
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The above financials do not include the following:

0	0	0	0%
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The above financials do not include appropriations - to and from activities.

Loan Repayments are for the prior year due to timing of loans maturing at year end.

Budgeted Loan Repayments for the current year are actioned at year end.

Waste Reduction & Recycling – Income & Expenditure Report

For period ending 31 December 2024

	Actual YTD	Revised Budget Full Year	Variance	Percentage of Revised Budget	Permanent Variance
Operating Income					
Refuse Collection	1,489,285	2,778,247	(1,288,962)	54%	No
Refuse Management	2,581,154	5,466,138	(2,884,984)	47%	No
	<u>4,070,439</u>	<u>8,244,385</u>	<u>(4,173,946)</u>	<u>49%</u>	
Operating Expenditure					
Refuse Collection	1,109,540	2,773,785	(1,664,245)	40%	No
Refuse Management	2,654,668	5,442,803	(2,788,135)	49%	No
	<u>3,764,207</u>	<u>8,216,587</u>	<u>(4,452,380)</u>	<u>46%</u>	
Capital Income					
Refuse Management	0	366,183	(366,183)	0%	No
	<u>0</u>	<u>366,183</u>	<u>(366,183)</u>	<u>0%</u>	
Capital Expenditure					
Refuse Management	263,775	749,000	(485,225)	35%	No
	<u>263,775</u>	<u>749,000</u>	<u>(485,225)</u>	<u>35%</u>	
Loan Repayments					
Refuse Collection	3,186	4,462	(1,276)	71%	
Refuse Management	19,787	44,564	(24,777)	44%	
	<u>22,973</u>	<u>49,026</u>	<u>(26,053)</u>	<u>47%</u>	
<i>The above financials include the following:</i>					
Development Contributions	0	0	0	0%	
<i>The above financials do not include the following:</i>					
Vested Assets	0	0	0	0%	

The above financials do not include appropriations - to and from activities.

Loan Repayments are for the prior year due to timing of loans maturing at year end.

Budgeted Loan Repayments for the current year are actioned at year end.

Recreation Facilities – Income & Expenditure Report

For period ending 31 December 2024

	Actual YTD	Revised Budget Full Year	Variance	Percentage of Revised Budget	Permanent Variance
Operating Income					
Ashburton Museum and Art Gallery	1,408,308	2,729,736	(1,321,428)	52%	No
Library	1,203,789	2,361,687	(1,157,898)	51%	No
Recreation Facilities and Services	3,249,861	6,536,913	(3,287,052)	50%	No
	<u>5,861,959</u>	<u>11,628,337</u>	<u>(5,766,378)</u>	<u>50%</u>	
Operating Expenditure					
Ashburton Museum and Art Gallery	1,310,020	2,770,309	(1,460,289)	47%	No
Library	1,270,573	2,292,693	(1,022,119)	55%	No
Recreation Facilities and Services	3,179,753	6,600,091	(3,420,339)	48%	No
	<u>5,760,346</u>	<u>11,663,093</u>	<u>(5,902,747)</u>	<u>49%</u>	
Capital Income					
Recreation Facilities and Services	0	457,020	(457,020)	0%	No
	<u>0</u>	<u>1,027,020</u>	<u>(1,027,020)</u>	<u>0%</u>	
Capital Expenditure					
Ashburton Museum and Art Gallery	567,743	672,000	(104,257)	84%	No
Library	106,209	171,300	(65,091)	62%	No
Recreation Facilities and Services	174,063	1,035,500	(861,437)	17%	No
	<u>848,016</u>	<u>1,878,800</u>	<u>(1,030,784)</u>	<u>45%</u>	
Loan Repayments					
Library	0	14,969	(14,969)	0%	
Recreation Facilities and Services	12,800	10,822	1,978	118%	
	<u>12,800</u>	<u>25,791</u>	<u>(12,991)</u>	<u>50%</u>	

The above financials include the following:

Development Contributions	0	0	0	0%
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The above financials do not include the following:

Vested Assets	0	0	0	0%
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The above financials do not include appropriations - to and from activities.

Loan Repayments are for the prior year due to timing of loans maturing at year end.

Budgeted Loan Repayments for the current year are actioned at year end.

Recreation Facilities – Capital Expenditure

EA Networks Centre

\$861,437F

Reason for variance

A number of capital projects at EA Networks Centre are scheduled for January-February 2025. This accounts for the capital income and expenditure spend to date being low.

Recreation & Community Services – Income & Expenditure Report

For period ending 31 December 2024

	Actual YTD	Revised Budget Full Year	Variance	Percentage of Revised Budget	Permanent Variance
Operating Income					
Public Conveniences	383,282	736,597	(353,315)	52%	No
Elderly Persons Housing	1,485,806	2,394,410	(908,604)	62%	No
Memorial Halls	251,063	359,371	(108,307)	70%	No
Reserves and Camping Grounds	606,029	1,027,321	(421,292)	59%	No
Reserve Boards	446,091	794,030	(347,939)	56%	No
Community Safety	38,914	76,599	(37,685)	51%	
	<u>3,211,185</u>	<u>5,388,328</u>	<u>(2,177,142)</u>	<u>60%</u>	
Operating Expenditure					
Public Conveniences	201,175	522,287	(321,112)	39%	No
Elderly Persons Housing	434,483	842,572	(408,088)	52%	No
Memorial Halls	463,623	666,058	(202,434)	70%	Yes
Reserves and Camping Grounds	496,851	1,026,121	(529,269)	48%	No
Reserve Boards	349,199	774,795	(425,596)	45%	No
Community Safety	55,302	76,599	(21,297)	72%	
	<u>2,000,634</u>	<u>3,908,431</u>	<u>(1,907,797)</u>	<u>51%</u>	
Capital Income					
Elderly Persons Housing	0	857,417	(857,417)	0%	No
Reserves and Camping Grounds	0	91,713	(91,713)	0%	
Reserve Boards	0	14,117	(14,117)	0%	
	<u>0</u>	<u>963,247</u>	<u>(963,247)</u>	<u>0%</u>	
Capital Expenditure					
Public Conveniences	28,300	470,000	(441,700)	6%	No
Elderly Persons Housing	1,539,007	2,821,959	(1,282,952)	55%	No
Memorial Halls	6,295	0	6,295	0%	
Reserves and Camping Grounds	39,914	91,713	(51,799)	44%	
Reserve Boards	121,439	72,117	49,322	168%	
	<u>1,734,954</u>	<u>3,455,789</u>	<u>(1,720,835)</u>	<u>50%</u>	
Loan Repayments					
Public Conveniences	179,905	24,796	155,109	726%	No
Elderly Persons Housing	7,090	48,432	(41,342)	15%	
Reserves and Camping Grounds	1,608	1,200	408	134%	
Reserve Boards	10,416	37,211	(26,795)	28%	
	<u>199,019</u>	<u>111,639</u>	<u>87,380</u>	<u>178%</u>	
<i>The above financials include the following:</i>					
Development Contributions	300	0	300	0%	
<i>The above financials do not include the following:</i>					
Vested Assets	0	0	0	0%	

The above financials do not include appropriations - to and from activities.

Loan Repayments are for the prior year due to timing of loans maturing at year end.

Budgeted Loan Repayments for the current year are actioned at year end.

Recreation & Community Services – Operating Expenditure

Memorial Halls

\$202,434F

Reason for variance

There will be a permanent unfavourable variance of due to increased insurance costs.

Economic Development – Income & Expenditure Report

For period ending 31 December 2024

	Actual YTD	Revised Budget Full Year	Variance	Percentage of Revised Budget	Permanent Variance
Operating Income					
Commercial Property	2,123,722	7,656,558	(5,532,837)	28%	No
Business & Economic Development	472,816	1,020,304	(547,487)	46%	No
District Promotion	185,952	364,241	(178,289)	51%	No
Forestry	0	454,220	(454,220)	0%	Yes
	<u>2,782,490</u>	<u>9,495,323</u>	<u>(6,712,833)</u>	<u>29%</u>	
Operating Expenditure					
Commercial Property	4,096,840	8,029,186	(3,932,346)	51%	Yes
Business & Economic Development	512,859	1,149,304	(636,445)	45%	No
District Promotion	142,918	280,183	(137,265)	51%	No
Forestry	114,219	415,406	(301,187)	27%	Yes
	<u>4,866,837</u>	<u>9,874,080</u>	<u>(5,007,243)</u>	<u>49%</u>	
Capital Income					
Commercial Property	1,812,576	11,214,807	(9,402,231)	16%	Yes
	<u>1,812,576</u>	<u>11,214,807</u>	<u>(9,402,231)</u>	<u>16%</u>	
Capital Expenditure					
Commercial Property	796,362	9,299,807	(8,503,445)	9%	No
	<u>796,362</u>	<u>9,299,807</u>	<u>(8,503,445)</u>	<u>9%</u>	
Loan Repayments					
Commercial Property	2,323,684	5,967,749	(3,644,065)	39%	No
	<u>2,323,684</u>	<u>5,967,749</u>	<u>(3,644,065)</u>	<u>39%</u>	

The above financials include the following:

Development Contributions	0	0	0	0%
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The above financials do not include the following:

Vested Assets	0	0	0	0%
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The above financials do not include appropriations - to and from activities.

Loan Repayments are for the prior year due to timing of loans maturing at year end.

Budgeted Loan Repayments for the current year are actioned at year end.

Economic Development – Operating Income

Forestry **\$454,220U**

Reason for variance

Forestry harvest of one stand is no longer anticipated to occur in the 2024/25 financial year. The budgeted return on this harvest will be lower than originally budgeted. There will be a partial offset by way of reduced harvesting costs as a result. This will be a permanent variance.

Economic Development – Operating Expenditure

Commercial Property **\$3,932,346F**

Reason for variance

There will be a permanent variance of \$290k due to increased insurance costs.

Forestry **\$301,187F**

Reason for variance

Forestry harvesting will be deferred to a future year as mentioned under operating income. This will be a permanent variance.

Economic Development – Capital Income

Commercial Property **\$9,402,231U**

Reason for variance

\$1.349M permanent variance due to unbudgeted freeholding of two Glasgow Leases.

Parks & Open Spaces – Income & Expenditure Report

For period ending 31 December 2024

	Actual YTD	Revised Budget Full Year	Variance	Percentage of Revised Budget	Permanent Variance
Operating Income					
Cemeteries	350,171	789,611	(439,441)	44%	No
Parks and Recreation	4,515,508	6,985,429	(2,469,921)	65%	No
	<u>4,865,679</u>	<u>7,775,041</u>	<u>(2,909,362)</u>	<u>63%</u>	
Operating Expenditure					
Cemeteries	360,183	665,057	(304,875)	54%	No
Parks and Recreation	2,902,343	5,808,089	(2,905,746)	50%	No
	<u>3,262,526</u>	<u>6,473,147</u>	<u>(3,210,621)</u>	<u>50%</u>	
Capital Income					
Parks and Recreation	0	264,307	(264,307)	0%	No
	<u>0</u>	<u>264,307</u>	<u>(264,307)</u>	<u>0%</u>	
Capital Expenditure					
Cemeteries	7,532	117,500	(109,968)	6%	No
Parks and Recreation	273,661	788,200	(514,539)	35%	No
	<u>281,193</u>	<u>905,700</u>	<u>(624,507)</u>	<u>31%</u>	
Loan Repayments					
Cemeteries	10,416	72,400	(61,984)	14%	
Parks and Recreation	142,275	125,107	17,168	114%	
	<u>152,691</u>	<u>197,507</u>	<u>(44,816)</u>	<u>77%</u>	

The above financials include the following:

Development Contributions	300	0	300	0%
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The above financials do not include the following:

Vested Assets	0	0	0	0%
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The above financials do not include appropriations - to and from activities.

Loan Repayments are for the prior year due to timing of loans maturing at year end.

Budgeted Loan Repayments for the current year are actioned at year end.

Community Governance & Decision Making – Income & Expenditure Report

For period ending 31 December 2024

	Actual YTD	Revised Budget Full Year	Variance	Percentage of Revised Budget	Permanent Variance
Operating Income					
Council	1,999,226	3,912,116	(1,912,890)	51%	No
Methven Community Board	64,314	119,737	(55,423)	54%	
Community Grants Funding	1,223,581	2,033,799	(810,218)	60%	No
District Water Management	98,417	186,514	(88,097)	53%	
	<u>3,385,538</u>	<u>6,252,166</u>	<u>(2,866,629)</u>	<u>54%</u>	
Operating Expenditure					
Council	1,941,678	3,944,383	(2,002,704)	49%	No
Methven Community Board	80,818	128,052	(47,235)	63%	
Community Grants Funding	848,983	1,815,012	(966,029)	47%	No
District Water Management	80,415	429,160	(348,744)	19%	Yes
	<u>2,951,894</u>	<u>6,316,607</u>	<u>(3,364,712)</u>	<u>47%</u>	
Capital Income					
Community Grants Funding	0	500,000	(500,000)	0%	No
	<u>0</u>	<u>500,000</u>	<u>(500,000)</u>	<u>0%</u>	
Loan Repayments					
Community Grants Funding	70,692	99,000	(28,308)	71%	
District Water Management	12,853	18,000	(5,147)	71%	
	<u>83,545</u>	<u>117,000</u>	<u>(33,455)</u>	<u>71%</u>	
<i>The above financials include the following:</i>					
Development Contributions	572,269	754,984	(182,715)	76%	
<i>The above financials do not include the following:</i>					
Vested Assets	0	0	0	0%	

*The above financials do not include appropriations - to and from activities.
Loan Repayments are for the prior year due to timing of loans maturing at year end.
Budgeted Loan Repayments for the current year are actioned at year end.*

Community Governance & Decision Making – Operating Expenditure

District Water Management **\$348,744F**

Reason for variance

The Investigations budget within this cost centre is being used to fund Council’s exit from the stockwater activity. Based on the SETP programme, not all of the investigations budget will be utilised by 30 June 2025. A favourable variance of at least \$110,000 is anticipated and will be the subject of a request for carry over funding. The carryover was highlighted to Council when the budgets for the stockwater transition were considered.

Compliance and Development – Income & Expenditure Report

For period ending 31 December 2024

	Actual YTD	Revised Budget Full Year	Variance	Percentage of Revised Budget	Permanent Variance
Operating Income					
Environmental Health	108,651	273,322	(164,671)	40%	No
Building Regulation	1,414,300	2,843,686	(1,429,386)	50%	No
Emergency Management	126,008	248,633	(122,625)	51%	No
Liquor Licensing	115,471	221,308	(105,837)	52%	No
Land Information Memorandum	144,662	217,752	(73,090)	66%	
Parking	199,264	320,384	(121,120)	62%	No
Animal Control**	478,470	591,852	(113,382)	81%	No
Resource Consents	401,519	727,117	(325,598)	55%	No
Monitoring and Enforcement	141,033	284,712	(143,679)	50%	No
Planning	302,863	592,215	(289,352)	51%	No
	3,432,242	6,320,982	(2,888,740)	54%	
Operating Expenditure					
Environmental Health	130,749	273,322	(142,573)	48%	No
Building Regulation	1,358,915	2,843,687	(1,484,771)	48%	No
Emergency Management	54,982	98,985	(44,003)	56%	
Liquor Licensing	129,839	221,308	(91,469)	59%	
Land Information Memorandum	54,011	105,716	(51,705)	51%	
Parking	112,592	236,596	(124,004)	48%	No
Animal Control	276,645	591,852	(315,206)	47%	No
Resource Consents	469,898	727,118	(257,220)	65%	No
Monitoring and Enforcement	205,251	401,473	(196,222)	51%	No
Planning	217,587	497,913	(280,326)	44%	No
	3,010,470	5,997,969	(2,987,500)	50%	
Capital Expenditure					
Emergency Management	47,985	39,535	8,450	121%	
	47,985	39,535	8,450	121%	
Loan Repayments					
Animal Control	3,142	4,400	(1,258)	71%	
Planning	103,040	144,302	(41,262)	71%	
	106,182	148,702	(42,520)	71%	

The above financials include the following:

Development Contributions	0	0	0	0%
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The above financials do not include the following:

Vested Assets	0	0	0	0%
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The above financials do not include appropriations - to and from activities.

Loan Repayments are for the prior year due to timing of loans maturing at year end.

Budgeted Loan Repayments for the current year are actioned at year end.

**The majority of dog registration income is invoiced in July

Miscellaneous, Dividends & Internal Overheads – Income & Expenditure Report

For period ending 31 December 2024

	Actual YTD	Revised Budget Full Year	Variance	Percentage of Revised Budget	Permanent Variance
Operating Income					
Dividends and Interest	624,060	2,250,000	(1,625,940)	28%	No
Te Whare Whakaterere	618,124	780,361	(162,237)	79%	No
Executive Team	1,055,784	1,924,459	(868,675)	55%	No
People & Capability	504,171	1,085,558	(581,387)	46%	No
Information Systems	2,005,437	4,271,422	(2,265,984)	47%	No
Customer Services	418,386	797,062	(378,676)	52%	No
Treasury	900,397	2,032,538	(1,132,141)	44%	No
Rates	490,809	851,788	(360,979)	58%	No
Community Relations	535,229	1,067,913	(532,684)	50%	No
Communications	495,240	1,081,044	(585,805)	46%	No
Property Administration	790,333	1,503,595	(713,262)	53%	No
Service Delivery	2,532,203	4,376,789	(1,844,586)	58%	No
Parks Administration	1,903,104	4,181,814	(2,278,711)	46%	No
Plant Operations	514,903	988,746	(473,843)	52%	No
	13,388,180	27,193,090	(13,804,910)	49%	
Operating Expenditure					
Dividends and Interest	418	51,988	(51,570)	1%	
Te Whare Whakaterere	618,124	769,109	(150,985)	80%	Yes
Executive Team	1,055,784	1,924,459	(868,675)	55%	No
People & Capability	504,171	1,116,059	(611,887)	45%	No
Information Systems	2,005,438	4,456,422	(2,450,984)	45%	No
Customer Services	418,386	797,061	(378,676)	52%	No
Treasury	900,397	2,210,587	(1,310,190)	41%	No
Rates	551,660	851,788	(300,128)	65%	No
Community Relations	535,229	1,079,613	(544,384)	50%	No
Communications	495,240	1,081,044	(585,805)	46%	No
Property Administration	790,333	1,583,593	(793,260)	50%	No
Service Delivery	2,532,203	4,410,390	(1,878,186)	57%	No
Parks Administration	1,903,104	4,181,814	(2,278,710)	46%	No
Plant Operations	454,364	1,076,399	(622,035)	42%	No
	12,764,849	25,590,325	(12,825,476)	50%	
Capital Income					
Information Systems	0	97,000	(97,000)	0%	No
Plant Operations	44,696	290,796	(246,100)	15%	No
	44,696	387,796	(343,100)	12%	
Capital Expenditure					
Information Systems	100,013	340,500	(240,487)	29%	Yes
Plant Operations	155,469	611,957	(456,488)	25%	No
	255,482	952,457	(696,975)	27%	
Loan Repayments					
Te Whare Whakaterere	782	0	(782)	0%	No
	782	0	(782)	0%	

The above financials include the following:

Development Contributions	0	0	0	0%
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The above financials do not include the following:

Vested Assets	0	0	0	0%
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The above financials do not include appropriations - to and from activities.

Loan Repayments are for the prior year due to timing of loans maturing at year end.

Miscellaneous, Dividends & Internal Overheads – Operating Income

Dividends and Interest

\$1,625,940U

Dividends and Interest includes dividends received from Transwaste of \$229,500. Balance is interest earned on bank funds.

Miscellaneous, Dividends & Internal Overheads – Operating Expenditure

Te Whare Whakaterere

\$150,985U

Depreciation is higher than budgeted. Finance are investigating the capitalisation of assets to this cost centre in the prior financial year.

Miscellaneous, Dividends & Internal Overheads - Capital Expenditure

Information Systems

\$240,487F

Reason for variance

Works planned for the year are yet to commence or expenditure made.

Assessment of other forecast hardware replacements have altered requirements, resulting in forecast expenditure no longer required, and an anticipated end of year variance.

Statement of Financial Position

As at 31 December 2024

	YTD Actual	30-Jun-24
Public Equity		
Ratepayers Equity	537,370,043	540,986,000
Revaluation Reserves	377,771,000	377,771,000
Funds and Reserves	66,886,543	59,688,000
	982,027,586	978,445,000
Non-Current Liabilities		
External Loans	125,600,000	130,600,000
Other Term Liabilities	324,344	650,000
	125,924,344	131,250,000
Current Liabilities		
Trade Creditors	2,001,869	3,886,385
Deposits & Bonds	1,716,917	1,835,395
Other Current Liabilities	3,977,863	210,321
Accrued Liabilities	3,287,783	8,935,898
	10,984,433	14,868,000
Total Equity & Liabilities	1,118,936,363	1,124,563,000
Fixed Assets	205,473,586	208,266,445
Infrastructural Assets	852,211,512	859,724,310
Work in Progress	26,554,491	12,502,519
Advances	379,118	395,158
Shares	10,425,549	10,425,549
Current Assets		
Cash & Bank	7,006,895	11,057,000
Cash Investments	6,000,000	4,000,000
GST	1,209,046	2,216,441
Receivables	3,649,151	4,906,616
Provision for Doubtful Debts	(64,688)	(64,688)
Stock	71,888	71,888
Accruals	5,680,756	6,529,416
Other Current Assets	339,059	4,532,346
	23,892,108	33,249,019
Total Assets	1,118,936,363	1,124,563,000

Net Debt and Borrowings

As at 31 December 2024

Net Debt



External Borrowing

Local Government Funding	Amount	Rate		Maturity
LGFA 2024	7,000,000	4.51%	Floating	20-Feb-25
LGFA 2023	5,000,000	5.97%	Floating	15-Apr-25
LGFA 2022	5,000,000	5.91%	Floating	15-Apr-25
LGFA 2022	3,000,000	5.85%	Floating	15-Apr-25
LGFA 2021	7,000,000	5.93%	Floating	15-Apr-25
LGFA 2024	5,000,000	6.01%	Floating	15-Apr-26
LGFA 2023	5,000,000	6.16%	Floating	15-Apr-26
LGFA 2023	5,000,000	5.94%	Floating	15-Apr-26
LGFA 2020	10,000,000	6.19%	Floating	15-Apr-26
LGFA 2024	5,000,000	5.99%	Floating	15-Apr-27
LGFA 2024	3,000,000	5.19%	Fixed	15-Apr-27
LGFA 2023	5,000,000	6.30%	Floating	15-Apr-27
LGFA 2023	5,000,000	6.11%	Floating	15-Apr-27
LGFA 2020	5,000,000	0.97%	Fixed	15-Apr-27
LGFA 2020	5,000,000	1.23%	Fixed	15-Apr-27
LGFA 2024	7,000,000	6.03%	Floating	15-May-28
LGFA 2021	16,600,000	2.01%	Fixed	15-May-28
LGFA 2024	7,000,000	6.29%	Floating	20-Apr-29
LGFA 2023	5,000,000	5.08%	Fixed	20-Apr-29
LGFA 2022	10,000,000	6.15%	Floating	20-Apr-29
Total External Funding	125,600,000			

Borrowing by Activity

As at 31 December 2024

	External Borrowing	Internal Borrowing
Roading	6,798,533	
Footpaths	620,585	
Drinking Water	24,136,733	3,629,358
Wastewater	23,807,882	204,372
Stormwater	2,434,327	
Stockwater	303,000	
Refuse and Recycling	616,457	149,749
Recreation Facilities	169,568	
Public Conveniences	89,951	
Elderly Person Housing	48,000	194,696
Camping	14,813	
Reserve Boards	661,334	40,119
Commercial Property	58,890,438	5,425,773
Cemeteries	1,791,786	
Parks	2,307,737	3,587,491
Arts & Culture	1,976,312	
Water Resources	312,507	
Compliance & Development	578,122	
Civic Building	41,917	
Total	125,600,000	13,231,558

Council Investments

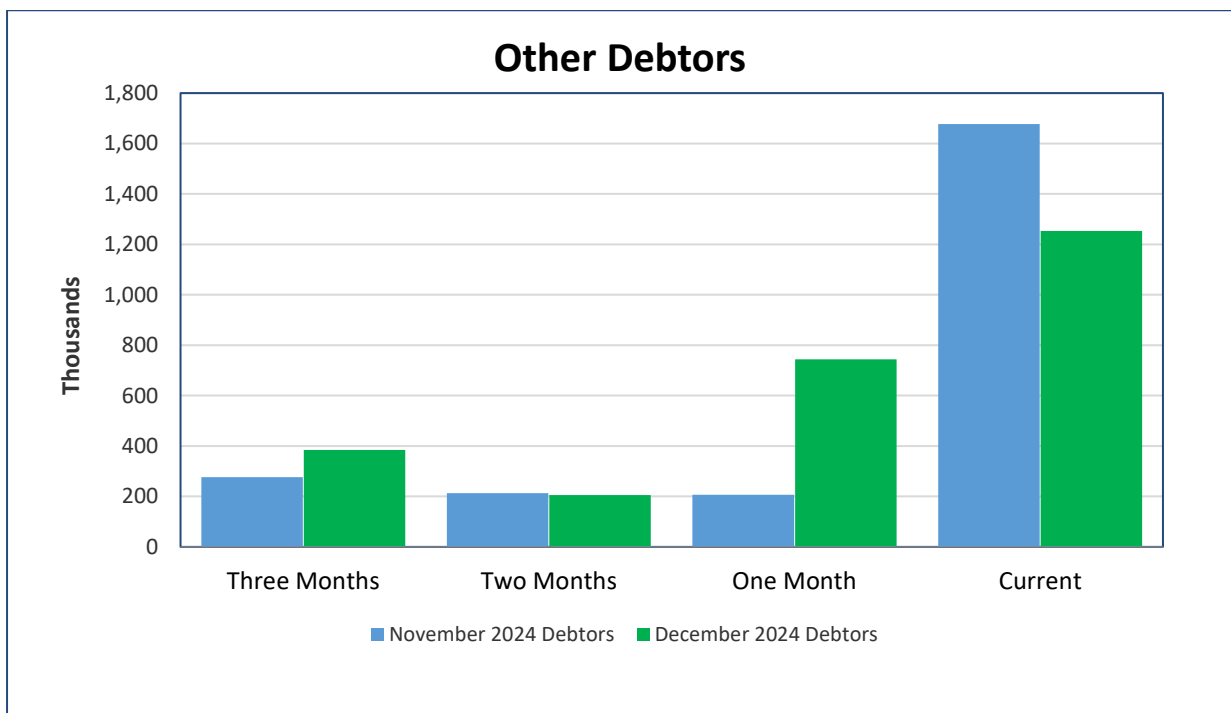
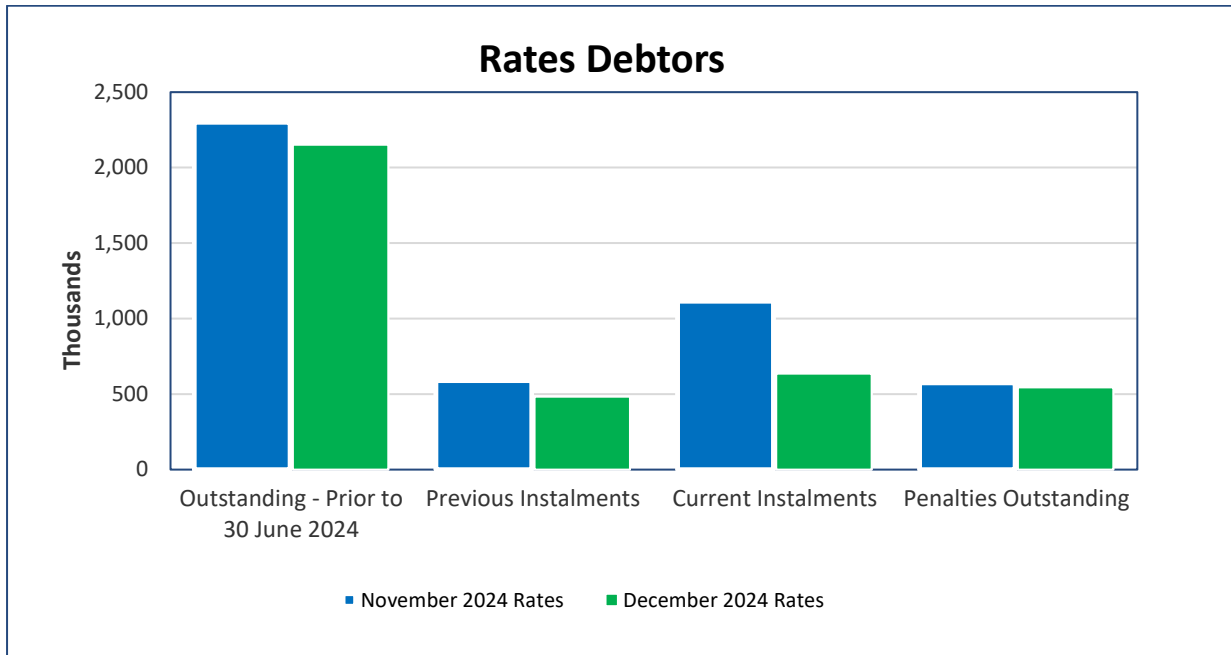
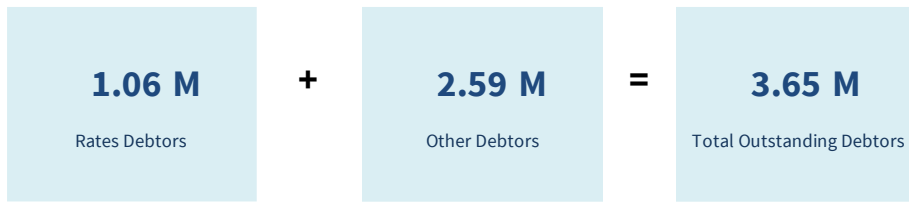
As at 31 December 2024

Listed below are the current significant investments held by Council.

Term Deposit	Principal	Interest	Term	Maturity
Westpac	2,000,000	3.88%	1 Month	05-Jan-25
	2,000,000			
	Principal	Interest	Yield	Maturity
Bonds				
ANZ	1,000,000	2.99%	5.31%	17-Sep-26
Westpac	1,100,000	6.19%	4.97%	16-Sep-27
Kiwibank	1,000,000	5.73%	4.01%	19-Oct-27
Westpac	900,000	6.73%	5.01%	14-Feb-28
	4,000,000			
Advances				
Eastfield Investments	379,118			
	379,118			
Shares				
Ashburton Contracting Ltd	4,500,000			
Civic Financial Services Ltd	52,159			
RDR Management	30,000			
Transwaste Canterbury Ltd	1,111,590			
ATS	500			
Electricity Ashburton Rebates	1,300			
LGFA Equity	2,965,000			
Eastfield Investments	1,765,000			
	10,425,549			

Receivables Summary (Including Prior Month Comparative)

As at 31 December 2024



Receivables Summary continued

Outstanding Debtors over 90 days	
>\$100,000	0
\$50,000 - \$100,000	2
\$30,000 - \$50,000	3
\$10,000 - \$30,000	17

The above debtors are being actively managed or under a resolution process.