

STATEMENT OF PROPOSAL

Proposed Amendments to the Policy on Development Contributions

Proposal

In accordance with section 102 (4) (b) of the Local Government Act 2002 (LGA), the Queenstown Lakes District Council (QLDC or Council) has begun consultation on amendments to the Policy on Development Contributions. The reason for the amendment is to provide for the recovery of the growth related capital costs of the proposed Eastern Access Road (EAR) on the Frankton Flats.

The proposed amendments to the Policy on Development Contributions include the introduction of:

1. A new targeted Frankton Flats Transportation Development Contribution to recover the major portion of the growth related capital costs of the proposed Eastern Access Road on the Frankton Flats.
2. An adjustment to the existing Wakatipu Ward Transportation Development Contribution to recover the minor portion of the growth related capital costs of the proposed Eastern Access Road on the Frankton Flats.

Analysis of Options

The Council's Revenue & Financing Policy adopted under section 102 (2) (a) of the LGA has determined Council's policy in regards to the funding of both operating and capital expenditure. Part B (a) of the Revenue & Financing Policy deals with Capital Expenditure due to Growth. It states that *"Council intends to entirely fund the portion of capital expenditure (Capex) that is attributable to growth by either Financial or Development Contributions wherever it is legally, fairly, reasonably and practically possible to do so."*

This means that Development Contributions are the mandated method to recover the local share of the EAR. It would be a breach of the Revenue & Financing Policy to attempt to recover these costs from other sources such as rates or user charges.

Consideration has been given to the most appropriate approach for the calculation of development contributions to recover the local share of the EAR. There are two main options:

1. A new targeted Frankton Flats Transportation Development Contribution applied to the benefitting land owners on the Frankton Flats; and
2. An adjustment to the existing Wakatipu Ward Transportation Development Contribution.

The analysis Council has undertaken is based on an assessment of the future demand created by the new road. Extensive traffic modelling has been undertaken to determine the nature of vehicle movements (trips). This has revealed that 91.8% of the trips reflect a direct benefit to the immediate landowners serviced by road and 8.2% reflect a wider benefit.

Given the high degree of benefit to immediate landowners, it was not considered equitable to load the recovery of all of the local share of the cost onto the existing ward based development contribution. The fundamental principle of the proposal is that those who benefit from the EAR should be the ones to pay for it. Therefore, a targeted development contribution was considered the most appropriate funding mechanism for 91.8% of the local share with 8.2% coming from the existing ward based development contribution and rates.

Consultation Timeline

The LGA allows Council to amend the Policy on Development Contributions at any time in accordance with section 102 (4) (b) of the Local Government Act 2002. The consultation undertaken must be in accordance with section 82 (Principles of Consultation). There is no requirement to use the Special Consultative Procedure (SCP), however, we do intend to handle the consultation in a similar manner:

6 October 2016	Approval to commence consultation
10 October 2016	Commence consultation
7 November 2016	Consultation ends
Mid November 2016	Hearing of submissions
End of November 2016	Final decision on proposal

Submissions close on **Monday 7 November 2016**. Submissions can be emailed to services@qldc.govt.nz or posted to DC Policy Submission, Queenstown Lakes District Council, Private Bag 50072, Queenstown 9348.

PART A – PROPOSED METHODOLOGY

Eastern Access Road Funding Assessment

Rationale Ltd has been engaged by QLDC to assess a fair and reasonable funding arrangement for the Eastern Access Road (EAR). The EAR is shown in red below.

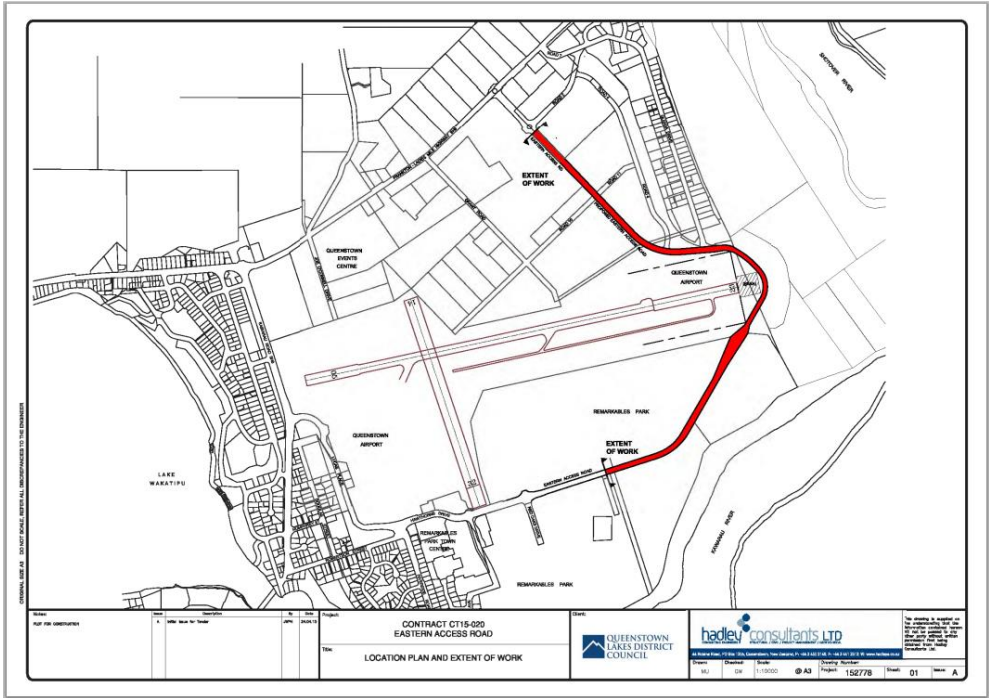


Figure 1: Eastern Access Road Location

The estimated capital cost of the EAR is \$14.95m. It is now confirmed that the New Zealand Transport Agency (NZTA) will fund 51% of this cost with the remaining 49% to be funded locally. This assessment focuses on the most reasonable way to apportion the local share. The fundamental principle of this cost apportionment is that those who benefit from the EAR should be the ones to pay for it. Given the funding tools available to QLDC, it is more efficient to target property owners who generate the demand for trips rather than vehicle owners.

Therefore, a targeted development contribution was considered the most appropriate funding mechanism.

Traffic Modelling

The Queenstown-Lakes District Tracks Transportation Model (tracks model) has been used to enable the likely usage of the EAR to be understood. The model required assumptions regarding likely future development in the area surrounding the EAR. The output of these assumptions was gross floor area (GFA) by land parcel. GFA was estimated based on expected building height and coverage with allowances for parking, internal roading, and landscaping. A range of information sources was used to estimate GFA including the district plan, developer master plans, resource consents, and comparisons to similar developed sites. These assumptions have been reviewed by independent parties and the results are shown below.

Table 1: Potential for land use development in Frankton East

Land Owner	Residential GFA (m2)	Visitor GFA (m2)	Commercial GFA (m2)	Industrial GFA (m2)	Total GFA (m2)
Remarkables Park Ltd	288,884	110,114	122,145	0	519,143
Other	0	0	7,642	27,901	35,543
Diversified NZ Property Fund Limited	0	0	1,143	0	1,143
Queenstown Airport Corporation Ltd	0	0	0	84,608	84,608
Queenstown Central Ltd.	105,825	7,650	46,378	21,837	181,691
Shotover Park Ltd	0	0	4,196	4,196	8,393
Garden Centres Limited	0	0	0	1,216	1,216
Grant Road Properties Ltd	0	0	0	3,570	3,570
Pexton Holdings Limited	0	0	0	2,193	2,193
The Station At Waitiri Limited	0	0	0	3,603	3,603
Aviemore Corporation Ltd	0	0	0	1,625	1,625
	392,709	117,764	181,505	150,749	842,727

The tracks model has recently been updated from a base year of 2013 to 2016 to bring the model into line with the most recent travel behaviour and demands. The network has been updated to include all new road infrastructure completed as at March 2016.

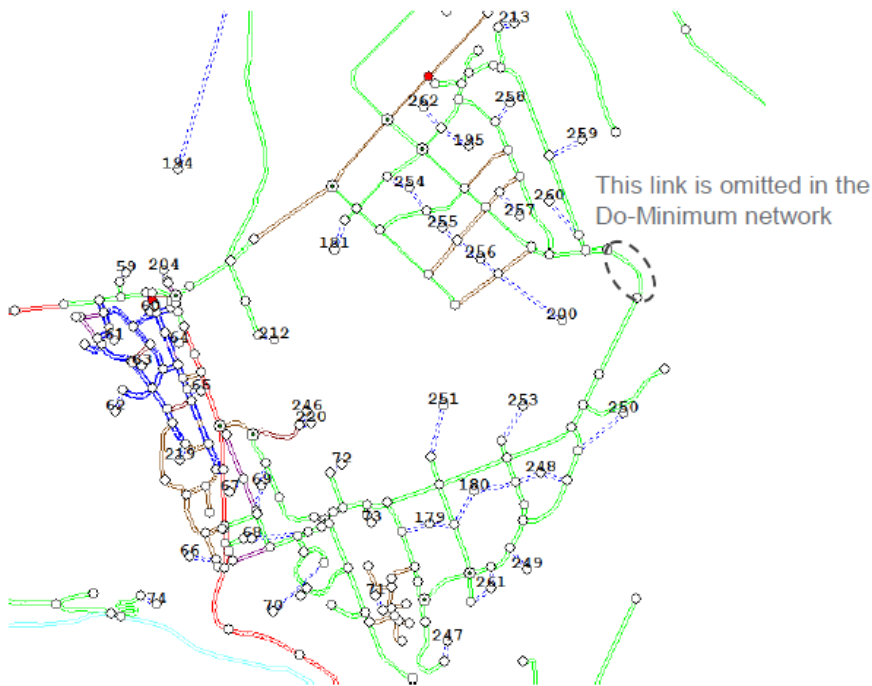
The tracks model has a base scenario for 2016, and two future scenarios for 2025 and 2045. We have assumed that the 2045 scenario is the scenario that best aligns with the design horizon for which the EAR will be designed.

Traffic Modelling continued

Additional upgrades included in the Frankton Area (for inclusion in both 2025 and 2045 models) are as follows:

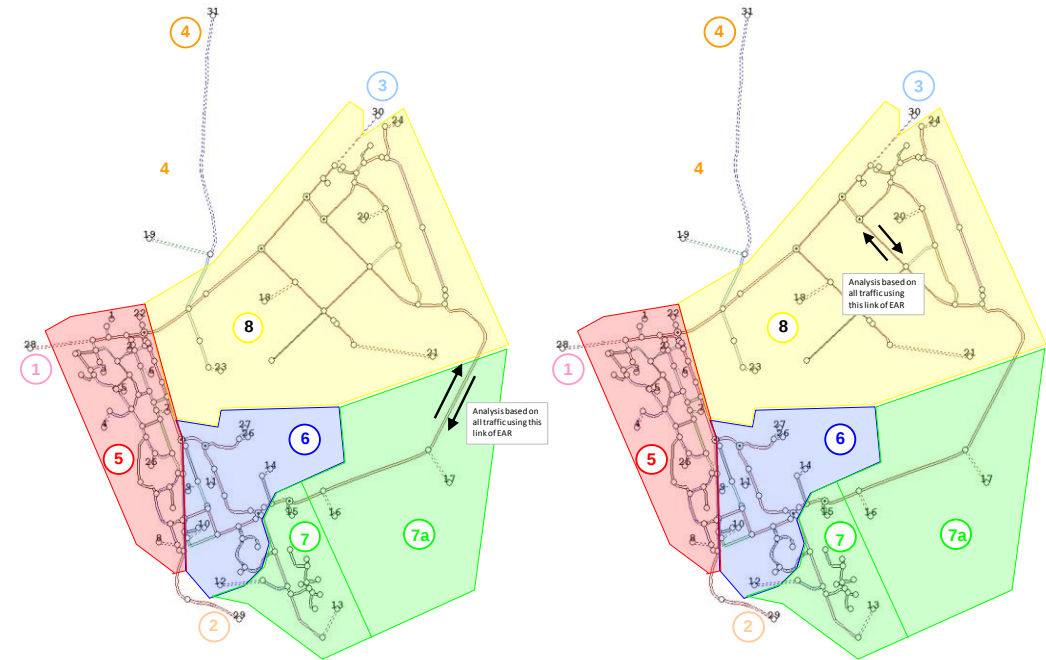
- Large dual circulating lane roundabout at SH6/SH6A intersection (50m island),
- Four laning on SH6 between Grants Road and Kawarau Road,
- Four laning on SH6 between Frankton Road and Lucas Place,
- Fourth leg to SH6/EAR roundabout to service new residential area to north of SH6 and Quail Rise,
- Dual circulating roundabout at SH6/Howards Drive (2045 network only).

Figure 2: Queenstown-Lakes Tracks Transportation Model - Frankton Future Network and Zone Layout



Select link analysis has been performed for two sections of the EAR as shown below.

Figure 3: Select Link Analysis Locations



The select link analysis tells us precisely how much modelled traffic uses the EAR for through traffic and how much is associated with each traffic zone. The results of the two select link analyses have been combined into the matrix in Appendix A.

Those that generate trips on the EAR can be grouped into two categories:

1. Those that are destined to, or originate within, the immediate zones around the EAR (to/from trips); and
2. Those that may use it as a through road to another destination (through trips).

Traffic Modelling continued

A summary of these trips is shown below.

Table 2: Trip Classification into Through Trips and To/From Trips

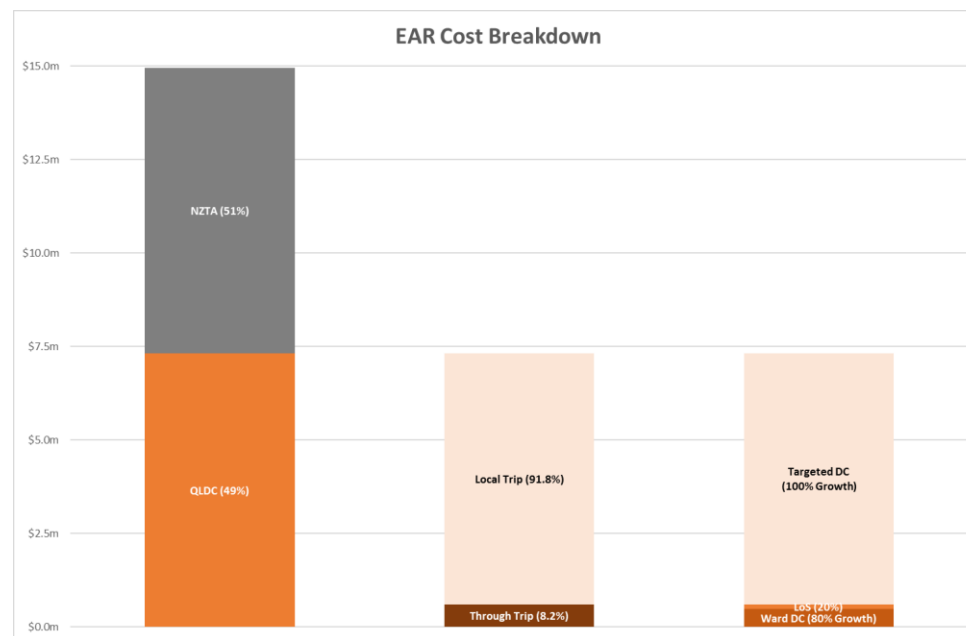
Through Trips on EAR				To/From Trips on EAR			
Origin	Destination	Trips		Origin	Destination	Trips	
6	24	99		All	7a	3,520	
24	6	76		7a	All	3,487	
7	24	219		All	20	908	
24	7	214		20	All	1,137	
3	7	402		All	21	2,693	
7	3	0		21	All	2,509	
2	24	136					
24	2	133					
Total		1,279	8.2%			14,254	91.8%
					Grand Total	15,533	

Cost Recovery

Given that 91.8% of trips are generated within the immediate surrounds of the EAR, it was deemed that 91.8% of the local share should be funded through the targeted development contribution (DC). The proposed breakdown is shown below.

Table 3: Proposed Cost Breakdown (excludes interest component)

Funding Mechanism	Funding (\$)
NZTA	7,624,500
QLDC	7,325,500
Targeted EAR DC	6,724,809
Wakatipu Ward Transportation DC	480,553
Rates	120,138
Total	\$14,950,000



To define those land owners who should be assessed for a targeted EAR development contribution, each parcel in the greater Frankton Flats area was assessed based on the following criteria:

1. Expected trip generation on the EAR
2. Proximity to the EAR
3. Parcel frontage to the EAR
4. Whether the EAR will be used for property access

The parcels highlighted in Appendix B ('the analysis area') were considered the most appropriate to assess for a targeted DC. The table below lists these parcels and their land area, grouped by land owner.

Table 4: Analysis Area Land Owners and Area

Land Owner	Area (ha)
Remarkables Park Ltd	103.6
Queenstown Central Ltd	22.7
Queenstown Airport Corporation Ltd	28.4
Other	21.9
Total	176.7

Cost Recovery continued

The targeted development contribution is calculated using the standard development contributions model with only EAR capital expenditure included. The development contributions are used to fund only the growth-related proportion of capital expenditure that was, or will be, incurred to service growth over the long term. For the EAR targeted development contribution, the project is considered to be 100% growth. An interest component is also included in the development contribution calculations to reflect the full cost of providing this infrastructure.

$$\text{Growth costs to be recovered} = \$6.72m(\text{capex}) + \$2.19m(\text{interest}) = \$8.92m$$

The capacity of the assets provided is allocated across the entire life of the asset. However, the development contributions are based on the long run average cost of growth over a 10-year analysis period. The model assumes development will occur at a consistent rate for 20 years at which time it will be effectively fully developed.

$$\text{Growth costs consumed in the 10 year window} = \$4.05m(\text{capex} + \text{interest})$$

Cost Apportionment

The costs consumed in the 10-year analysis window are allocated to each land use based on:

- The growth in the number of properties within each land use category
- The frequency of trips that each property is forecasted to generate

The underlying vehicle trip assumptions from QLDC's traffic modellers and transportation consultants are below.

Table 5: Trip Generation Assumptions by Land Use

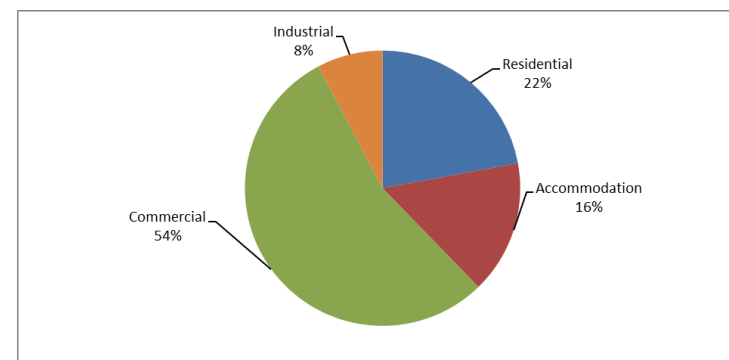
Land Use	Typical Size	Trip Rate (vpd)	Trips per typical property per day
Residential	1 dwelling	7.5 per dwelling	7.5
Visitor Accommodation	5.5 units	3.5 per unit	19.4
Commercial	278 m ²	22.4 per 100m ²	62.4
Industrial	310 m ²	6.6 per 100m ²	20.5

The development contributions model requires estimates of future growth. The land use assumptions discussed previously were used to inform the model.

Table 6: Growth assumptions within the analysis area

Properties	Residential	Visitor Accommodation	Commercial	Industrial	Total
Ultimate property growth (20 years)	2,920	716	867	374	4,876
10-year property growth	1,460	358	433	187	2,438
10-year dwelling equivalent (DE) growth	1,460	1,033	3,604	510	6,606
10-year DE proportion	22%	16%	54%	8%	100%

Figure 4: Growth Cost Apportionment – Targeted Development Contribution



The \$4.05m growth costs consumed (capex + interest) is divided over the 10-year growth in dwelling equivalents to calculate the standard contribution.

$$\text{Standard Contribution} = \$4.05m / 6,606 \text{ DE} = \$613 (\text{per DE})$$

The above proportions are converted to differentials which represent the impact of a typical property within each land use, compared to the impact of a typical residential dwelling. These are then converted to conversion factors which allow all developments to be assessed on a consistent basis, either per dwelling, or per 100m² gross floor area. The key outputs from the development contributions model by land use are shown below. Note all figures are GST exclusive.

Cost Apportionment continued

Table 7: Targeted Development Contribution Model Outputs

Output	Residential	Visitor Accommodation	Commercial	Industrial
Standard Contribution (DC) per DE	\$613			
Differentials	1.0	2.9	8.3	2.7
DC per Typical Property	\$613	\$1,770	\$5,099	\$1,673
Conversion Factor	0.62	1.36	2.99	0.88
DC per 100m ² Gross Floor Area (GFA)	\$380	\$834	\$1,832	\$540

Transportation Development Contribution

The remaining 8.2% of the QLDC share will be funded through development contributions and rates. It is assumed that 80% of this is growth related and therefore 80% of this cost will be added to the Wakatipu Ward transportation development contribution. This results in a development contribution of \$2,194 per dwelling equivalent, or an additional \$62. (Note that this includes the district-wide component of the development contribution).

The option to fund 100% of the local share of the EAR cost from the existing Wakatipu Ward transportation development contribution was considered. The hypothetical impact of such an approach is shown below. It leads to a 35% increase on the existing contribution and is not supported by the analysis of benefit established by the proposal. For these reasons, this approach was not considered equitable and is therefore not recommended.

Table 8: Wakatipu Ward Transportation Development Contribution by EAR Treatment Method

	Residential	Visitor Accommodation	Commercial	Industrial
Current (+0% EAR cost)	\$2,132	\$7,798	\$10,942	\$3,608
Proposed (+8.2% EAR cost)	\$2,194	\$8,025	\$11,260	\$3,712
Alternative (+ 100% EAR cost)	\$2,884	\$10,548	\$14,800	\$4,880

PART B - PROPOSED CHANGES TO THE POLICY

SUMMARY OF PROPOSED AMENDMENTS TO DEVELOPMENT CONTRIBUTIONS

The following changes are proposed to the Policy on Development Contributions in order to recover the growth related capital costs of the Eastern Access Road at Frankton Flats. Page references to the current Policy as published in the Annual Plan 2016/17 are included for ease of reference.

It is proposed that these changes will apply to any application for resource consent, building consent or application for service connection lodged on or after 10 October 2016.

Transportation Eastern Access Road – Capital Expenditure for Development Contributions

The Eastern Access Road has been identified as a new activity requiring funding via development contributions. Accordingly, the following new table is proposed to be included in the Policy:

Project Summaries	10 Year Total Capital Cost (2016/17 \$)	Capital Cost Funded by Growth (2016/17 \$)	Capital Cost Funded by Other Sources (2016/17 \$)	Percentage Attributable to Growth	Growth Cost (Capacity) Consumed in 10 Year Period - Inc Interest All Expenditure (2016/17 \$)	Weighted Average No of Dwelling Equivalents Apportioning Growth Cost Over 10 Year Period	Contribution Per Lot (2016/17 \$)
EASTERN ACCESS ROAD CONTRIBUTING AREA							
New roads	6,722,184	6,722,184	0	100%	4,051,235	6,606	613
TOTAL – EASTERN ACCESS ROAD CONTRIBUTING AREA	6,722,184	6,722,184	0	100%	4,051,235	6,606	613

Transportation Eastern Access Road – Debt Funding Ratio – 10 Year Net Growth v Revenue Assessment

The Eastern Access Road has been identified as a new activity requiring funding via development contributions. Accordingly, the following new table is proposed to be included in the Policy:

Contributing Area	Year	CAPEX QLDC (2016/17 \$)	CAPEX for Growth (2016/17 \$)	Cumulative Growth Cost (2016/17 \$)	New Dwelling Equivalents	Contributions Received (2016/17 \$)	Cumulative Contributions Received (2016/17 \$)	Debt Balance (2016/17 \$)	Annual Debt %
EASTERN ACCESS ROAD CONTRIBUTING AREA							Existing Debt	0	
	2015/16	0	0	0	661	405,123	405,123	-405,123	n/a
	2016/17	2,275,093	2,275,093	2,275,093	661	405,123	810,247	1,464,846	64%
	2017/18	4,447,091	4,447,091	6,722,184	661	405,123	1,215,370	5,506,814	82%
	2018/19	0	0	6,722,184	661	405,123	1,620,494	5,101,690	76%
	2019/20	0	0	6,722,184	661	405,123	2,025,617	4,696,567	70%
	2020/21	0	0	6,722,184	661	405,123	2,430,741	4,291,443	64%
	2021/22	0	0	6,722,184	661	405,123	2,835,864	3,886,320	58%
	2022/23	0	0	6,722,184	661	405,123	3,240,988	3,481,196	52%
	2023/24	0	0	6,722,184	661	405,123	3,646,111	3,076,073	46%
	2024/25	0	0	6,722,184	661	405,123	4,051,235	2,670,949	40%
		6,722,184	6,722,184		6,606	4,051,235	Wakatipu Weighted Debt Funding Ratio		63%

Types of Contributions required by Geographic Area – within Urban Areas and Townships [p149 of Annual Plan 2016/17]

Proposed amendments are as follows:

- 'Transportation – Eastern Access Road' has been added as an additional contribution category required for the Eastern Access Road contributing area.

Types of Contributions required by Geographic Area – within Urban Areas and Townships continued

The revised table including the above proposed amendments is as follows:

Water Supply	Wastewater	Stormwater	Transportation	Transportation Eastern Access Road	Reserve Land	Reserve Improvements	Community Facilities	Other/ Miscellaneous
Queenstown Arrowtown Glenorchy Lake Hayes Arthurs Point Wanaka Albert Town Hawea Luggate	Queenstown Arrowtown Lake Hayes Arthurs Point Wanaka Albert Town Hawea	Queenstown Frankton Flats Arrowtown Glenorchy Lake Hayes Wanaka Albert Town Hawea Luggate Arthur's Point Lake Hayes Kingston	Queenstown Arrowtown Glenorchy Lake Hayes Arthurs Point Kingston Wanaka Albert Town Hawea Luggate Cardrona	Eastern Access Road Contributing Area	Queenstown Arrowtown Glenorchy Lake Hayes Arthurs Point Kingston Wanaka Albert Town Hawea Luggate Cardrona	Queenstown Arrowtown Glenorchy Lake Hayes Arthurs Point Kingston Wanaka Albert Town Hawea Luggate Cardrona	Queenstown Arrowtown Glenorchy Lake Hayes Arthur's Point Kingston Wanaka Albert Town Hawea Luggate Cardrona	Queenstown Arrowtown Glenorchy Lake Hayes Arthurs Point Kingston Wanaka Albert Town Hawea Luggate Cardrona
Development Contributions	Development Contributions	Development Contributions	Development Contributions	Development Contributions	Development Contributions	Development Contributions	Development Contributions	Financial Contributions
Assess and Collect development contributions as provided by Part 8, Subpart 5 and Schedule 13 of LGA 2002 from 1 July 2004.	Assess and Collect development contributions as provided by Part 8, Subpart 5 and Schedule 13 of LGA 2002 from 1 July 2004.	Assess and Collect development contributions as provided by Part 8, Subpart 5 and Schedule 13 of LGA 2002 from 1 July 2004.	Assess and Collect development contributions as provided by Part 8, Subpart 5 and Schedule 13 of LGA 2002 from 1 July 2006.	Assess and Collect development contributions as provided by Part 8, Subpart 5 and Schedule 13 of LGA 2002 from 10 October 2016.	Assess and Collect development contributions as provided by Part 8, Subpart 5 and Schedule 13 of LGA 2002 from 1 July 2004. Land, Money or Combination of Both	Assess and Collect development contributions as provided by Part 8, Subpart 5 and Schedule 13 of LGA 2002 from 1 July 2004.	Assess and Collect development contributions as provided by Part 8, Subpart 5 and Schedule 13 of LGA 2002 from 1 July 2004.	Environmental Effects – Chapter 15 District Plan and variations i.e. Environmental Considerations.
Kingston	Glenorchy Kingston Luggate							
No Scheme Available	No Scheme Available	No Scheme assets of significance.						
To be assessed at the time a scheme is required and charged to all connections.	To be assessed at the time a scheme is required and charged to all connections.	No Contributions to be sought.						

Development Contributions per Dwelling Equivalent required by Contributing Area [p151 of Annual Plan 2016/17]

Proposed amendments are as follows:

- Amount for Transportation for areas within the Wakatipu basin has increased from \$2,132 to \$2,194.
- 'Transportation – Eastern Access Road' has been added as an additional contribution category required for the Eastern Access Road contributing area. An amount of \$613 has been assigned to the Frankton Flats contributing area. Refer to the map at Appendix B which illustrates the Eastern Access Road contributing area to which this contribution applies. Note that it is not the same as the contributing area for Frankton Flats Stormwater.

The revised table including the above proposed amendments is as follows:

Contributing Area	Water Supply (\$)	Wastewater (\$)	Stormwater (\$)	Transportation (\$)	Transportation Eastern Access Rd (\$) ¹	Reserve Improvements *(\$)	Community Facilities (\$)	Total Cash Contribution (\$)	Reserve Land Contribution (\$ or Land)
Urban Areas - Including All Land Uses									
Queenstown	3,342	6,610	1,401	2,194		1,137	2,520	17,204	27.5m ²
Frankton Flats ¹	3,342	6,610	5,124	2,194	613	1,137	2,520	21,540	27.5m ²
Arrowtown	4,343	6,140	945	2,194		1,137	2,520	17,279	27.5m ²
Glenorchy	6,361		661	2,194		1,137	2,520	12,873	27.5m ²
Lake Hayes	2,628	7,791		2,194		1,137	2,520	16,270	27.5m ²
Shotover Country	2,628	2,988		2,194		1,137	2,520	11,467	27.5m ²
Arthur's Point	3,576	5,124		2,194		1,137	2,520	14,551	27.5m ²
Wanaka	2,765	6,695	1,850	2,091		1,267	996	15,665	27.5m ²
Hawea	5,179	7,344	500	2,091		1,267	996	17,377	27.5m ²
Albert Town	2,765	6,695	922	2,091		1,267	996	14,736	27.5m ²
Luggate	2,164	5,424		2,091		1,267	996	11,942	27.5m ²
Other Wakatipu Townships				2,194		1,137	2,520	5,851	27.5m ²
Other Wanaka Townships				2,091		1,267	996	4,354	27.5m ²
Rural Areas - Including all Rural Residential/Rural Life Style									
Wakatipu Rural				2,194		1,137	2,520	5,851	27.5m ²
Wanaka Rural				2,091		1,267	996	4,354	27.5m ²
Hawea Rural Res.	5,179	7,344	500	2,091		1,267	996	17,377	27.5m ²
Aubrey Road Rural Res.	2,765	6,695	1,850	2,091		1,267	996	15,665	27.5m ²

¹ The contributing area for the Eastern Access Road is not the same as the contributing area for Frankton Flats Stormwater. Refer to the map of the Eastern Access Road contributing area at Appendix B to see where this development contribution applies.

Dwelling Equivalent Calculation Table ***[p153 of Annual Plan 2016/17]***

'Transportation – Eastern Access Road' has been added as an additional contribution category required for the Eastern Access Road. Dwelling equivalents per 100m² GFA have been assigned as follows:

- Residential 0.62
- Residential Flat 0.62
- Accommodation 1.36
- Commercial 2.99
- Industrial 0.88
- Restaurant/Bar 2.99

The revised table including the above proposed amendments is as follows:

Water Supply			Wastewater	Stormwater	Reserve Improvements and Community Facilities		Reserve Land		Transportation		Transportation – Eastern Access Road
Category	Dwelling Equivalents per 100m² GFA	Plus Network Factor Dwelling Equivalents	Dwelling Equivalents per 100m² GFA	Dwelling Equivalents per 100m² Impervious Surface Area	Dwelling Equivalents per 100m² GFA for Wakatipu	Dwelling Equivalents per 100m² GFA for Wanaka	Dwelling Equivalents per 100m² GFA for Wakatipu	Dwelling Equivalents per 100m² GFA for Wanaka	Dwelling Equivalents per 100m² GFA for Wakatipu	Dwelling Equivalents per 100m² GFA for Wanaka	Dwelling Equivalents per 100m² GFA
Residential	1 Dwelling Equivalent (DE) per Dwelling Unit										
Residential Flat	0.37	0.40	0.62	0.38	0.62	0.62	0.62	0.62	0.62	0.62	0.62
Multi-Unit Residential	0.37	0.40	0.62	0.38	0.62	0.62	0.62	0.62	0.62	0.62	0.62
Accommodation	0.25	1.30	0.50	0.38	0.90	1.71	0.90	1.71	1.72	2.17	1.36
Commercial	0.16	1.17	0.20	0.38	0.04	0.06	0.00	0.00	2.15	2.56	2.99
Industrial	0.16	1.17	0.20	0.38	0.04	0.06	0.00	0.00	1.04	1.19	0.88
Country Dwelling	1 DE per Dwelling		1 DE per Dwelling	1 DE per Dwelling	1 DE per Dwelling		0.66 DE's per Dwelling		1.34 DE's per Dwelling	3.01 DE's per Dwelling	-
Other	To be individually assessed at the time of application										-
CBD Accom	0.25	1.30	0.50	0.38	0.90	1.71	0.90	1.71	1.72	2.17	-
CBD Comm	0.16	1.17	0.20	0.38	0.04	0.06	0.00	0.00	2.15	2.56	-
Mixed Use Accommodation	1 DE per Dwelling		1 DE per Dwelling	0.38	0.78	0.95	0.78	0.95	1.30	1.38	-
Mixed Use Commercial	1 DE per Dwelling		1 DE per Dwelling	0.38	0.78	0.95	0.59	0.71	0.97	0.99	-
Primary Industry	1 DE per Dwelling		1 DE per Dwelling	1 DE per Dwelling	1 DE per Dwelling		0.66 DE's per Dwelling		1.69 DE's per 27Ha	1.83 DE's per 41Ha	-
Restaurant/Bar	0.83	1.17	0.46	0.38	0.04	0.06	0.00	0.00	2.15	2.56	2.99

***Transportation – Capital Expenditure for Development Contributions
[p200 of Annual Plan 2016/17]***

Figures for 'New roads' in the Wakatipu Contributing Area proposed to increase as follows:

	Proposed cost (2016/17 \$)	Current cost (2016/17 \$)	Increase (2016/17 \$)
10 Year Total Capital Cost	3,145,111	2,541,795	603,316
Capital Cost Funded by Growth	2,516,089	2,033,436	482,653
Capital Cost Funded by Other Sources	629,022	508,359	120,663
Growth Cost (Capacity) Consumed in 10 Year Period – Inc Interest All Expenditure	1,938,314	1,624,431	313,883
Contribution per Lot	380	318	62

Transportation – Capital Expenditure for Development Contributions continued

The revised table including the above proposed amendments is as follows:

Project Summaries	10 Year Total Capital Cost (2016/17 \$)	Capital Cost Funded by Growth (2016/17 \$)	Capital Cost Funded by Other Sources (2016/17 \$)	Percentage Attributable to Growth	Growth Cost (Capacity) Consumed in 10 Year Period - Inc Interest All Expenditure (2016/17 \$)	Weighted Average Equivalents Apportioning Growth Cost Over	Contribution Per Lot (2016/17 \$)
WAKATIPU							
Advance property purchase	34,912	8,381	26,532	24%	753,619	5,107	148
Associated improvements	0	0	0	0%	222,395	5,107	44
Cycle facilities	910,356	136,553	773,803	15%	191,812	5,107	38
Drainage renewals	1,453,093	217,964	1,235,129	15%	275,802	5,107	54
Environmental Renewals	0	0	0	0%	111	5,107	0
Kerb & Channel Construction	0	0	0	0%	52,830	5,107	10
Minor Improvements	7,914,615	797,432	7,117,183	10%	721,548	5,107	141
New roads	3,145,111	2,516,089	629,022	80%	1,938,314	5,107	380
Other Structures	0	0	0	0%	281	5,107	0
Passenger transport infrastructure	0	0	0	0%	43,346	5,107	8
Pedestrian and Cycle facilities	0	0	0	0%	36,039	5,107	7
Pedestrian facilities	0	0	0	0%	156,265	5,107	31
Preventive maintenance	368,834	26,883	341,950	7%	16,838	5,107	3
Property purchase (local roads)	0	0	0	0%	128,954	5,107	25
Replacement of bridges & other structures	555,092	83,264	471,828	15%	25,938	5,107	5
Road reconstruction	0	0	0	0%	677,027	5,107	133
Roading General	10,000	0	10,000	0%	342,737	5,107	67
Seal extension	0	0	0	0%	331,134	5,107	65
Sealed road pavement rehabilitation	2,123,061	424,612	1,698,448	20%	2,552,229	5,107	500
Sealed road resurfacing	6,651,138	997,671	5,653,467	15%	1,412,059	5,107	276
Street Furniture	0	0	0	0%	6,319	5,107	1
Streetlighting	0	0	0	0%	64,707	5,107	13
Structures component replacements	2,062,503	309,376	1,753,128	15%	13,536	5,107	3
Town Centre Improvements	0	0	0	0%	457,179	5,107	90
Traffic services renewals	270,686	40,603	230,083	15%	286,039	5,107	56
Unsealed road metalling	3,249,305	324,931	2,924,375	10%	335,483	5,107	66
TOTAL - Wakatipu	28,748,705	5,883,758	22,864,948	20%	11,042,541	5,107	2,162

Transportation – Debt Funding Ratio – 10 Year Net Growth v Revenue Assessment
[p203 of Annual Plan 2016/17]

Figures for Wakatipu Contributing Area proposed to change to the following:

Year	Capex QLDC	Capex for Growth	Cumulative Growth Cost	New Dwelling Equivalents	Contributions Received	Cumulative Contributions Received	Debt Balance	Annual Debt %
					Existing Debt		10,930,041	
2015/16	2,984,186	815,686	815,686	553	1,195,717	1,195,717	10,550,010	90%
2016/17	2,779,066	1,262,560	2,078,247	553	1,195,717	2,391,434	10,616,853	82%
2017/18	3,000,698	501,440	2,579,687	553	1,195,717	3,587,151	9,922,577	73%
2018/19	2,721,519	454,471	3,034,158	553	1,195,717	4,782,868	9,181,331	66%
2019/20	2,614,279	432,473	3,466,631	553	1,195,717	5,978,585	8,418,087	58%
2020/21	3,107,855	509,320	3,975,951	468	1,012,791	6,991,376	7,914,615	53%
2021/22	2,196,266	374,691	4,350,642	468	1,012,791	8,004,167	7,276,515	48%
2022/23	2,501,888	420,692	4,771,334	468	1,012,791	9,016,959	6,684,416	43%
2023/24	2,556,651	426,168	5,197,502	468	1,012,791	10,029,750	6,097,793	38%
2024/25	4,286,298	686,255	5,883,758	468	1,012,791	11,042,541	5,771,257	34%
	28,748,705	5,883,758		5,107	11,042,541	Weighted Debt Funding Ratio		62%

The current figures are as follows:

Year	Capex QLDC	Capex for Growth	Cumulative Growth Cost	New Dwelling Equivalents	Contributions Received	Cumulative Contributions Received	Debt Balance	Annual Debt %
					Existing Debt		10,930,041	
2015/16	2,779,996	652,335	652,335	553	1,161,497	1,161,497	10,420,878	90%
2016/17	2,379,940	943,259	1,595,594	553	1,161,497	2,322,995	10,202,640	81%
2017/18	3,000,698	501,440	2,097,034	553	1,161,497	3,484,492	9,542,583	73%
2018/19	2,721,519	454,471	2,551,505	553	1,161,497	4,645,990	8,835,556	66%
2019/20	2,614,279	432,473	2,983,978	553	1,161,497	5,807,487	8,106,531	58%
2020/21	3,107,855	509,320	3,493,298	468	983,807	6,791,294	7,632,045	53%
2021/22	2,196,266	374,691	3,867,989	468	983,807	7,775,101	7,022,929	47%
2022/23	2,501,888	420,692	4,288,681	468	983,807	8,758,907	6,459,815	42%
2023/24	2,556,651	426,168	4,714,850	468	983,807	9,742,714	5,902,176	38%
2024/25	4,286,298	686,255	5,401,105	468	983,807	10,726,521	5,604,625	34%
	28,145,389	5,401,105		5,107	10,726,521	Weighted Debt Funding Ratio		62%

Appendix A – Daily Vehicle Trip Matrix by Sector (using the maximum from the two select link analyses provided for RESA and EAR North)

	OID	1	2	3	4	5	6	7	7a	24	23	21	20	18	Total
West (SH6a)	1	0	0	0	0	0	0	0	6	0	0	38	159	0	202
South (SH6 Kawerau Falls)	2	0	0	0	0	0	0	0	0	136	0	0	43	0	179
East (SH6 Shotover)	3	0	0	0	0	0	0	402	2,300	0	0	1,534	19	0	4,255
North (Hansen Rd)	4	0	0	0	0	0	0	0	1	0	0	0	1	0	3
Frankton West SH6	5	0	0	0	0	0	0	0	0	0	0	0	28	0	28
Central (near Airport)	6	0	0	0	0	0	0	0	0	99	0	45	26	0	170
Remarkables Park Existing	7	0	0	0	0	0	0	0	0	219	0	329	210	0	758
Remarkables Park New	7a	14	0	2,240	1	0	0	0	0	404	9	664	377	298	4,007
Glenda Drive	24	0	133	0	0	0	76	214	414	0	0	260	38	0	1,135
Events Centre	23	0	0	0	0	0	0	0	0	0	0	0	12	0	12
South Frankton Flats	21	33	0	1,384	0	0	34	314	671	255	0	90	218	0	2,998
North Frankton Flats	20	168	49	240	2	29	26	199	377	37	14	220	83	33	1,477
Five Mile	18	0	0	0	0	0	0	0	276	0	0	0	33	0	309
	Total	216	182	3,865	3	29	135	1,129	4,044	1,151	23	3,180	1,246	331	15,533

Appendix B – Proposed Targeted Eastern Access Road Development Contribution Catchment Area



Transportation - Eastern Access Road Contributing Area.