Development & Financial Contributions Policy and Revenue & Financing Policy Review 2026

Submissions Book

For Hearings to be held on 19 May 2026

Contents

Submitter	Page	Submitter	Page
1 - Chris Chuq	3	14 - Shane Stockdill	44
2 - V Cameron	6	15 - Guest user	47
3 - Ian Loftus	9	16 - Jess Cunliffe	50
4 - Greg Martin (Arrowsmith Law Limited)	12	17 - Kieran Gannon	53
5 - David Watson	15	18 - Hamish Niles (Property Brokers)	56
6 - Tegan Williams	18	19 - Kim Miller	63
7 - Steven Clark	22	20 - Peter Lindsay	67
8 - Christopher Pringuer	25	21 - Matt McLachlan (Strowan Fields Limited) *	71
9 - Gerard Murphy	28	22 - Megan and Craig Thomas	78
10 - Sarah Perriam-Lampp *	31	24 - John Bell	80
11 - Dave Folley	34	25 - Clark McLeod *	86
12 - Lynne Bridge *	37	26 - Keiran Breakwell *	93
13 - Amanda Evans	41	27 - John D McGirr	102

The submitters marked * are appearing to speak in support of their submission.

Details of submitter No: 1 - Chris Chuq

Submitter:	Chris Chuq
Submitter Address:	

Development & Financial Contributions Policy and Revenue & Financing Policy Review 2026

Submitter Details

Submission Date: 15/04/2026

First name: Chris **Last name:** Chuq

Email: kridzchuq@gmail.com

Would you like to present your submission in person at a hearing?

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Feedback

1. Do you support the creation of a new roading development contribution to help fund new and upgraded roading assets?

Yes, I support a new roading development contribution **(Council's preferred option)**

Please explain why you have chosen that option.

Roading infrastructure is directly impacted by growth, with new subdivisions increasing traffic volumes, accelerating asset wear, and creating the need for network upgrades and expansions. Yes, I support this.

Also, consider targeted roading charges for heavy vehicles during the development phase, as construction traffic causes disproportionate road damage that often becomes evident after development is complete rather than at the time of use.

---

2. Do you support Council collecting development contributions at subdivision:

Effective from 1 July 2026

Why have you chosen that option? Please give details of any other changes you propose.)

This approach provides greater certainty about when costs are incurred, aligns contributions with development capacity at the time of the subdivision, and helps ensure that infrastructure needed to support growth is funded without placing undue pressure on existing ratepayers.

You do not need to wait on timing to introduce this. Any application for subdivision as at 30th June 2026 will be on the old model, while new aplication from 1st July should automatically be paid for before final sign off is issued.

However, I suggest flexibility where appropriate, such as for staged developments or where there is a long delay between subdivision and building.

3. What is your preferred option for development contribution charges?

Phase-in the increase in charges

Why have you chosen that option? Please give details of any capping, phase-in, or other changes you propose.

There is no clear justification for an increase at this time except that Council must increase Dev Con every three years. It is unclear whether there is a demonstrated shortfall in funding for new infrastructure or upgrades that necessitates higher development contributions. In addition, water service delivery is funded separately and does not rely on development contributions, which raises questions about the rationale for increasing charges where growth-related infrastructure costs are already being met through other funding mechanisms.

4. Amending the revenue & financing policy - What is your preferred option for this issue?

Amend the revenue & financing policy to allow for roading development contributions **(Council's preferred option)**

Why have you chosen that option.

Roading infrastructure is directly impacted by growth, with new subdivisions increasing traffic volumes, accelerating asset wear, and creating the need for network upgrades and expansions. Yes I support this.

5. Council has proposed other changes on page 11 of the consultation document. What are your thoughts on those changes?

Supported

6. Are there any other comments you would like to make?

None

Details of submitter No: 2 - V Cameron

Submitter:	V Cameron
Submitter Address:	

Development & Financial Contributions Policy and Revenue & Financing Policy Review 2026

Submitter Details

Submission Date: 16/04/2026

First name: V **Last name:** Cameron

Email: camwood@xtra.co.nz

Would you like to present your submission in person at a hearing?

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Feedback

1. Do you support the creation of a new roading development contribution to help fund new and upgraded roading assets?

I support a new roading development contribution, with some changes (explain below).

Please explain why you have chosen that option.

I would like to see the portion of the DC that is for roading, kept separate to use for roading only, so the other portions of the DC are used for water, parks etc.

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2. Do you support Council collecting development contributions at subdivision:

Effective from 1 July 2027 **(Council's preferred option)**

Why have you chosen that option? Please give details of any other changes you propose.)

Gives developers and council enough time to prepare.

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3. What is your preferred option for development contribution charges?

Agree with the development contributions charges as set out in the consultation document. **(Council's preferred option)**

Why have you chosen that option? Please give details of any capping, phase-in, or other changes you propose.

Was never good having to pay these fees at building consent time - often purchasers of section/land did not know they would have to pay, and it's quite a lot to add onto consent costs.

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4. Amending the revenue & financing policy - What is your preferred option for this issue?

2

Amend the revenue & financing policy to allow for roading development contributions **(Council's preferred option)**

Why have you chosen that option.

Details of submitter No: 3 - Ian Loftus

Submitter:	Ian Loftus
Submitter Address:	

Submitter Details

Submission Date: 17/04/2026

First name: Ian **Last name:** Loftus

Email: ianl@slingshot.co.nz

Would you like to present your submission in person at a hearing?

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Feedback

1. Do you support the creation of a new roading development contribution to help fund new and upgraded roading assets?

Yes, I support a new roading development contribution **(Council's preferred option)**

Please explain why you have chosen that option.

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2. Do you support Council collecting development contributions at subdivision:

Effective from 1 July 2027 **(Council's preferred option)**

Why have you chosen that option? Please give details of any other changes you propose.)

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3. What is your preferred option for development contribution charges?

Agree with the development contributions charges as set out in the consultation document. **(Council's preferred option)**

Why have you chosen that option? Please give details of any capping, phase-in, or other changes you propose.

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4. Amending the revenue & financing policy - What is your preferred option for this issue?

Amend the revenue & financing policy to allow for roading development contributions **(Council's preferred option)**

Why have you chosen that option.

3

Details of submitter No: 4 - Greg Martin (Arrowsmith Law Limited)

Submitter:	Greg Martin
Submitter Address:	
Organisation:	Arrowsmith Law Limited

Submitter Details

Submission Date: 17/04/2026

First name: Greg **Last name:** Martin

Organisation: Arrowsmith Law Limited

Email: gem@alaw.nz

Would you like to present your submission in person at a hearing?

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Feedback

1. Do you support the creation of a new roading development contribution to help fund new and upgraded roading assets?

Yes, I support a new roading development contribution **(Council's preferred option)**

Please explain why you have chosen that option.

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2. Do you support Council collecting development contributions at subdivision:

Effective from 1 July 2027 **(Council's preferred option)**

Why have you chosen that option? Please give details of any other changes you propose.)

Comment - this would make purchase of sections much easier for Purchasers. Getting and invoice for development contributions is too often a 'nasty surprise' for buyers of sections (and some builders) when they apply for a Building Consent. Much better that it be paid by the sub-divider as a condition of the s.224 being issued.

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3. What is your preferred option for development contribution charges?

Agree with the development contributions charges as set out in the consultation document. **(Council's preferred option)**

Why have you chosen that option? Please give details of any capping, phase-in, or other changes you propose.

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4. Amending the revenue & financing policy - What is your preferred option for this issue?

4

Amend the revenue & financing policy to allow for roading development contributions **(Council's preferred option)**

Why have you chosen that option.

Details of submitter No: 5 - David Watson

Submitter:	David Watson
Submitter Address:	

Submitter Details

Submission Date: 17/04/2026

First name: David **Last name:** Watson

Email: watsondg@farmside.co.nz

Would you like to present your submission in person at a hearing?

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Feedback

1. Do you support the creation of a new roading development contribution to help fund new and upgraded roading assets?

Yes, I support a new roading development contribution **(Council's preferred option)**

Please explain why you have chosen that option.

Roading throughout Mid Canterbury is in dire need of improvement and this seems a fair way to help cover the costs

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2. Do you support Council collecting development contributions at subdivision:

Effective from 1 July 2026

Why have you chosen that option? Please give details of any other changes you propose.)

The sooner the better

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3. What is your preferred option for development contribution charges?

Agree with the development contributions charges as set out in the consultation document. **(Council's preferred option)**

Why have you chosen that option? Please give details of any capping, phase-in, or other changes you propose.

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4. Amending the revenue & financing policy - What is your preferred option for this issue?

5

Amend the revenue & financing policy to allow for roading development contributions **(Council's preferred option)**

Why have you chosen that option. Best solution

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5. Council has proposed other changes on page 11 of the consultation document. What are your thoughts on those changes?

Agree with Council

Details of submitter No: 6 - Tegan Williams

Submitter:	Tegan Williams
Submitter Address:	

Submitter Details

Submission Date: 17/04/2026

First name: Tegan **Last name:** Williams

Email: tegan.rowlands24@gmail.com

Would you like to present your submission in person at a hearing?

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Feedback

1. Do you support the creation of a new roading development contribution to help fund new and upgraded roading assets?

No, I do not support a new roading contribution

Please explain why you have chosen that option.

I would need further detail before supporting this proposal. In particular, clarity is needed around who the proposed roading development contribution would apply to, how costs are allocated, and what proportion of the costs are genuinely attributable to growth.

If the contribution is targeted toward those directly creating demand for new or upgraded roading infrastructure—such as developments within Ashburton township—then it may be reasonable.

However, I would not support a model where costs are spread across the wider district, including rural communities such as Methven, Mayfield, and Mt Somers, if those areas are not directly driving or benefiting from the growth. It is not equitable to expect out-of-town ratepayers to fund urban growth, particularly when rural communities are expected to fund their own infrastructure needs without reciprocal support.

It is also important to distinguish clearly between costs associated with growth and those related to the maintenance or renewal of existing roading infrastructure. Existing ratepayers already contribute through rates toward the upkeep and renewal of assets, and these costs should not be reallocated to development contributions.

While I acknowledge that councils can use development contributions to help fund planned future infrastructure, this must be strictly limited to the proportion of costs attributable to growth. Any projects, such as new roading links, must be clearly identified in Council planning documents, supported by robust modelling, and transparently demonstrate the split between growth-related demand and existing network needs. Development contributions should not be used to fund pre-existing issues, congestion, or upgrades that primarily benefit current users.

Without clear transparency around these points, there is a risk of double-charging or misallocating costs, which would undermine confidence in the policy. Any development contribution framework should follow a

clear “beneficiary pays” principle and ensure that charges are fair, proportionate, and directly linked to the demand created by growth.

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2. Do you support Council collecting development contributions at subdivision:

Effective from 1 July 2027 **(Council's preferred option)**

Why have you chosen that option? Please give details of any other changes you propose.)

Yes, I support Council collecting development contributions at the subdivision stage, as this provides greater transparency and certainty for section purchasers. It ensures costs are known upfront, rather than being imposed later at building consent when plans may already be underway and budgets set.

However, this support is conditional on full transparency. Council must clearly demonstrate how development contribution costs are calculated and, critically, what proportion of those costs is directly attributable to growth. Without this, there is a real risk of misallocation, where developers are overcharged for infrastructure that is not solely growth-related.

Any such mischarging does not remove the burden—it simply shifts it. Costs passed on to developers will ultimately be transferred to purchasers through section prices, meaning buyers still bear the financial impact, but with less visibility and certainty.

It is therefore essential that Council strictly adheres to legal principles, including:
- Charging only for infrastructure required as a direct result of growth (“exacerbator pays”)
- Providing existing demand credits where applicable, so only net increases in demand are charged
- Ensuring development contributions are not used to fund upgrades or improvements that primarily benefit existing users

From our experience, Council has not clearly demonstrated the growth-related component of costs, particularly in relation to water infrastructure in Mt Somers. This highlights the need for a more robust and transparent approach.

To ensure confidence in the process, Council should also provide full disclosure of the underlying cost modelling and consider independent review or auditing of how growth costs are calculated and allocated. Without this level of transparency and accountability, there is a risk of double-charging or misallocating costs, particularly where assumptions about growth versus existing demand are not clearly evidenced.

In principle, collecting development contributions at subdivision is sensible—but without clear evidence, accountability, and transparency, there is a risk the system becomes unfair and undermines confidence for both developers and purchasers.

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3. What is your preferred option for development contribution charges?

Other change (please explain)

Why have you chosen that option? Please give details of any capping, phase-in, or other changes you propose.

so long as you can prove they legally meet growth costs then its understndable.

6

4. Amending the revenue & financing policy - What is your preferred option for this issue?

Do not amend the revenue & financing policy

Why have you chosen that option. Would depend on the answers to above.

Details of submitter No: 7 - Steven Clark

Submitter:	Steven Clark
Submitter Address:	

Submitter Details

Submission Date: 24/04/2026

First name: Steven **Last name:** Clark

Email:

Would you like to present your submission in person at a hearing?

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Feedback

1. Do you support the creation of a new roading development contribution to help fund new and upgraded roading assets?

Yes, I support a new roading development contribution **(Council's preferred option)**

Please explain why you have chosen that option.

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2. Do you support Council collecting development contributions at subdivision:

Effective from 1 January 2027

Why have you chosen that option? Please give details of any other changes you propose.)

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3. What is your preferred option for development contribution charges?

Agree with the development contributions charges as set out in the consultation document. **(Council's preferred option)**

Why have you chosen that option? Please give details of any capping, phase-in, or other changes you propose.

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4. Amending the revenue & financing policy - What is your preferred option for this issue?

Amend the revenue & financing policy to allow for roading development contributions **(Council's preferred option)**

Why have you chosen that option.

7

Details of submitter No: 8 - Christopher Pringuer

Submitter:	Christopher Pringuer
Submitter Address:	

Development & Financial Contributions Policy and Revenue & Financing Policy Review 2026

Submitter Details

Submission Date: 24/04/2026

First name: Christopher **Last name:** Pringuer

Email: cdfp888@gmail.com

Would you like to present your submission in person at a hearing?

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Feedback

1. Do you support the creation of a new roading development contribution to help fund new and upgraded roading assets?

Yes, I support a new roading development contribution **(Council's preferred option)**

Please explain why you have chosen that option.

The burden should be shifted from the ratepayers to those who are profiting from the development

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2. Do you support Council collecting development contributions at subdivision:

Effective from 1 July 2027 **(Council's preferred option)**

Why have you chosen that option? Please give details of any other changes you propose.)

Gives reasonable time to prepare.

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3. What is your preferred option for development contribution charges?

Other change (please explain)

Why have you chosen that option? Please give details of any capping, phase-in, or other changes you propose.

Should float with the costs as they rise or fall.

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4. Amending the revenue & financing policy - What is your preferred option for this issue?

Amend the revenue & financing policy to allow for roading development contributions **(Council's preferred option)**

Why have you chosen that option. agreed

5. Council has proposed other changes on page 11 of the consultation document. What are your thoughts on those changes?

none at this time.

Details of submitter No: 9 - Gerard Murphy

Submitter:	Gerard Murphy
Submitter Address:	

Submitter Details

Submission Date: 25/04/2026

First name: Gerard **Last name:** Murphy

Email: gerardmurphy721@gmail.com

Would you like to present your submission in person at a hearing?

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Feedback

1. Do you support the creation of a new roading development contribution to help fund new and upgraded roading assets?

Yes, I support a new roading development contribution **(Council's preferred option)**

Please explain why you have chosen that option.

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2. Do you support Council collecting development contributions at subdivision:

Effective from 1 July 2027 **(Council's preferred option)**

Why have you chosen that option? Please give details of any other changes you propose.)

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3. What is your preferred option for development contribution charges?

Agree with the development contributions charges as set out in the consultation document. **(Council's preferred option)**

Why have you chosen that option? Please give details of any capping, phase-in, or other changes you propose.

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4. Amending the revenue & financing policy - What is your preferred option for this issue?

Amend the revenue & financing policy to allow for roading development contributions **(Council's preferred option)**

Why have you chosen that option.

6. Are there any other comments you would like to make?

I fully support all the changes that are being proposed by Council. Possibly the development contributions should be more ? Developers generally make good margins/profits on residential developments and the existing ratepayers should not be subsidising the cost of installing or upgrading basic services to support this growth.

Details of submitter No: 10 - Sarah Perriam-Lampp

Submitter:	Sarah Perriam-Lampp
Submitter Address:	

Submitter Details

Submission Date: 30/04/2026

First name: Sarah **Last name:** Perriam-Lampp

Email:

sarah@countrywidemedia.co.nz

Would you like to present your submission in person at a hearing?

Yes

Please indicate if you want to present at the hearing in person or virtually:

Feedback

1. Do you support the creation of a new roading development contribution to help fund new and upgraded roading assets?

Yes, I support a new roading development contribution **(Council's preferred option)**

Please explain why you have chosen that option.

We live in Kakariki View in Methven and this subdivision road was done at the bare basics the Curries could get away with. After everyone started building the road is ripped to shreds from building trucks. Its should have been done properly by the developer upfront so the council doesn't have to repair it again!

---

2. Do you support Council collecting development contributions at subdivision:

Effective from 1 July 2027 **(Council's preferred option)**

Why have you chosen that option? Please give details of any other changes you propose.)

100%. This is he most ludicrous thing we found out when we got the bill in the mail at building consent stage. I went ape shit at council as Im used to QLDC and CODC, very familiar with real estate developments. So much so that poor Greg Jopson felt so bad he didnt tell us about it when we brought the section he paid it for us out of his commission selling us the section. Its so exciting to see these changes.

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3. What is your preferred option for development contribution charges?

Agree with the development contributions charges as set out in the consultation document. **(Council's preferred option)**

Why have you chosen that option? Please give details of any capping, phase-in, or other changes you propose.

4. Amending the revenue & financing policy - What is your preferred option for this issue?

Amend the revenue & financing policy to allow for roading development contributions **(Council's preferred option)**

Why have you chosen that option.

Details of submitter No: 11 - Dave Folley

Submitter:	Dave Folley
Submitter Address:	

Submitter Details

Submission Date: 04/05/2026

First name: Dave **Last name:** Folley

Email: folleynz@xtra.co.nz

Would you like to present your submission in person at a hearing?

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Feedback

1. Do you support the creation of a new roading development contribution to help fund new and upgraded roading assets?

Yes, I support a new roading development contribution **(Council's preferred option)**

Please explain why you have chosen that option. To assist with ongoing roading maintenance

---

2. Do you support Council collecting development contributions at subdivision:

Effective from 1 July 2027 **(Council's preferred option)**

Why have you chosen that option? Please give details of any other changes you propose.)

To bring it into line with other Councils , also it will assist with not having to bank roll growth

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3. What is your preferred option for development contribution charges?

Agree with the development contributions charges as set out in the consultation document. **(Council's preferred option)**

Why have you chosen that option? Please give details of any capping, phase-in, or other changes you propose.

Growth funds growth

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4. Amending the revenue & financing policy - What is your preferred option for this issue?

Amend the revenue & financing policy to allow for roading development contributions **(Council's preferred option)**

11

Why have you chosen that option. To come into line with other councils

Details of submitter No: 12 - Lynne Bridge

Submitter:	Lynne Bridge
Submitter Address:	

Submitter Details

Submission Date: 05/05/2026

First name: Lynne **Last name:** Bridge

Email: lynne.bridge@raywhite.com

Would you like to present your submission in person at a hearing?

Yes

Please indicate if you want to present at the hearing in person or virtually: In person

Feedback

1. Do you support the creation of a new roading development contribution to help fund new and upgraded roading assets?

Yes, I support a new roading development contribution **(Council's preferred option)**

Please explain why you have chosen that option.

I consider that the Development fee is a necessary cost to new development to ensure there is sufficicent ongoing cashflow for the Council to progress with the required infrastructure of the growing community of Ashburton. As long as the money is allocated to the infrastructure of roads and utilities and not side-hustled off to buildings or maintenance of council buildings.

I do consider that for Developers the incentive to purchase land and contribute to the growth of homes required in Ashburton that there needs to be a better incentive than to load them up with upfront charges of the full amount of Development fees as well as the present costs and that maybe a better answer if for payment to be on date of sections at settlement or unconditional date or to have progressive payments as the development progresses. This would ensure that there is a continual cashflow coming through to the council to enable consistent works being done.

The area needs private developers to enable consistent growth and I consider that the proposed favoured way of treating the fees will dis-incentivise these developers looking at Ashburton and will seek areas that do not have this upfront or areas that the values of housing properties are accellerating faster than Ashburton. Section prices are not increasing as fast as the development, and compliance and infrastructure costs that are borne for subdividing are.

It is a two way street, if Ashbruton wants to grow in industry and business then we need the people and the people need houses and the houses need developers and builders. The council needs to work wiser and in hand with these people not against them so that all will end up with a share of the pie.

The flow on effect from this goes throughout the community such as trade services, real estate agents, retail, legal services accountants, and council employees even. Without people growth , there is no growth and if noone provides the ability to build new properties then we dont grow.

Just make it wiser in gathering the money.

---

2. Do you support Council collecting development contributions at subdivision:

Effective from 1 July 2027 **(Council's preferred option)**

Why have you chosen that option? Please give details of any other changes you propose.)

Timeframe is about correct fro developers to be prepaed and existing purchasers to have started building.

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3. What is your preferred option for development contribution charges?

Other change (please explain)

Why have you chosen that option? Please give details of any capping, phase-in, or other changes you propose.

Place it at $1000.00 and this could then reduce the increase in rates for the general public.

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4. Amending the revenue & financing policy - What is your preferred option for this issue?

Amend the revenue & financing policy to allow for roading development contributions **(Council's preferred option)**

Why have you chosen that option. Needs to be official to allow for transparency.

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5. Council has proposed other changes on page 11 of the consultation document. What are your thoughts on those changes?

What needs to be done to make clear and transparent and understandable

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6. Are there any other comments you would like to make?

I just feel that the council does not listen to the public and that even though you get few submissions, you make out that the majority agree just because they havnt made a submission, where a lot of people would find it difficuly and confusing and scared to do it.

Why was the CEO not presenting this at the workshop

Details of submitter No: 13 - Amanda Evans

Submitter:	Amanda Evans
Submitter Address:	

Submitter Details

Submission Date: 05/05/2026

First name: Amanda **Last name:** Evans

Email: amanda.durry@hotmail.com

Would you like to present your submission in person at a hearing?

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Feedback

1. Do you support the creation of a new roading development contribution to help fund new and upgraded roading assets?

No, I do not support a new roading contribution

Please explain why you have chosen that option.

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2. Do you support Council collecting development contributions at subdivision:

Effective from 1 July 2026

Why have you chosen that option? Please give details of any other changes you propose.)

This has long been an issue for people purchasing land in a new subdivision and should be rectified as soon as possible. Developers should be responsible for all costs associated with setting up the subdivisionñ

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3. What is your preferred option for development contribution charges?

Agree with the development contributions charges as set out in the consultation document. **(Council's preferred option)**

Why have you chosen that option? Please give details of any capping, phase-in, or other changes you propose.

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4. Amending the revenue & financing policy - What is your preferred option for this issue?

Amend the revenue & financing policy to allow for roading development contributions **(Council's preferred option)**

13

Why have you chosen that option.

Details of submitter No: 14 - Shane stockdill

Submitter:	Shane stockdill
Submitter Address:	

Submitter Details

Submission Date: 05/05/2026

First name: Shane **Last name:** stockdill

Email: shanestockdill@gmail.com

Would you like to present your submission in person at a hearing?

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Feedback

1. Do you support the creation of a new roading development contribution to help fund new and upgraded roading assets?

I support a new roading development contribution, with some changes (explain below).

Please explain why you have chosen that option.

Charge those who benifit from it. As a methven person i get no use from a second bridge. To go south we use SH 77 (or72?) We have been hit very hard with water rates (when much cheaper options were tabled and rejected) and subdivision cost, not to mention the way over budget Ivory palace called the Council Office. Also charged for the EA networks centre which we have never used. We have a fine pool locally and A hotpools that is world class. and self funded to repay the govt loan.

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2. Do you support Council collecting development contributions at subdivision:

Effective from 1 July 2026

Why have you chosen that option? Please give details of any other changes you propose.)

Stop the end user who is oftern a wage earner being crippled while the developer make millions. developer includes it in the section price. Banks lend on Known costs.

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5. Council has proposed other changes on page 11 of the consultation document. What are your thoughts on those changes?

way to much giblede goosh bullshit lawyers talk. Get it real for the normal laymen to understand and then re ask the question

6. Are there any other comments you would like to make?

Get pricing and stick to it.

Start looking at option normal humans would chose. EG methven water at $0.37 cent a litre for storgae rather than the $1.50 that you went with.

The roading will blow out to over double your expected amount because you have no balls to push back. Control your speding, THe rate payers are crippled by approx 15% per year increase for 3 years runing. That about 45%-50%

Details of submitter No: 15 - guest user

Submitter:	guest user
Submitter Address:	

Submitter Details

Submission Date: 05/05/2026

First name: **Last name:**

Email:

Would you like to present your submission in person at a hearing?

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Feedback

1. Do you support the creation of a new roading development contribution to help fund new and upgraded roading assets?

Yes, I support a new roading development contribution **(Council's preferred option)**

Please explain why you have chosen that option.

As long as anyone building a home does not get hit with Green Fees which they know nothing about until they have started building. This was a nasty surprise for me. Just a money collecting revenue by the Council. When a person is fully squeezed building in this day and age. The developer is the one receiving all the money for his sections. The person building is already spending all their money for building and all the fees the Council has already been charging the person having the house built. Green Fees are outrageous!

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2. Do you support Council collecting development contributions at subdivision:

Effective from 1 July 2026

Why have you chosen that option? Please give details of any other changes you propose.)

So no other innocent people who have the guts to build their own homes get hit with fees from the Council that they know nothing about when they have bought a section to build on. As if they don't squeeze enough out of us as it is.

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3. What is your preferred option for development contribution charges?

Agree with the development contributions charges as set out in the consultation document. **(Council's preferred option)**

Why have you chosen that option? Please give details of any capping, phase-in, or other changes you propose.

4. Amending the revenue & financing policy - What is your preferred option for this issue?

Amend the revenue & financing policy to allow for roading development contributions **(Council's preferred option)**

Why have you chosen that option.

Because our roads are absolutely discusting. I have just done a road trip down south Cromwell Cardrona Arrowtown areas. The roads are a credit to them. Not a pothole or dint insight. Ashfelt seems to be of a much better quality than we appear to have. We dont seem to have the chip covering they have. Our roads are just about just tar which in the frosts this winter will be a slippery mess. Main road between Ashburton and end of Rakaia bridge are a third rate countries. I hope this bridge road is dine by some outfit that knows how to make a road. Allenton shopping centres road is a mess. If you dont use the pedestrian crossing to walk across it is so bumpy you are likely to trip and land on your face as i did when i was hurrying across as a car was coming. If whomever did this road needs to be sacked. Also it is time you have put some forthought into when you have done a footpath or new tarsealing you are not going to come back and start digging it up again. Also time a footpath was put along Allens Road to join with the nice one you have not long finished on Racecourse Road. We ratepayers are paying higher rates than most places but dont appear to have the faclities that should be here by now. Foottraffic past Millcreek small bridge and Carters Tce and Allens Road to Racecourse Road is very dense. Most are walking on the road.

5. Council has proposed other changes on page 11 of the consultation document. What are your thoughts on those changes?

Havent found time to read.

6. Are there any other comments you would like to make?

Yes its a joke that you are having to pay maintenance on that palace you made already. You may as well have fixed up the lively buiding you already had instead of breaking the Communities backs upping our rates. There was nothing wrong with the Library we had either . Just learn to build in an envirinment that we live in to stop building with flat roofs. Also make sure when new bridge that is built has holes in it to release rainwater out the edges. As I nearly lost my steering on a bridge on the mainroad North of Timaru because my vechicle started plaining in a cloudburst as i was driving across it. I checked it out sometime later and there was nowhere for all the water to go. I thought my days were over in that incidence.

Details of submitter No: 16 - Jess Cunliffe

Submitter:	Jess Cunliffe
Submitter Address:	

Submitter Details

Submission Date: 05/05/2026

First name: Jess **Last name:** Cunliffe

Email: jcunliffe25@gmail.com

Would you like to present your submission in person at a hearing?

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Feedback

1. Do you support the creation of a new roading development contribution to help fund new and upgraded roading assets?

No, I do not support a new roading contribution

Please explain why you have chosen that option.

development contributions should be paid at the stage when the house is built cause thats when the physical demand on infrastructure is starting

---

2. Do you support Council collecting development contributions at subdivision:

Other (Please explain. This may include keeping the status quo).

Why have you chosen that option? Please give details of any other changes you propose.)

development contributions should be paid at the stage when the house is built cause thats when the physical demand on infrastructure is starting

---

3. What is your preferred option for development contribution charges?

Other change (please explain)

Why have you chosen that option? Please give details of any capping, phase-in, or other changes you propose.

development contributions should be paid at the stage when the house is built cause thats when the physical demand on infrastructure is starting

---

4. Amending the revenue & financing policy - What is your preferred option for this issue?

Do not amend the revenue & financing policy

Why have you chosen that option.

---

6. Are there any other comments you would like to make?

development contributions should be paid at the stage when the house is built cause thats when the physical demand on infrastructure is starting

Details of submitter No: 17 - Kieran Gannon

Submitter:	Kieran Gannon
Submitter Address:	

Submitter Details

Submission Date: 05/05/2026

First name: Kieran **Last name:** Gannon

Email: kierang20@gmail.com

Would you like to present your submission in person at a hearing?

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Feedback

1. Do you support the creation of a new roading development contribution to help fund new and upgraded roading assets?

I support a new roading development contribution, with some changes (explain below).

Please explain why you have chosen that option.

development contributions should be paid at the stage when the house is built cause thats when the physical demand on infrastructure is starting

---

2. Do you support Council collecting development contributions at subdivision:

Other (Please explain. This may include keeping the status quo).

Why have you chosen that option? Please give details of any other changes you propose.)

The development contribution should stay the same

---

3. What is your preferred option for development contribution charges?

Other change (please explain)

Why have you chosen that option? Please give details of any capping, phase-in, or other changes you propose.

increase it at the housing end

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4. Amending the revenue & financing policy - What is your preferred option for this issue?

Do not amend the revenue & financing policy

Why have you chosen that option.

Details of submitter No: 18 - Hamish Niles (Property Brokers)

Submitter:	Hamish Niles
Submitter Address:	
Organisation:	Property Brokers

Development & Financial Contributions Policy and Revenue & Financing Policy Review 2026

Submitter Details

Submission Date: 07/05/2026

First name: Hamish **Last name:** Niles

Organisation: Property Brokers

Email: hamish@pb.co.nz

Would you like to present your submission in person at a hearing?

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Feedback

1. Do you support the creation of a new roading development contribution to help fund new and upgraded roading assets?

Yes, I support a new roading development contribution **(Council's preferred option)**

Please explain why you have chosen that option.

---

2. Do you support Council collecting development contributions at subdivision:

Other (Please explain. This may include keeping the status quo).
Why have you chosen that option? Please give details of any other changes you propose.)

I think this is another added cost to developers when they haven't received any money from their development. I would suggest its paid on settlement date of the section sale.

---

3. What is your preferred option for development contribution charges?

Agree with the development contributions charges as set out in the consultation document. **(Council's preferred option)**
Why have you chosen that option? Please give details of any capping, phase-in, or other changes you propose.

---

4. Amending the revenue & financing policy - What is your preferred option for this issue?

Amend the revenue & financing policy to allow for roading development contributions **(Council's preferred option)**

Why have you chosen that option.

Attached Documents

Name
Submission - Hamish Niles, Property Brokers

Your feedback

Have your Say!

Draft Development and Financial Contributions Policy 2026

Draft Revenue and Financing Policy 2026

Support for the policy

There are three key issues we are addressing through changes to the bylaw. We'd like to hear your thoughts on each of these.

1 New roading development contribution

Do you support the creation of a new roading development contribution to help fund new and upgraded roading assets?

- [x] Yes, I support a new roading development contribution **(Council's preferred option)**
- [ ] No, I do not support a new roading development contribution
- [ ] I support a new roading development contribution, with some changes (explain below)

Please explain why you have chosen that option

_____

_____

_____

_____

YOUR DETAILS

Name: HAMISH NILES

Organisation (if applicable): PROPERTY BROKERS

Address (optional):

Phone: 0274356265 Email: hamish@pb.co.nz

2 Collecting development contributions at subdivision

Do you support Council collecting development contributions at subdivision:

- ○ Effective from 1 July 2027 **(Council's preferred option)**
- ○ Effective from 1 January 2026
- ○ Effective from 1 July 2026
- ✓ Other (please explain. This may include keeping the status quo)

Why have you chosen that option? Please give details of any other changes you propose.

I think this is another added cost to developers when they haven't received any money from their development I would suggest its paid on settlement date of the section sale.

3 Development contributions charges for 2026/27

What is your preferred option for this issue?

- ✓ Agree with the development contributions charges as set out in the consultation document **(Council's preferred option)**
- ○ Cap the increase in charges
- ○ Phase in the increase in charges
- ○ Other change (please explain)

Why have you chosen that option? Please give details of any capping, phase-in or other changes you propose.

4 Amendment of revenue and financing policy

What is your preferred option for this issue?

- ✓ Amend the revenue and financing policy to allow for a new roading development contribution **(Council's preferred option)**
- ○ Do not amend the revenue and financing policy

Why have you chosen that option?

You can also provide your feedback online at ***itsourplace.nz***

5 Other changes

Council has proposed other changes on page 11 of the consultation document. What are your thoughts on those changes?

6 Other comments

Are there any other comments you would like to make?

Do you wish to speak in support of your submission at the hearing?

(if no boxes are ticked, it will be considered that you do not wish to be heard)

☐ **Yes:** The hearing is expected to be held in Hine Paaka *(Council Chamber)* on 19 May 2026. Please note that hearings will be live-streamed to our online channels.

If yes, do you wish to present: ◯ In Person ◯ Virtually

☑ **No:** I do not wish to speak in support of my submission and ask that the following written submission be fully considered.

Please note that submissions are public documents and will be made available on Council's website, including names of submitters (but not contact details). Find out more at ashburtondc.govt.nz/privacy

Submissions presented in the form of a petition or accompanied by multiple signatures will be processed as a single submission.

Have more to say? Feel free to attach additional pages to your submission.

Learn more and share
your thoughts at

ItsOurPlace.nz

Ashburton
DISTRICT COUNCIL

Details of submitter No: 19 - Kim Miller

Submitter:	Kim Miller
Submitter Address:	

Submitter Details

Submission Date: 08/05/2026

First name: Kim **Last name:** Miller

Email: kim.miller@raywhite.com

Would you like to present your submission in person at a hearing?

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Feedback

1. Do you support the creation of a new roading development contribution to help fund new and upgraded roading assets?

I support a new roading development contribution, with some changes (explain below).

Please explain why you have chosen that option.

Charging growth-related costs to developments is consistent with the DC framework and helps ensure ratepayers do not bear the full growth cost. The proposed DC applies solely to the new connecting road in 2026/27, which is appropriate if the charge is strictly proportional to the growth share and transparently applied.

Concerns about cost estimate transparency and proportionality:

The Policy notes Council budgeted $4.9M in 2025/26 and $20M in 2026/27 for the connecting road, and that NZTA and Council will finalise contract price soon. Clear final contract pricing and confirmation of third-party funding/subsidy (NZTA) must be provided before final DC adoption.

The DC per HUE for roading is modest in the draft ($859 incl GST — Appendix 4, page 25 and Appendix 5, page 35), but the underlying growth allocation (27% growth portion) and HUE basis should be fully justified and documented.

I believe that the policy should be amended to include the following before adopting the final policy:

1. Publish final contract price and exact NZTA funding/subsidy allocations used to calculate the DC.

2. Provide a clear worked example showing how residential and non-residential developments will be charged for the roading DC and how vehicle-per-day were validated.

3. Introduce a cap, staged phasing, or deferred-payment option for large residential developments and affordable housing projects to avoid short-term shocks to housing delivery — confirm Council's approach to postponements and staged payments

4. Clarify how capacity credits will be applied where redevelopment replaces existing housing, to avoid double charging.

5. Commit to a transparent reporting schedule showing DC receipts and capital expenditure on the A2B connecting road (who receives funds, how they are spent, and timing)

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2. Do you support Council collecting development contributions at subdivision:

Other (Please explain. This may include keeping the status quo).
Why have you chosen that option? Please give details of any other changes you propose.)

I oppose the proposed roading DC as it is currently drafted because of the following:

1. Up-front DC invoicing (e.g., at subdivision s224 or building consent uplift) creates significant immediate cashflow pressure for staged developments and small builders.
2. The Policy notes budgeted costs ($4.9M in 2025/26, $20M in 2026/27) but final contract price and NZTA arrangements are not yet confirmed; applying the DC before final pricing risks inaccurate charges and unfair developer liability.
3. The Policy lacks clear, predictable mechanisms for staged payment, deferred collection, or phasing tied to development cashflow and project completion.
4. The operational rules for applying capacity credits, transfers, and redevelopment offsets need clearer, quicker processes to avoid double-charging or disputes delaying consents.

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3. What is your preferred option for development contribution charges?

Other change (please explain)
Why have you chosen that option? Please give details of any capping, phase-in, or other changes you propose.

1. Adopt mandatory staged-payment schedules for developments >5 HUE (or another defined threshold), aligned to physical stages or infrastructure connection milestones (e.g., progressive invoicing tied to CCC or stage completion), not single upfront invoices.
2. Specify an accessible postponement process with defined eligibility criteria and timelines, and allow financial security (bond or mortgage) in lieu of immediate cash payment, with capped administration fees
3. Confirm exact triggers for invoicing for subdivision (s224), building consents (uplift), PIMs, and service connections and provide minimum lead times (e.g., invoice issued no earlier than X days before final trigger) to help developer cashflow planning.
4. Where Council allows deferred payment, offer interest-free deferral for a defined short term (e.g., 12 months) and set transparent indexing thereafter, rather than ad hoc CPI adjustments
5. Provide either a partial waiver, reduced rate, or longer deferred-payment window for affordable housing projects and small-scale builders to protect housing supply and

construction viability. Clarify how small stand-alone dwellings (0.5 HUE) are treated for roading DCs.

6. Require Council to publish a simple DC cashflow guide and typical examples (single-lot, 10-lot staged, 50-lot subdivision) showing payment timing and amounts

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5. Council has proposed other changes on page 11 of the consultation document. What are your thoughts on those changes?

Answered above

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6. Are there any other comments you would like to make?

It is felt that the timeframe set does not allow sufficient time to gather detailed information, potentially consult affected stakeholders and prepare a well considered submission before a final outcome is being adopted. The limited number of stakeholders who attended the meeting this week is not a solid cross section of the parties who will ultimately be affected if this decision adopted in haste.

Details of submitter No: 20 - Peter Lindsay

Submitter:	Peter Lindsay
Submitter Address:	

Submitter Details

Submission Date: 09/05/2026

First name: Peter **Last name:** Lindsay

Email: adc@lindsay.org.nz

Would you like to present your submission in person at a hearing?

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Feedback

1. Do you support the creation of a new roading development contribution to help fund new and upgraded roading assets?

I support a new roading development contribution, with some changes (explain below).

Please explain why you have chosen that option.

I can understand the desire to have new subdivision section purchasers contribute to the costs of roading that they will at least partially cause to be created. In my situation, I purchased a section in Braebrook almost nine years ago (it is front and centre on page 6 of your consultation document) and, as you have described in the consultation documents, was very surprised to find out that the cost of the section did not include all of the contributions that the ADC required as part of the complete subdivision process.

In 2020, I enquired about my ability to pay the development contribution in order to avoid the ever-increasing development contribution increases. I was told that I could not do this without applying for (and presumably being granted) a building consent. At that point in time I was not ready to build (and still am not) and the development contribution was in the order of $7,500 but was about to increase to about $10,000 (which triggered my enquiry).

There needs to be a mechanism to convert a section (like the one I own) from a building consent linked development contribution to a prepaid development contribution. As it stands, the current policy has already cost me at least $2,500 and if nothing changes it will soon increase to nearly $5,000 and will overtake any newly subdivided section as its development contribution will be fixed at the point of subdivision. If the proposed policy had been in place when Braebrook was subdivided, my section would have been maybe $5,000-6,000 more expensive, but I would not have been subjected to an ever-increasing development contribution. I do not believe the current policy (or likely the proposed one) treats section owners like like me fairly. It should be noted that I have paid rates on my section for all of the nine years I have owned it.

Ideally, for fairness, anyone with a section who has not already paid the development contribution will be able to discharge that obligation at any time converting it to a prepaid section without any additional fees. If that can be achieved before the 2026/27 development contribution comes into effect (an additional ~$2,000) that would be ideal.

2. Do you support Council collecting development contributions at subdivision:

Other (Please explain. This may include keeping the status quo).
Why have you chosen that option? Please give details of any other changes you propose.)

I support the 1 July 2027 date for the implementation of the development contribution at subdivision policy. This support is subject to the addition of a mechanism to allow existing section owners to pay an equitable development contribution (currently due at building consent issue) at any stage without the need to apply for building consent or any other fee-attracting process.

3. What is your preferred option for development contribution charges?

Other change (please explain)
Why have you chosen that option? Please give details of any capping, phase-in, or other changes you propose.

Bearing in mind the change in policy being proposed, it would be fair and consistent to allow any existing section owner to pay the development contribution that would have applied at the date of the original subdivision with a consumer price index adjustment to compensate for interest gained by the owner and lost by the Council.

It should be remembered that people purchasing sections in the past, even when they were aware of the unpaid development contribution, made their decision without any knowledge or forewarning of these future changes in policy that have caused development contribution escalation well in advance of inflation with no way of avoiding it by paying it at the time (unless they obtained a building consent). This situation has trapped people like myself.

4. Amending the revenue & financing policy - What is your preferred option for this issue?

Amend the revenue & financing policy to allow for roading development contributions **(Council's preferred option)**
Why have you chosen that option.

Support this subject to my previous comments about existing section owners being treated equitably.

5. Council has proposed other changes on page 11 of the consultation document. What are your thoughts on those changes?

No comment.

6. Are there any other comments you would like to make?

My comments have largely reflected my personal situation and my perception of the lack of fairness in the present policy (not allowing payment of the development contribution unless a building consent is granted). My suggestion is that the existing and proposed policies are altered to offer a consistent approach by:

Adopting the 1 July 2027 date for the start of development contribution collection at the point of subdivision (this makes it consistent with most other councils and buyer's expectations).
Adopting the roading development contribution (the principle is reasonable but it must be remembered it is not the developer that ultimately pays - it is the section purchaser, and the policy needs to be equitable so that all roading users ultimately pay a similar amount over time).
Creating a new fair and equitable policy that makes the payment of development contributions on sections subdivided prior to 1 July 2027 possible at any time, and the amount owing is the same as the development contribution that was due at the date of original subdivision inflation indexed into today's dollars. This equates it to the proposed policy - where an undeveloped section does not attract additional development contributions after subdivision due to policy changes or development contribution adjustments.

Details of submitter No: 21 - Matt Matt (Strowan Fields Limited)

Submitter:	Matt Matt
Submitter Address:	
Organisation:	Strowan Fields Limited

Development & Financial Contributions Policy and Revenue & Financing Policy Review 2026

Submitter Details

Submission Date: 10/05/2026

First name: Matt **Last name:** Matt

Organisation: Strowan Fields Limited

Email:

matt.mclachlan@devcorp.co.nz

Would you like to present your submission in person at a hearing?

Yes

Please indicate if you want to present at the hearing in person or virtually: In Person

Feedback

1. Do you support the creation of a new roading development contribution to help fund new and upgraded roading assets?

No, I do not support a new roading contribution

Please explain why you have chosen that option.

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2. Do you support Council collecting development contributions at subdivision:

Other (Please explain. This may include keeping the status quo).

Why have you chosen that option? Please give details of any other changes you propose.)

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3. What is your preferred option for development contribution charges?

Other change (please explain)

Why have you chosen that option? Please give details of any capping, phase-in, or other changes you propose.

Attached Documents

Name
260510.SFL DC Submission.v1.SUBMITTED

SUBMISSION ON THE DEVELOPMENT & FINANCIAL CONTRIBUTIONS POLICY AND REVENUE & FINANCING POLICY REVIEW 2026

TO: Ashburton District Council

NAME OF SUBMITTER: Strowan Fields Limited

INTRODUCTION

1. This is a submission on Ashburton District Council's (Council) Development & Financial Contributions Policy and Revenue & Financing Policy Review 2026 (Policy). Strowan Fields Limited (SFL) welcomes this opportunity to provide feedback on this policy.

2. SFL are constructing the Strowan Fields development, located to the east of the Ashburton township. 183 new allotments have been created across five stages, with a further 50 nearing completion (Stage 6). The final two stages (7 and 8) are due to be completed in the summer of 2028.

3. Strowan Fields is well connected to its local and wider surroundings via the existing road network, and is in good proximity to Ashburton's commercial areas, which provide a variety of retail options, eateries and supermarkets. Several schools and recreational clubs/ spaces also available close by.

4. SFL have recently submitted a plan change to rezone a further 39.8ha from Residential D to Residential C, adding a further 350 allotments to the development. SFL therefore have a direct and material interest in the Policy's content and application.

5. SFL acknowledges the importance of development contributions (DCs) for funding infrastructure and facilities needed for the District's growth and development. SFL seek that the policy adopts a fair, equitable and proportionate scheme for developers.

RELIEF SOUGHT

6. SFL request that the Council:

- Provide clear, transparent documentation demonstrating the nexus between developers and the specific roading contribution being charged as part of Ashburton's second bridge.
- Reconsider the increase in development contributions and who should bear the cost of growth-related infrastructure.
- Keep the current deferred payment provisions so that development contributions are payable at or after building consent approval.

ROADING CONTRIBUTION

7. Roads serve the entire community — existing residents, visitors, and freight operators. The idea that developers, who create new subdivisions to support the continued growth of areas are seen as the main cause for road upgrades ignores that the road will continue to be used by everyone. In many cases, roading upgrades are needed because of decades of underinvestment — not specifically because of new development.

8. Canterbury comprises 13% of New Zealand's population, produces around 12% of GDP and makes up about 15% of vehicle kilometres travelled. But the region received just 5% of funding from the National Land Transport Fund in the 2024-27 and 2021-24 periods. The South Island received 12% in the 2024-27 funding period, even though it makes up 24% of the population, produces 22% of GDP and makes up 26% of vehicle kilometres travelled. There is an obvious lack of equitable funding from central Government to address this underinvestment in roading networks. Charging developers for a backlog created by the existing situation is arguably unfair and cost-shifting dressed up as a growth principle.

9. SFL recognises that business in the Ashburton District has experienced steady, positive growth, with the region being a strong economic performer in Canterbury, supported by a 1.2% average annual population increase. However, the Ashburton Business Estate has placed increased pressure on the existing bridge, and road network.

10. It's no secret that Ashburton needs a second bridge, with formal investigations into a new crossing dating back to 2011 to address traffic congestion and supply chain vulnerability. The need was further highlighted after flood-related closures of the existing bridge in 2021 and 2023. Traffic studies show the bulk of traffic crossing the existing bridge is local, moving

between the Tinwald/Lake Hood residential areas and the expanding business/industrial areas in Ashburton.

11. The standard justification for development contributions is that new development generates additional vehicle movements and therefore new demand on road networks. Even if a single development doesn't "cause" a specific bottleneck, it contributes incrementally to cumulative demand. The logic is that growth should pay for growth — existing ratepayers shouldn't subsidise the infrastructure needs of new residents or businesses. SFL don't disagree with this, but question why they are contributing to something that is already broken.

12. SFL argue that given there are already congestion issues, the developer hasn't caused that problem — they're inheriting it. This is poor policy with the cost ultimately being passed on to homebuyers and renters. It is unclear what impact development is having on the connecting roads for the second bridge.

INCREASED DEVELOPMENT CONTRIBUTION CHARGES

13. Council is proposing to increase development contribution charges, so they better reflect the real cost of growth-related infrastructure.

14. The cost of buying land, construction, and materials are more expensive. Since 2022, material costs for construction rose far more than consumer prices — and have not fallen since. Costs remain higher on aggregate, which is one of the reasons for the housing affordability squeeze being experienced today.

15. Developers of residential sections have very limited ability to absorb rising costs. Their margin is typically built on the spread between what it costs to service land (roading, utilities, drainage, earthworks) and what they can sell sections for. When costs rise on one side, prices rise on the other — or the project doesn't proceed at all.

16. The Ashburton residential section market is very much price point and focused on affordability. Increasing the development contributions can have a twofold impact; one being increased section prices as developers need to cover the cost; and secondly it becomes harder to shift sections as they are too expensive.

17. A section sitting unsold isn't just a developer headache — it can signal to the Council that the market is softening, which reduces rates revenue, and can stall broader infrastructure investment. Also, if margins become too thin, developers may simply hold land rather than develop it or redirect capital elsewhere. This can further constrain future housing supply, which tends to push up prices on existing stock instead.

18. Further to this, the Council still requires payment of a reserve contribution equivalent to 5% of the market value of additional residential lots created by the subdivision. As mentioned above, increasing development contributions means developers will offset this cost with increased section prices. This in turn will generate more reserve contributions, and therefore more capital from developers to cover the increase costs. SFL is unclear how the Council intends to balance this to make the process equitable.

19. The balance between development contributions and land development is challenging. Contributions are meant to fund the infrastructure that growth requires, but if they're set too high for the local market, they can undermine the very growth they're supposed to service. SFL believe that in a market like Ashburton, there's a strong case for contributions to be calibrated against local land values and income levels rather than just cost-recovery formulas. Furthermore, new residential development creates new ratepayers. Those ratepayers will contribute rates revenue to the Council for decades. SFL questions whether the Policy account for this future revenue stream when calculating what developers should be asked to fund upfront.

COLLECTING DEVELOPMENT CONTRIBUTIONS AT SUBDIVISION STAGE

20. In the Ashburton District, development contributions are collected when someone applies for a building consent, which can be years after land is subdivided. This is somewhat unique, as most other councils in New Zealand collect payments at the subdivision stage.

21. SFL seek that the payment of development contributions remains unchanged based on the following reasons:

    - Known final scope — The building consent reflects the actual built form, so contributions can be calculated on the definitive project and demand.

- Reduced holding costs — Additional cash flow / capital isn't tied up in contribution payments during the often-lengthy gap between settlement of sections and building consent approval.
- Developers do not ultimately use the infrastructure they are charged for — it is the future occupants and the broader community who benefit. Development contributions represent a transfer of public infrastructure costs onto private parties who have no ongoing use of the asset.

CONCLUSION

22. In conclusion, while SFL recognises the importance of development contributions in supporting Ashburton's growth, we believe the current draft policy imposes unsustainable costs on residential developers, homebuyers, and the wider construction industry.

23. We ask Ashburton District Council to adopt a more balanced and collaborative approach to ensure that growth related infrastructure funding, and contribution increases do not hinder the delivery of affordable and sustainable housing. We remain committed to working with Council and other stakeholders to achieve these goals.

24. SFL **wishes** to be heard in support of this submission.



Matt McLachlan

(On behalf of Strowan Fields Limited)

Date: 10 May 2026

Details of submitter No: 22 - Megan and Craig Thomas

Submitter:	Megan and Craig Thomas
Submitter Address:	

Submitter Details

Submission Date: 10/05/2026

First name: Megan and Craig **Last name:** Thomas

Email: craig.megan@outlook.com

Would you like to present your submission in person at a hearing?

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Feedback

6. Are there any other comments you would like to make?

our concerns are

1) collecting dc at subdivision is a high risk move from council. If you havent forward planned then you may have subdivisions started between infrustracture projects so not collect money - youd effectively need to link all projects to growth which is not always reason or planned for

2) DC at subdivision would increase land value so increase rates...may stagnate growth but youll still need some infrastructure projects to happen. May not be able to link growth component.

3) we dont believe your processes are robust enough to implement this. Excessive and inappropriate DC charge for Mt Somers Water Treatment Plant reflects this. Along with the way it has been implemented across purchasers of subdivisions. More information needs to be communicated on how this would work as an alternative is required.

Details of submitter No: 24 - John Bell

Submitter:	John Bell
Submitter Address:	

Submitter Details

Submission Date: 11/05/2026

First name: John **Last name:** Bell

Email: chrisandjohnbell@xtra.co.nz

Would you like to present your submission in person at a hearing?

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Feedback

1. Do you support the creation of a new roading development contribution to help fund new and upgraded roading assets?

Yes, I support a new roading development contribution **(Council's preferred option)**

Please explain why you have chosen that option.

Our rates are struggling to keep up with basic services already. New developments should pay for services to be provided and these costs can be explained to purchasers of sections.

---

2. Do you support Council collecting development contributions at subdivision:

Effective from 1 July 2027 **(Council's preferred option)**

Why have you chosen that option? Please give details of any other changes you propose.)

This seems a fair time as developers will have done budgets without these costs.

---

3. What is your preferred option for development contribution charges?

Agree with the development contributions charges as set out in the consultation document. **(Council's preferred option)**

Why have you chosen that option? Please give details of any capping, phase-in, or other changes you propose.

Fair and transparent is good, a cap is no good as costs just keep rising.

---

4. Amending the revenue & financing policy - What is your preferred option for this issue?

Amend the revenue & financing policy to allow for roading development contributions **(Council's preferred option)**

Why have you chosen that option.

Fairly plain sense to be aligned with every one else. new users need to pay to lessen burden on rates.

---

6. Are there any other comments you would like to make?

With so much development and much more likely in future, new roading and infrastructure needs to be well planned and not too much burden on existing ratepayers

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Attached Documents

Name
Submission - John Bell

Your feedback

Have your Say!

Draft Development and Financial Contributions Policy 2026

Draft Revenue and Financing Policy 2026

Support for the policy

There are three key issues we are addressing through changes to the bylaw. We'd like to hear your thoughts on each of these.

1 New roading development contribution

Do you support the creation of a new roading development contribution to help fund new and upgraded roading assets?

- [x] Yes, I support a new roading development contribution **(Council's preferred option)**
- [ ] No, I do not support a new roading development contribution
- [ ] I support a new roading development contribution, with some changes (explain below)

Please explain why you have chosen that option

Our rates are struggling to keep up with basic services already. New developements should pay for services to be provided and these costs can be explained to purchasers of sections

YOUR DETAILS

Name: John Bell

Organisation (if applicable):

Address (optional):

Phone: 0273439358 Email: chrisandjohnbell@xtra.co.nz

2 Collecting development contributions at subdivision

Do you support Council collecting development contributions at subdivision:

- [x] Effective from 1 July 2027 **(Council's preferred option)**
- [ ] Effective from 1 January 2026
- [ ] Effective from 1 July 2026
- [ ] Other (please explain. This may include keeping the status quo)

Why have you chosen that option? Please give details of any other changes you propose.

This seems a fair time as developers will have done budgets without these costs

3 Development contributions charges for 2026/27

What is your preferred option for this issue?

- [x] Agree with the development contributions charges as set out in the consultation document **(Council's preferred option)**
- [ ] Cap the increase in charges
- [ ] Phase in the increase in charges
- [ ] Other change (please explain)

Why have you chosen that option? Please give details of any capping, phase-in or other changes you propose.

Fair and transparent is good, a cap is no good as ~~these~~ costs just keep rising

4 Amendment of revenue and financing policy

What is your preferred option for this issue?

- [x] Amend the revenue and financing policy to allow for a new roading development contribution **(Council's preferred option)**
- [ ] Do not amend the revenue and financing policy

Why have you chosen that option?

Fairly plain sense to be aligned with every one else, new users need to pay to lessen burden on rates

You can also provide your feedback online at ***itsourplace.nz***

5 Other changes

Council has proposed other changes on page 11 of the consultation document. What are your thoughts on those changes?

6 Other comments

Are there any other comments you would like to make?

With so much development and much more likely in future, new roading and infrastructure needs to be well planned and not too much burden on existing rate payers

Do you wish to speak in support of your submission at the hearing?

(if no boxes are ticked, it will be considered that you do not wish to be heard)

☐ **Yes:** The hearing is expected to be held in Hine Paaka *(Council Chamber)* on 19 May 2026. Please note that hearings will be live-streamed to our online channels.

If yes, do you wish to present: ◯ In Person ◯ Virtually

☑ **No:** I do not wish to speak in support of my submission and ask that the following written submission be fully considered.

Please note that submissions are public documents and will be made available on Council's website, including names of submitters (but not contact details). Find out more at ashburtondc.govt.nz/privacy

Submissions presented in the form of a petition or accompanied by multiple signatures will be processed as a single submission.

Have more to say? Feel free to attach additional pages to your submission.

Details of submitter No: 25 - Clark McLeod

Submitter:	Clark McLeod
Submitter Address:	

Submitter Details

Submission Date: 11/05/2026

First name: Clark **Last name:** McLeod

Email: Clark@mcleodproperty.nz

Would you like to present your submission in person at a hearing?

Yes

Please indicate if you want to present at the hearing in person or virtually:

Feedback

1. Do you support the creation of a new roading development contribution to help fund new and upgraded roading assets?

No, I do not support a new roading contribution

Please explain why you have chosen that option.

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2. Do you support Council collecting development contributions at subdivision:

Other (Please explain. This may include keeping the status quo).

Why have you chosen that option? Please give details of any other changes you propose.)

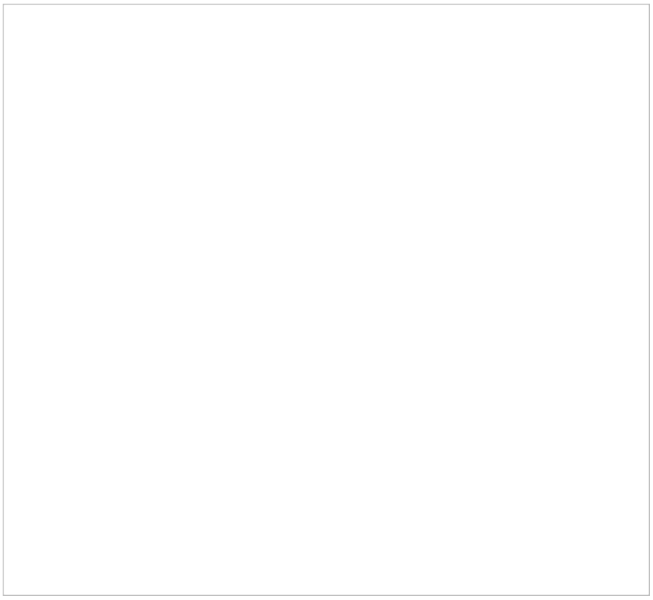
Collectionof DC Contribution- Partly opposed

Agree that the majority of other councils charge DC at subdivision stage. The current charging of DC on top of building consent fees does come to a surprise to many homeowners building a house and these additional costs have not been considered and budgeted and can put some families under financial pressure when building to a budget. For this reason, it would provide some protection to the new homeowner that the additional costs at time of building consent were minimised.

This said, the developer is no different. When the land developer goes through a subdivision process, they purchase the block land at a price sufficient to provide a margin for the development risk and a return on the capital invested. The proposal will impose a new cost to developers and land owners that have not been allowed for. The proposal is that DCs are invoiced and paid at issue of subdivision consent rather than building consent. The notice period for the introduction of this policy is far too short. This proposal will put an unreasonable burden on current property owners and developers of large subdivisions.

By way of example the developers of Coniston Park on the corner of Farm Road and Racecourse Road

purchased their land at public auction for $3.4m on 8th April 2021. The developers have been working on the development of this land since this time and have just completed a private plan change. This land is expected to provide up to 160 sections with a supply and sell down period of 5-7 years. Now council are imposing DC to be invoiced and paid at subdivision consent. This proposal places an unreasonable burden on the developer. Some high-level numbers relating to this development are;



The proposed change in policy imposes an additional cost to the developers. The land would now be required to be purchased for $2.2m to maintain the same margin and a return on the capital invested. The market has a fixed price it will pay for a section which is largely influenced by affordability. The market will not pay more for a section because it cost more to develop. In simple terms an existing direct DC cost to the home builder could be passed on as this figure does not change however the additional funding cost incurred from the proposed policy cannot be passed on in a section price.

This burden on an existing developer does also extend to other rate payers of undeveloped land. Other property owners with land that could be developed would reduce in value due to an increase cost of development of the land as illustrated in the above methodology.

The payment of the DC from a developer would need to be deferred to avoid the additional cost and burden applied to the land developer.

---

5. Council has proposed other changes on page 11 of the consultation document. What are your thoughts on those changes?

HUE Allocation to be reconsidered

I believe the other types of land use DC allocation need to be reconsidered. If you take retail for example, 2.50HUE/100GFA is too high. The nature of retail business has changed. This allocation may have been fit for purpose 20 years ago. Take our roading infrastructure as an example is frequently used by courier deliveries from outside of the district completing against our local retail business. I don't believe a roading DC should be charged to the majority of retail or CBD development. Ashburton retail is now completing internationally and the economics of many retail businesses are marginal to maintain existing property. We want to encourage or

incentivise retail and CBD development to have a prosperous town centre. It has been over 10 years since a significant part of the CDB was cleared after the earthquakes and still limited development with vacant land. Many of these sites would now be required to pay DC costs again as the prior DC tax paid on the prior buildings has expired.

The Rural roading infrastructure is a significant part of the districts roading infrastructure for the district. DC application should reflect a fair portion.

---

6. Are there any other comments you would like to make?

Propose that paid DC charges do not expire

The current DC policy for a residential property that has been cleared to a vacant residential section expires after five years. If a replacement house is built after five years the property owner is taxed a second time. In my view the DC tax should never be expired and changed more than once to the property owner. In this situation the property owner has been paying additional rates on bare land during the vacant period. As the land is vacant the ratepayer of the section does not contribute any cost to the district but they are paying tax for services not utilised and generating revenue.

Attached Documents

Name
Submission - Clark McLeod

Richard Mabon

From: Clark McLeod <clark@mcleodproperty.nz>
Sent: Monday, 11 May 2026 08:30
To: ADC Submissions
Subject: Correction to: Submissions on 1) Draft Development and Financial Contribution, 2) Revenue and Financing

Further to the below email. This has been resent with a correction. I wish speak to my submission. Regards Clark McLeod 0274322194

From: Clark McLeod
Sent: Monday, 11 May 2026 12:06 am
To: ADC Customer Services <info@adc.govt.nz>
Subject: Submissions on 1) Draft Development and Financial Contribution, 2) Revenue and Financing

1) **New Road Development Contribution- Option B No Road DC (status quo)**

When considering the domestic use of roading in the district it is enjoyed by all rate payers and not used proportionately more by a ratepayer that builds a new home. When relating the roading DC to residential housing, I can't understand why a local rate payer that decides to build a new house is required to pay a greater portion of roading tax if they did not move to a new house. This is an unfair allocation of tax on the existing rate paying family that decides to build a new house. This rate payer is effectively paying twice. If the resident decides to stay in their existing home and renovate or extend there is no requirement to pay the DC tax. The need for this further roading tax is due to the current funding shortall on the second bridge roading connection. The second bridge has been required for a number of years and it is arguably an under investment from existing ratepayers of the district. I do not think it is fair that new home owners are required to pay additional tax for the underinvestment.
I support the roading to be rate payer funded rather than through a DC.

2) **Collection of DC Contribution- Partly opposed**

Agree that the majority of other councils charge DC at subdivision stage. The current charging of DC on top of building consent fees does come to a surprise to many home owners building a house and these additional costs have not been considered and budgeted and can put some families under financial pressure when building to a budget. For this reason, it would provide some protection to the new home owner that the additional costs at time of building consent were minimised.

This said, the developer is no different. When the land developer goes through a subdivision process, they purchase the block land at a price sufficient to provide a margin for the development risk and a return on the capital invested. The proposal will impose a new cost to developers and land owners that have not been allowed for. The proposal is that DCs are invoiced and paid at issue of subdivision consent rather than building consent. The notice period for the introduction of this policy is far too short. This proposal will put an unreasonable burden on current property owners and developers of large subdivisions.
By way of example the developers of Coniston Park on the corner of Farm Road and Racecourse Road purchased their land at public auction for $3.4m on 8th April 2021. The developers have been working on the development of this land since this time and have just completed a private plan change. This land is expected to provide up to 160 sections with a supply and sell down period of 5-7 years. Now council are imposing DC to be invoiced and paid at subdivision consent. This proposal places an unreasonable burden on the developer. Some high-level numbers relating to this development are;

Sections		160	
DC Fees	$	12,319	
Development Funding		9.5%	
Total Engineering and construction period		24	months
Sell down period		72	months
DC outlay	$	1,971,040	
Estimated Holding period		60	months
Additional DC Funding Cost		$1,192,498	
Total Purchase	$	3,400,000	
Less additional cost	$	1,192,498	
Adjusted Pruchase price required	$	2,207,502	
Loss of value		$1,192,498	

The proposed change in policy imposes an additional cost to the developers. The land would now be required to be purchased for $2.2m to maintain the same margin and a return on the capital invested. The market has a fixed price it will pay for a section which is largely influenced by affordability. The market will not pay more for a section because it cost more to develop. In simple terms an existing direct DC cost to the home builder could be passed on as this figure does not change however the additional funding cost incurred from the proposed policy cannot be passed on in a section price.

This burden on an existing developer does also extend to other rate payers of undeveloped land. Other property owners with land that could be developed would reduce in value due to an increase cost of development of the land as illustrated in the above methodology.

The payment of the DC from a developer would need to be deferred to avoid the additional cost and burden applied to the land developer.

3) Propose that paid DC charges do not expire

The current DC policy for a residential property that has been cleared to a vacant residential section expires after five years. If a replacement house is built after five years the property owner is taxed a second time. In my view the DC tax should never be expired and changed more than once to the property owner. In this situation the property owner has been paying additional rates on bare land during the vacant period. As the land is vacant the ratepayer of the section does not contribute any cost to the district but they are paying tax for services not utilised and generating revenue.

4) HUE Allocation to be reconsidered

I believe the other types of land use DC allocation need to be reconsidered. If you take retail for example, 2.50HUE/100GFA is too high. The nature of retail business has changed. This allocation may have been fit for purpose 20 years ago. Take our roading infrastructure as an example is frequently used by courier deliveries from outside of the district completing against our local retail business. I don't believe a roading DC should be charged to the majority of retail or CBD development. Ashburton retail is now completing internationally and the economics of many retail businesses are marginal to maintain existing property. We want to encourage or incentivise retail and CBD development to have a prosperous town centre. It has been over 10 years since a significant part of the CDB was cleared after the earthquakes and still limited development with vacant land. Many of these sites would now be required to pay DC costs again as the prior DC tax paid on the prior buildings has expired.

The Rural roading infrastructure is a significant part of the districts roading infrastructure for the district. DC application should reflect a fair portion.

Regards,

CLARK McLEOD

Details of submitter No: 26 - Keiran Breakwell

Submitter:	Keiran Breakwell
Submitter Address:	, New Zealand

Submitter Details

Submission Date: 11/05/2026

First name: Keiran **Last name:** Breakwell

Email: kb@kbproperties.co.nz

Would you like to present your submission in person at a hearing?

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Feedback

1. Do you support the creation of a new roading development contribution to help fund new and upgraded roading assets?

No, I do not support a new roading contribution

Please explain why you have chosen that option.

We do not support the introduction of a new roading development contribution at this time.

Development contributions across the Ashburton District have already increased significantly over recent years (from $7,350 to $10,750 to the proposed new figure of $12,300 in 3/4 years), and these cumulative cost increases are already acting as a deterrent to development activity in the area. Adding a further roading contribution compounds this effect at a time when the development sector is under considerable pressure from construction cost inflation, interest rates, and subdued market demand.

The Council's own consultation documents confirm that proposed DC charges are increasing by an average of $2,975 across eight locations from 1 July 2026 — with some areas such as Rakaia facing increases as high as $6,879. The new roading contribution of $859 will form part of this already-increased charge. While $859 may appear modest in isolation, our concern is with the cumulative and compounding effect of each additional charge imposed on development.

Every dollar added to the cost of development that cannot be absorbed is either passed on to the end purchaser — making housing less affordable — or renders a project unviable altogether. When a development does not proceed, the Council does not just forgo the roading contribution it is seeking. It loses the entire revenue package associated with that project: the full development contribution, reserves contributions, building consent fees, and associated income.

The financial case for a new contribution must be weighed against the real risk that it suppresses the development activity the Council depends on to generate that revenue in the first place.

We urge the Council to model the sensitivity of development viability to cumulative DC increases before introducing any new contribution, and to consider whether the current

trajectory of charges is reaching a point of diminishing returns for the district.

---

2. Do you support Council collecting development contributions at subdivision:

Other (Please explain. This may include keeping the status quo).
Why have you chosen that option? Please give details of any other changes you propose.)

Response: Other — Conditional support, subject to amendment.

We have no objection in principle to the collection of development contributions at the subdivision stage, but we do not support the proposal as currently structured without an amendment to address the financial burden this places on developers.

Requiring payment at subdivision — which may occur years before individual sections are sold — significantly increases developer holding costs. A developer who creates a 50-lot subdivision must fund the full development contribution liability upfront, potentially carrying that cost for several years while sections are progressively sold. This is not a neutral timing change. The cost of financing that obligation over the holding period is real, material, and ultimately passed on to purchasers in the form of higher section prices — making housing less affordable, not more.

A practical and equitable solution would be to allow development contributions to be paid at the point of sale of each individual section rather than at the time of subdivision consent.

This approach would:
• Align the payment obligation with the point at which the developer receives proceeds from the land
• Remove the need for developers to carry the DC liability as a holding cost over the development period
• Still deliver the same revenue to Council, just at a more appropriate trigger point
• Reduce upward pressure on section prices and improve housing affordability outcomes

We acknowledge this may require a creative policy solution within the existing legislative framework, and we would welcome further discussion with Council on how this could be implemented.

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3. What is your preferred option for development contribution charges?

Other change (please explain)
Why have you chosen that option? Please give details of any capping, phase-in, or other changes you propose.

Response: No — Defer to the next three-year consultation cycle.

We do not support updating development contribution charges at this time. Given the significant increases already proposed across multiple locations, and the broader economic pressures facing the development sector, we submit that any review of DC charge levels should be deferred to the next scheduled three-year consultation cycle. This would allow time for the market to absorb the policy changes already being introduced, and give Council the opportunity to assess the actual impact of current charges on

development activity before layering further increases.

Increasing charges now, in the same policy cycle as the introduction of a new roading contribution and a change to collection timing, represents too many compounding cost pressures on the development sector at once. A staged and evidence-based approach to charge increases would be more prudent and more likely to sustain the development activity that underpins Council's long-term revenue base.

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4. Amending the revenue & financing policy - What is your preferred option for this issue?

Do not amend the revenue & financing policy

Why have you chosen that option.

Response: No — Do not amend.

If the new roading development contribution is not introduced, and DC charge increases are deferred as we have submitted, there is no requirement to amend the Revenue & Financing Policy at this time. We submit that this amendment should not proceed ahead of the underlying policy decisions it is intended to enable.

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5. Council has proposed other changes on page 11 of the consultation document. What are your thoughts on those changes?

Response: As above — do not proceed in this cycle.

We do not support the other proposed updates to the DFC Policy in the current cycle, including the removal of the applied growth factor and updates to the calculation methodology, as these changes further compound the overall cost impact on development. These matters should be revisited as part of the next full policy review, when the effects of the current changes can be properly assessed.

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6. Are there any other comments you would like to make?

The Wider Community and Economic Consequences of Increasing Development Costs

We wish to draw the Council's attention to the broader community and economic consequences of increasing development costs to a point where growth is discouraged or
stifled.

Development activity does not exist in isolation — it is the engine of a local economy. When developments proceed, the benefits flow across the entire Ashburton community in ways that extend well beyond Council's balance sheet. Consider the flow-on effects of a subdivision or new housing development going ahead:

• Local tradespeople — builders, plumbers, electricians, concreters — are employed, spending their income locally in Ashburton businesses
• Retailers and suppliers of building materials, appliances, and fitouts benefit directly from construction activity
• New residents spend in local supermarkets, cafés, service businesses, and schools, sustaining those businesses

• Population growth supports the viability of local schools, medical practices, and community facilities that existing residents also rely on
• A growing ratepayer base distributes the cost of Council infrastructure across more properties, reducing the per-household burden on existing residents
• New businesses are attracted to a growing district, creating jobs and further economic activity

Conversely, if developments do not proceed because the cost burden has made them unviable, these benefits do not materialise. The district does not simply stand still — it falls behind. Businesses that depend on growth-driven demand contract. Young families who cannot find affordable housing leave for other centres. The ratepayer base stagnates, placing greater pressure on existing ratepayers to fund the same level of services.

We understand that Council is facing forecast financial shortfalls and that pressure exists to recover the full cost of growth infrastructure. We do not dismiss those pressures. However, we submit that increasing development contributions in a way that deters growth is not a solution to a funding shortfall — it is a compounding of it. Less development means less revenue from DCs, fewer consents, less rates income from new properties, and ultimately a smaller economic base from which to fund Council services.

Before imposing further cost increases on the development sector, we strongly encourage Council to look inward and identify efficiencies and savings within its own operations. In an environment where households and businesses across the district are managing costs carefully, it is reasonable to expect Council to demonstrate that it has done the same before seeking additional revenue through charges that flow directly into the cost of housing.

I would welcome the opportunity to work constructively with Council on a development contributions framework that supports — rather than constrains — growth in the Ashburton District.

Attached Documents

Name
Submission - Kieran Breakwell

SUBMISSION TO ASHBURTON DISTRICT COUNCIL

Development & Financial Contributions Policy and Revenue & Financing Policy Review 2026

Submitted by: Kieran Breakwell – 027 223 0391

Date: 10 May 2026

Question 1: New District Roading Development Contribution

Response: No — We do not support this proposal.

We do not support the introduction of a new roading development contribution at this time.

Development contributions across the Ashburton District have already increased significantly over recent years (from $7,350 to $10,750 to the proposed new figure of $12,300 in 3/4 years), and these cumulative cost increases are already acting as a deterrent to development activity in the area. Adding a further roading contribution compounds this effect at a time when the development sector is under considerable pressure from construction cost inflation, interest rates, and subdued market demand.

The Council's own consultation documents confirm that proposed DC charges are increasing by an average of $2,975 across eight locations from 1 July 2026 — with some areas such as Rakaia facing increases as high as $6,879. The new roading contribution of $859 will form part of this already-increased charge. While $859 may appear modest in isolation, our concern is with the cumulative and compounding effect of each additional charge imposed on development.

Every dollar added to the cost of development that cannot be absorbed is either passed on to the end purchaser — making housing less affordable — or renders a project unviable altogether. When a development does not proceed, the Council does not just forgo the roading contribution it is seeking. It loses the entire revenue package associated with that project: the full development contribution, reserves contributions, building consent fees, and associated income.

The financial case for a new contribution must be weighed against the real risk that it suppresses the development activity the Council depends on to generate that revenue in the first place.

We urge the Council to model the sensitivity of development viability to cumulative DC increases before introducing any new contribution, and to consider whether the current trajectory of charges is reaching a point of diminishing returns for the district.

Question 2: Collecting Development Contributions at Subdivision Stage

Response: Other — Conditional support, subject to amendment.

We have no objection in principle to the collection of development contributions at the subdivision stage, but we do not support the proposal as currently structured without an amendment to address the financial burden this places on developers.

Requiring payment at subdivision — which may occur years before individual sections are sold — significantly increases developer holding costs. A developer who creates a 50-lot

subdivision must fund the full development contribution liability upfront, potentially carrying that cost for several years while sections are progressively sold. This is not a neutral timing change. The cost of financing that obligation over the holding period is real, material, and ultimately passed on to purchasers in the form of higher section prices — making housing less affordable, not more.

A practical and equitable solution would be to allow development contributions to be paid at the point of sale of each individual section rather than at the time of subdivision consent. This approach would:

- Align the payment obligation with the point at which the developer receives proceeds from the land
- Remove the need for developers to carry the DC liability as a holding cost over the development period
- Still deliver the same revenue to Council, just at a more appropriate trigger point
- Reduce upward pressure on section prices and improve housing affordability outcomes

We acknowledge this may require a creative policy solution within the existing legislative framework, and we would welcome further discussion with Council on how this could be implemented.

Question 3: Updating Development Contribution Charges from 1 July 2026

Response: No — Defer to the next three-year consultation cycle.

We do not support updating development contribution charges at this time.

Given the significant increases already proposed across multiple locations, and the broader economic pressures facing the development sector, we submit that any review of DC charge levels should be deferred to the next scheduled three-year consultation cycle. This would allow time for the market to absorb the policy changes already being introduced, and give Council the opportunity to assess the actual impact of current charges on development activity before layering further increases.

Increasing charges now, in the same policy cycle as the introduction of a new roading contribution and a change to collection timing, represents too many compounding cost pressures on the development sector at once. A staged and evidence-based approach to charge increases would be more prudent and more likely to sustain the development activity that underpins Council's long-term revenue base.

Question 4: Amending the Revenue & Financing Policy

Response: No — Do not amend.

If the new roading development contribution is not introduced, and DC charge increases are deferred as we have submitted, there is no requirement to amend the Revenue & Financing Policy at this time. We submit that this amendment should not proceed ahead of the underlying policy decisions it is intended to enable.

Question 5: Other Updates to the DFC Policy

Response: As above — do not proceed in this cycle.

We do not support the other proposed updates to the DFC Policy in the current cycle, including the removal of the applied growth factor and updates to the calculation methodology, as these changes further compound the overall cost impact on development. These matters should be revisited as part of the next full policy review, when the effects of the current changes can be properly assessed.

Other Comments: The Wider Community and Economic Consequences of Increasing Development Costs

We wish to draw the Council's attention to the broader community and economic consequences of increasing development costs to a point where growth is discouraged or stifled.

Development activity does not exist in isolation — it is the engine of a local economy. When developments proceed, the benefits flow across the entire Ashburton community in ways that extend well beyond Council's balance sheet. Consider the flow-on effects of a subdivision or new housing development going ahead:

- Local tradespeople — builders, plumbers, electricians, concreters — are employed, spending their income locally in Ashburton businesses
- Retailers and suppliers of building materials, appliances, and fitouts benefit directly from construction activity
- New residents spend in local supermarkets, cafés, service businesses, and schools, sustaining those businesses
- Population growth supports the viability of local schools, medical practices, and community facilities that existing residents also rely on
- A growing ratepayer base distributes the cost of Council infrastructure across more properties, reducing the per-household burden on existing residents
- New businesses are attracted to a growing district, creating jobs and further economic activity

Conversely, if developments do not proceed because the cost burden has made them unviable, these benefits do not materialise. The district does not simply stand still — it falls behind. Businesses that depend on growth-driven demand contract. Young families who cannot find affordable housing leave for other centres. The ratepayer base stagnates, placing greater pressure on existing ratepayers to fund the same level of services.

We understand that Council is facing forecast financial shortfalls and that pressure exists to recover the full cost of growth infrastructure. We do not dismiss those pressures. However, we submit that increasing development contributions in a way that deters growth is not a solution to a funding shortfall — it is a compounding of it. Less development means less revenue from DCs, fewer consents, less rates income from new properties, and ultimately a smaller economic base from which to fund Council services.

Before imposing further cost increases on the development sector, we strongly encourage Council to look inward and identify efficiencies and savings within its own operations. In an environment where households and businesses across the district are managing costs carefully, it is reasonable to expect Council to demonstrate that it has done the same before seeking additional revenue through charges that flow directly into the cost of housing.

I would welcome the opportunity to work constructively with Council on a development contributions framework that supports — rather than constrains — growth in the Ashburton District.

Signed:

Kieran Breakwell

kb@kbproperties.co.nz

Details of submitter No: 27 - John D McGirr John D McGirr

Submitter:	John D McGirr John D McGirr
Submitter Address:	

Submitter Details

Submission Date: 11/05/2026

First name: John D McGirr **Last name:** John D McGirr

Email: John@jdconsultants.co.nz

Would you like to present your submission in person at a hearing?

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Feedback

1. Do you support the creation of a new roading development contribution to help fund new and upgraded roading assets?

I support a new roading development contribution, with some changes (explain below).

Please explain why you have chosen that option.

I agree it must be user pay, I do agree with the Councils preferred option except for the Second Bridge. Having a growth portion of 27% is insufficient to cover the 30-year timeframe - we are advised through the media that the bridge approaches will cost 20 million plus allowances of 5 million for the slush fund. If ADC is able to have the proposed construction (extent of works as shown in the Library on the wall) completed with a price tag of 25 million, the DC as proposed may cover the share of the costs. The true cost of the construction when all services are charged to the job will place the cost of this project well over 50 million dollars, if I am incorrect - ADC will have the cheapest construction costs of any project in NZ.

ADC has to ensure that during construction and before the roading is invested from the developer to ADC the construction has been carried out to the required specifications, all engineering has been signed off plus the finished surface has not been damaged in any part otherwise it is furture liability on the Ratepayers.

If the DC are calculated on 25 million and it costs 50 million - or a figure between the 2, I believe developers will walk away and the ratepayers will be left with a "Bridge to No where" For the record I am apposed to the new bridge in the location it is being constructed, The govt has blackmailed the previous council into a take it or leave it option - you treat bullies by saying no. Stop the bridge and have it built alongside the existing bridge. I take it this is not possible as construction / design is well advanced.

As the previous council agreed to the bridge you have only one option left - cap what Developers pay in DC based on 25 million and the balance is a fee all ratepayers must pay, and you hope that it costs no more than 25 million and the Developers will keep doing developments. As the previous Council signed off the new bridge I am sure consideration would have been given to how it was to be funded as they represented all ratepayers - present and future, hence the requirement to ensure Developers are only paying their fair share.

2. Do you support Council collecting development contributions at subdivision:

Effective from 1 July 2027 **(Council's preferred option)**

Why have you chosen that option? Please give details of any other changes you propose.)

The fees must be paid in full on issue of the title, this time frame of 1st July 2027 gives a good lead in time for all concerned. From the purchaser's perspective the price they pay is the total amount and no further fees are payable.

Stops ADC being the bank especially when there is a down turn in the economy - sections left for years due to lack of sales.

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3. What is your preferred option for development contribution charges?

Agree with the development contributions charges as set out in the consultation document. **(Council's preferred option)**

Why have you chosen that option? Please give details of any capping, phase-in, or other changes you propose.

I agree this is the best option, set fees from day one. The other 2 options are very messy and open to change and political interference. It is very important that the developers pay a fair but true cost for the development contributions, and this ensures that the ratepayers liability is reduced. It is very important that developers are required to install high quality services in their subdivision that are fit for purpose and minimum liability on ADC (the ratepayers) for on going costs. To give an example, the foul water system (POO DISPOSAL) to reduce costs, developers install a pressurized FW system instead of the tried and tested gravity feed system. The system has a tank on the property where the FW is gravity fed into the tank, then a pump sends the FW into the pressurized reticulated mains. This system is cheaper than a gravity fed system. The tank and connection is inside the boundary - paid for by the owner and is not part of the development contributions. Yet when connected and signed off it is vested with ADC to maintain. The long term liability is huge on ADC and if the land (any section) at a later stage is permitted to be subdivided - many problems will arise. I trust that these concerns are covered in full by the development contributions ??

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4. Amending the revenue & financing policy - What is your preferred option for this issue?

Amend the revenue & financing policy to allow for roading development contributions **(Council's preferred option)**

Why have you chosen that option.

Best option, as has the ability to reduce amount of liability on ratepayers - this is provided that the development continues at its present level of activity and there is no downturn in the economy considering

that part of these contributions are now paying for the New Bridge approaches - otherwise cost added to ratepayers. Developers must be paying development contributions for roads - they recover their money when the section / land is sold - they also take the profit in good times and the losses when things go tits up - same ground as any other investment.

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5. Council has proposed other changes on page 11 of the consultation document. What are your thoughts on those changes?

Conditions Policy.

Clause 2.1 - Full development contributions must be payable when a PIM is sought for exempt stand alone dwelling - it is no different than a developer selling a section for a stand alone dwelling - except in that case it has not been exempted. Both options still use all the services provided hence must pay

Clause 2.2 - Activities - Roading - the second bridge - big liability for ratepayers - the economy has to keep going gang buster speed for this option to work. Get out of the second bridge being constructed even with having to pay a penalty. $25 million say over 30 years at 4.49% - rates to be collected to feed the beast = approx $29125 - 00 per week for 30 years = $45,500,000 with 15000 ratable units = approx $3000 per ratable unit = $2-00 week in rough terms - what happens with over runs and the cost is 50 million. You will be able to blame TRUMP and his war for some of it ??? GET OUT OF THE DEAL _ ALL ILL CONSEIVED _ MORE THOUGHT REQUIRED.

Clause 2.4.3 - Residential all must be treated with the same rate - 1 HUE. A 2 bedroom residence will pay 1 HUE and a 3 bedroom Small stand alone dwelling 0.5 HUE - plans are available for a 3 bedroom units.

Clause 2.12 - Payment DC - item e) Payment required at time PIM issued - what option do you have if the building is not completed - Small stand alone dwelling wording needs to be clarified, is construction taking place with a BC or is it under the exemption option like under clause 2.1-

Clause 2.15 - Contributions - Land being used as payment - must be restricted as a requirement when say 100 section subdivision is planed and then land may be offered on a 50 / 50 basis - land and half cash. Parks are a long term liability for ADC

Definitions - Small stand alone dwelling (c) add measured to the inside face of the external walls

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6. Are there any other comments you would like to make?

Appendix 1 and 3 have been well researched and in my opinion should be easily understood by all concerned.

Overall the document is workable - may have some parts that will be open in time to dispute from both side ADC and Developer.

If possible would you please forward a copy of this submission by email - remember no second bridge - do not

take blackmail from bullies - you are spending others hard earned cash (ratepayers)

27